

APPENDIX

C

Engagement report

ILLABO TO STOCKINBINGAL ENVIRONMENTAL IMPACT STATEMENT



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Appendix C Engagement report

C.1 Introduction

C.1.1 Program overview

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

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

This 1,700-kilometre line is the largest freight rail infrastructure project in Australia. The objectives of the Inland Rail Program as stated in the Service Offering are to:

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

The key characteristics of the service offering are **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 C-1:KEY ELEMENTS OF THE INLAND RAIL SERVICE OFFERING

C.1.2 Project background

ARTC is seeking approval to construct and operate the Illabo to Stockinbingal (I2S) section of Inland Rail ('the proposal'), which consists of approximately 39 kilometres of new, greenfield, single-track, standard gauge railway and associated infrastructure between Illabo and Stockinbingal (see Figure C-2). It is estimated the I2S section of Inland Rail would be trafficked by an average of six trains per day (both directions) in 2026, increasing to about 11 trains per day (both directions) in 2040. Subject to approval, construction is planned to commence in June 2023 and will be completed by August 2024. The proposal is expected to be operational, as part of Inland Rail as a whole, when all 13 sections are complete, which is estimated to be in 2027.

The proposal is located in the Riverina and Southern Slopes region of south-central NSW. A "greenfield" rail construction project consists of building a new section of track where there is no existing rail corridor. The proposal would connect the Albury to Illabo (A2I) and Stockinbingal to Parkes (S2P) "brownfield" projects, linking the existing Melbourne–Sydney line from northeast of Illabo with the existing Stockinbingal to Parkes line north of Stockinbingal (see Figure C-2).

During early stages of route planning, the North–South Rail Corridor Study (NSRCS) (Ernst and Young et al., 2006) assessed far western, central inland, coastal and hybrid sub-corridors, recommending a far western option, based on capital costs and transit times. The Inland Rail Alignment Study (IRAS) (PricewaterhouseCoopers et al., 2010) determined the optimum alignment for the inland railway, generally following the far western sub-corridor identified by the NSRCS. The IRAS considered market take-up, high-level costing, and capital costs versus journey times for two route options within the far western sub-corridor.

The IRAS recommended a route via Albury and Wagga Wagga over a route via Shepparton and Narrandera between Seymour and Parkes. The study took into account the finding of the NSRCS, which had examined a Shepparton route re-joining the Albury route at Junee, and studies commissioned by the Greater Shepparton City Council and the Food Bowl Inland Rail Alliance, both of which advocated a route via Shepparton. The recommendation was primarily based on the higher capital costs and little additional revenue estimates associated with the Shepparton option. Selection of the route via Albury meant that the alignment would require some form of connection from Stockinbingal to the Junee area, either via the existing corridor (via Cootamundra) or a more direct greenfield route. Of these available options, the shorter greenfield option from Illabo to Stockinbingal was recommended as striking an appropriate balance between property impacts (i.e. associated with the longer direct Junee to Stockinbingal greenfield options) and higher capital costs (i.e. associated with upgrading the existing line crossing the Bethungra range).

In 2015 the Inland Rail Implementation Group (IRIG) considered the program business case (ARTC, 2015) and revisited the IRAS study. The IRIG broadly agreed with the alignment identified in the IRAS, but considered a number of issues in more detail, including a re-examination of Albury vs Shepparton. IRIG considered further work commissioned by Department of Infrastructure and Regional Development (now 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.

A concept assessment was undertaken between 2016 and 2017, establishing a 2 kilometre (km) wide study area for I2S, which was approved by the Australian Government in April 2017 (see Figure C-3). Following this, a multi-criteria analysis (MCA) was established to further refine the corridor to a 250-metre (m) wide focus area of investigation (FAI) (see Figure C-4). The MCA process is recognised as an industry standard and is widely used in Australia and internationally. It considers a range of factors, including technical viability, environmental impacts, safety, community and property impacts, operational approach, approvals, stakeholder engagement, constructability and schedule.

Since determination of the FAI, further detailed technical investigations have taken place within this area. These studies include terrestrial and aquatic ecology, Aboriginal and non-Aboriginal cultural heritage, hydrology, water quality, groundwater, soils and geology, transport, land use, and social impact assessment. These studies have been used to inform several stages of the feasibility or "reference design", which is referred to and prepared concurrently with the Environmental Impact Statement (EIS). The various stages of the reference design and processes to refine the corridor comprise the key engagement milestones for community consultation on I2S. For the reference design these stages are 30%, 70%, 100% reference design, and corresponding 2 km wide study area, FAI, and final rail corridor alignment identification milestones. Between May and September 2020, the proposal undertook a design refinement exercise to understand the technical and environmental challenges involved in the project. This resulted in a preferred refined design including opportunities inside and outside the 250 m-wide FAI. The changes to alignment meant further detailed technical investigations were undertaken. Engagement on the refinement exercise was undertaken. More details of these engagement milestones are included in Appendix A—Early community consultation activities.

Throughout 2018–22, Inland Rail conducted extensive consultation with local landowners, local communities, industry groups, elected representatives, and councils, including Junee, Temora and Cootamundra–Gundagai councils. Further details of stakeholder identification and consultation activities during development of the EIS are in section C.4.



FIGURE C-2:THE ILLABO TO STOCKINBINGAL INLAND RAIL PROJECT (THE PROPOSAL)

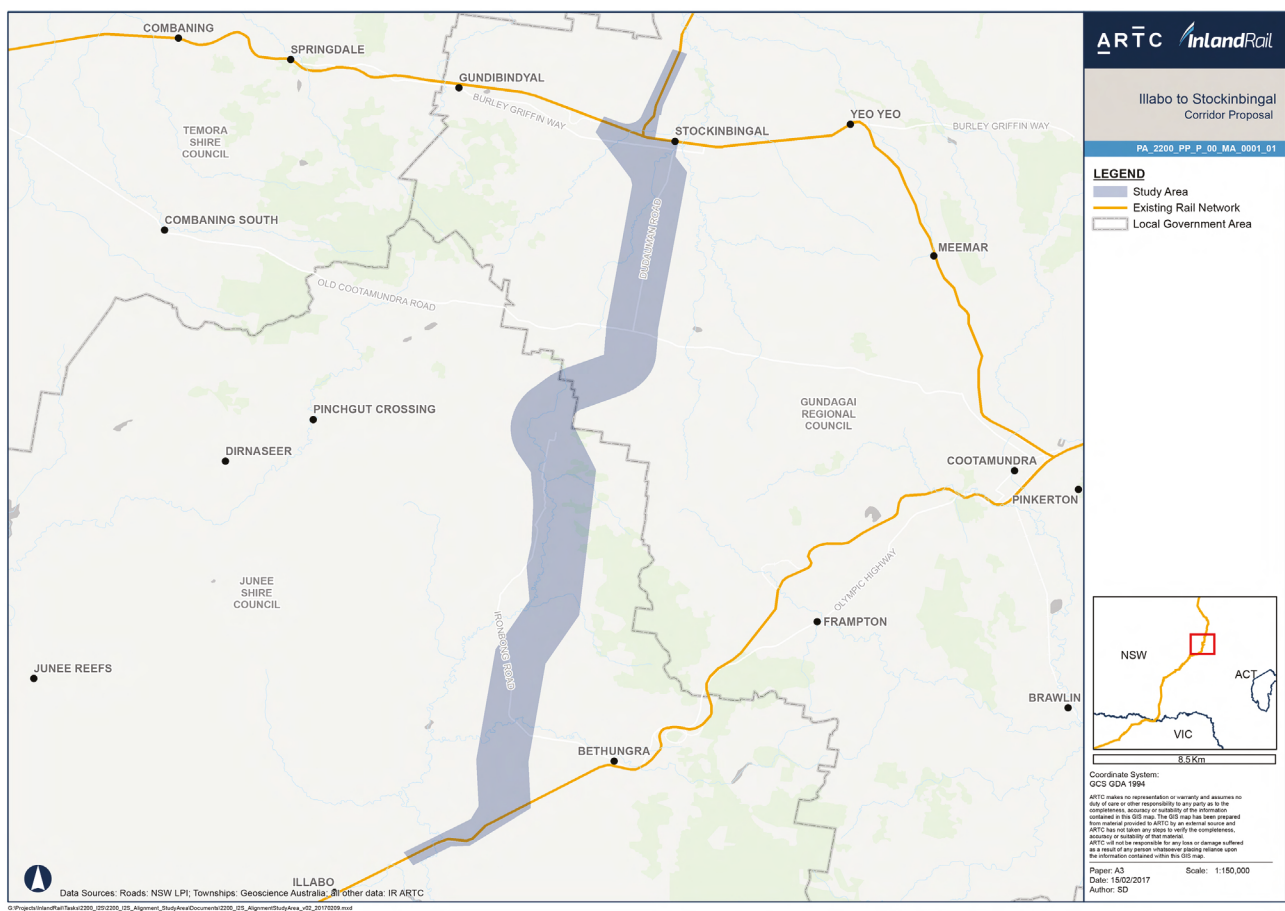
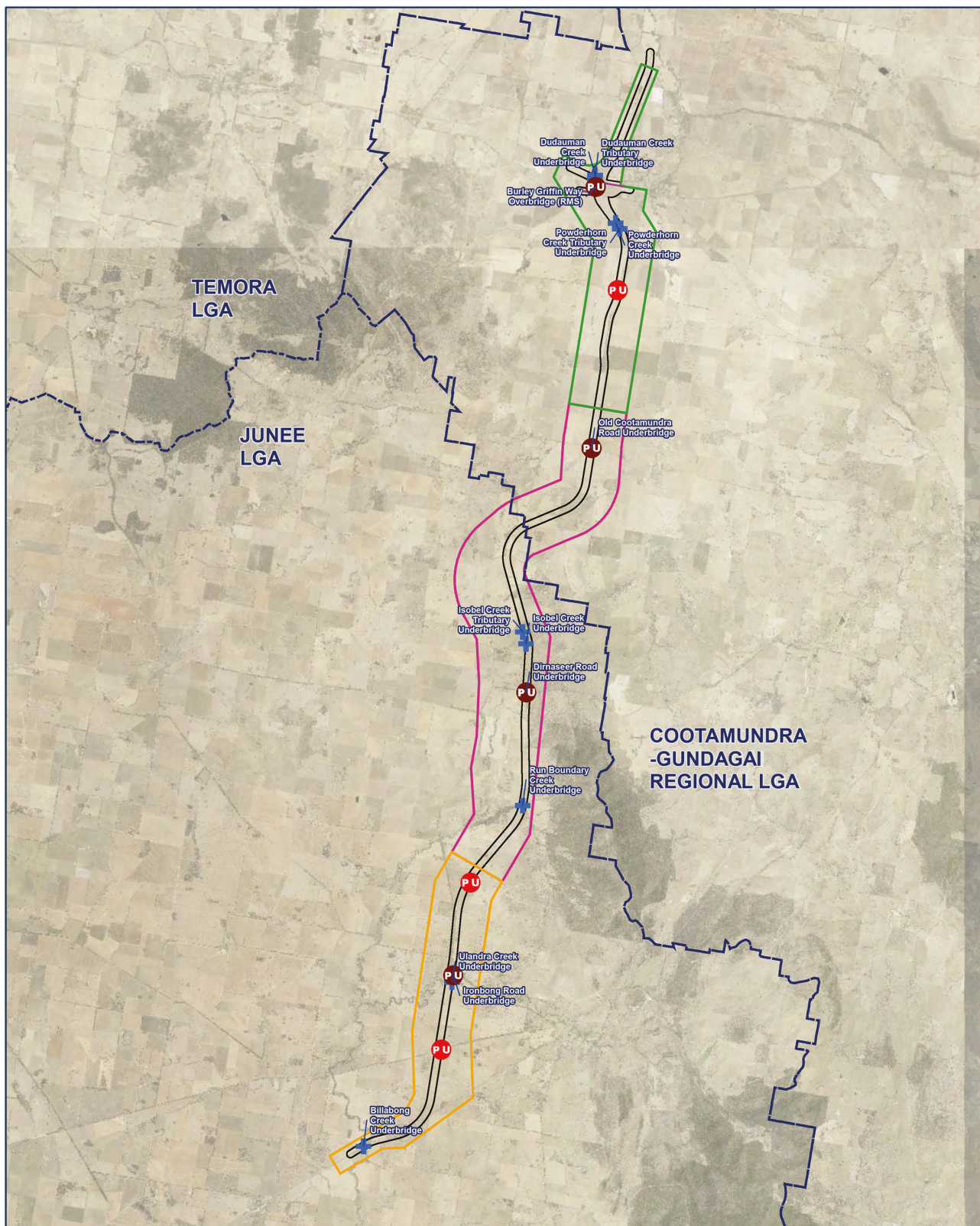


FIGURE C-3:PROJECT OVERVIEW MAP (2 KM STUDY AREA)



ILLABO TO STOCKINBINGAL Design Overview

0 2 4 6 Km
Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 27/06/2019 Paper: A3
Author: IRDJV Scale: 1:120,000
Data Sources: IRDJV, ARTC, LPI

2S Investigation Corridor Section

Central
North
South

Preferred Option Corridor 250m

Local Government Area
Public (Passive level crossing)
Public (Grade separation)
Bridge
Burley Griffin Way



INLAND RAIL **ARTC**

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

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FIGURE C-4: PROJECT OVERVIEW MAP WITH 250 M FOCUS AREA OF INVESTIGATION

C.1.3 Purpose of the Report

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

This report complements the consultation chapter 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.

C.2 Secretary's Environmental Assessment Requirements (SEARs)

The Secretary's Environmental Assessment Requirements (SEARs) detail what must be covered in the EIS across a range of subjects. Issued by the Secretary of DP&E (now the Department of Planning and Environment (DPE)) on receipt of a State Significant Infrastructure (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 Inland Rail seek to meet the requirements noted in SEARs Desired performance outcome No. 4 (see Table C-1).

It is important to note that in 2019, the Department of Planning and Environment (DPE) was renamed the Department of Planning, Industry and Environment (DPIE). The majority of the work for this engagement report has been undertaken against guidelines developed by DPIE; however, in 2022, the department reverted to being named DPE. Therefore, in this chapter, historical work will refer to DPIE and future works will refer to DPE.

TABLE C-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	The project must be informed by consultation, including with relevant local, State and Commonwealth government agencies, infrastructure and service providers, special interest groups, local Aboriginal community groups, affected landowners, businesses and the community. The consultation process must be undertaken in accordance with the current guidelines.
	The Proponent must document the consultation process and demonstrate how the project has responded to the inputs received.
	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.
	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 <i>Community Consultative Guidelines State Significant Projects</i> (2019). The CCC must not be the only or primary method of engagement with the community on the project.

Further to the SEARs, DPE has published draft guidelines on community and stakeholder engagement and Social Impact Assessment (SIA), which have also informed and shaped engagement activities on the proposal.

C.2.1 Department of Planning and Environment Guidelines

Community and stakeholder engagement (Draft Environmental Impact Assessment Guidance Series, 2017)

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

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

- ▶ assign an engagement level to the project, using knowledge of the level of impact and interest of the community and other stakeholders, to inform engagement in the subsequent EIS phase
- ▶ develop project-specific participation outcomes for the EIS phase using the assigned level and issues identified by the community and other stakeholders

- ▶ document, in the engagement chapter of the EIS, the engagement activities undertaken and evaluate how the participation outcomes have been achieved through these activities.

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

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

Social Impact Assessment Guideline for State Significant Mining, Petroleum Production and Extractive Industry Development

The Social Impact Assessment Guideline for State Significant Mining, Petroleum Production and Extractive Industry Development (DP&E, 2017) provides guidance for conducting social impact assessments (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 gaining an understanding of the social context (or 'baseline') prior to initiation of the project and for ensuring that potentially affected individuals and groups are provided with a comprehensive understanding of the project's impacts—both negative and positive.

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

- ▶ facilitate improved project planning and design through earlier identification of potential social impacts
- ▶ promote better development outcomes through a focus on minimising negative social impacts and enhancing positive social impacts
- ▶ support informed decision making by strengthening the quality and relevance of information and analysis provided to the consent authority
- ▶ facilitate meaningful, respectful and effective community and stakeholder engagement on social impacts across each EIS phase, from scoping to post-approval
- ▶ ensure that the potential social impacts of approved projects are managed in a transparent and accountable way over the project life cycle, through conditions of consent and monitoring, and reporting requirements
- ▶ although explicitly for the mining and petroleum sectors, this currently comprises the de facto guideline for all SSI projects in lieu of DPE publishing similar guidance specific to the Infrastructure State Environmental Planning Policies (SEPP).

The *Social Impact Assessment (SIA) Guideline for State Significant Mining, Petroleum Production and Extractive Industry Development* (2017) has now been superseded by the *Social Impact Assessment Guidelines for Significant State Infrastructure Projects*.

Social Impact Assessment Guidelines for Significant State Infrastructure Projects

The *Social Impact Assessment Guidelines for Significant State Infrastructure Projects* (DPIE, 2021) guideline document sets out DPIE expectations of the SIAs as part of the NSW state-level EIS process. The guideline draws on agreed principles 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 how to undertake 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 licence' 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 Social Impact Assessment (SIA) Guideline for State Significant Mining, Petroleum Production and Extractive Industry Development (2017).

Undertaking Engagement—Guidance for State Significant Projects

Undertaking Engagement—Guidance for State Significant Projects (DPIE, 2020) sets out DPE's expectations 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. It 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.

C.3 ARTC and community engagement

C.3.1 Inland Rail program' approach to engagement

ARTC developed a 10-year program to deliver Inland Rail under the guidance of the Australian Government's IRIG. 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* (ARTC, 2018) and the *Inland Rail Community Engagement Management Plan* (ARTC, 2021b) provide the overarching communications and engagement framework for the Inland Rail program stretching from Queensland to Victoria. Effective communication and stakeholder engagement are fundamental to reducing risk, optimising route alignment, minimising social and environmental impacts, securing statutory approvals, and gaining and maintaining the social licence to operate.

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

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

C.3.2 Inland Rail Program engagement principles

The strategic engagement principles that apply include:

- ▶ **Timing**—early and regular engagement.
- ▶ **Inclusivity**—ensuring relevant stakeholders are consulted or involved during a process.
- ▶ **Transparency**—views and opinions captured from the public are reflected during the engagement process and are available to participants.
- ▶ **Equitability**—relevant groups are included in the conversation with recognition of those voices that are not often heard as much as some others. This includes groups like 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 International Association of Public Participation spectrum for public participation (IAP2, 2018).

C.3.3 International Association of Public Participation spectrum of public participation

The IAP2 spectrum for public participation (IAP2, 2018) 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.

C.3.3.1 Public participation

The IAP2 spectrum for public participation is an informative tool to help clarify the role of the public (or community) in planning and decision making, and how much influence the community has over planning or decision-making processes. As a guide, the IAP2 spectrum allows for the setting of appropriate goals, expectations and activities. It also assists in better understanding community and project outcomes (refer to Figure C-5).

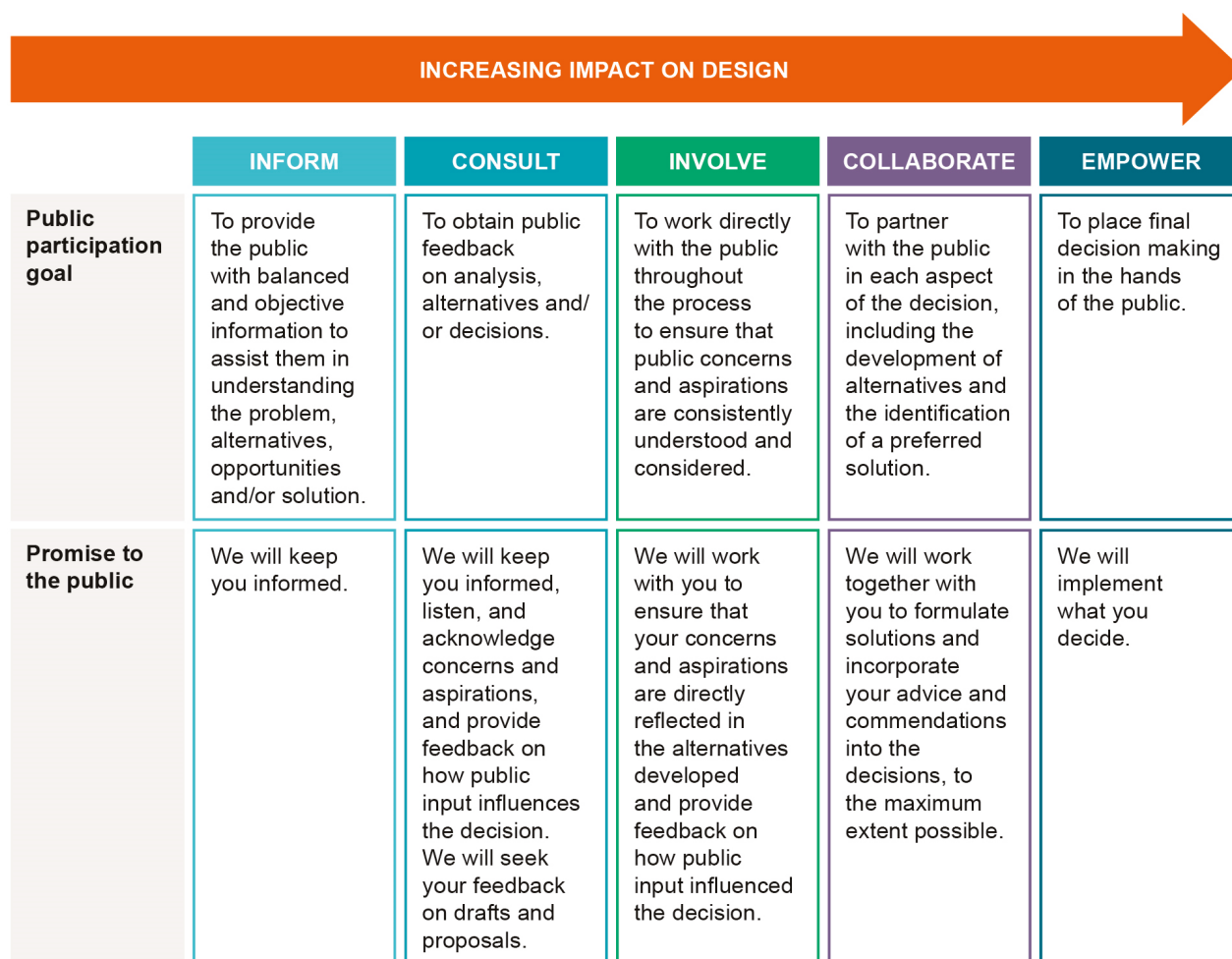


FIGURE C-5:IAP2 SPECTRUM FOR PUBLIC PARTICIPATION

C.3.3.2 IAP2 core values

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

TABLE C-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.

C.3.4 ISCA stakeholder engagement credits

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

The ISCA ratings (awarded as 'credits') include a significant stakeholder engagement component applied across four key categories, described as:

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

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

TABLE C-3: ISCA REQUIREMENTS

ISCA credit		How ARTC will meet ISCA requirements
Sta-1	Stakeholder Engagement Strategy	ARTC will seek to publish an external (or public facing) I2S Community Engagement Plan, which will complement internal engagement documents and strategies.
Sta-2	Level of Engagement	At a minimum there are the following negotiable items on the proposal: ▶ Refining the final rail corridor—ARTC will work with landowners to incorporate feedback, where feasible, into design work as the study area (up to 5 km wide) is narrowed to a final corridor (40–60 m wide). ▶ 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 be opportunities for community input into visual and design elements associated with these structures (design or ancillary).
Sta-3	Effective Communication	ARTC will provide the community with information: ▶ 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 (Inland Rail's secure stakeholder management database database) and all questions from the public will be responded to in a timely manner.

C.4 Stakeholder identification and consultation for the EIS

C.4.1 Stakeholder identification

Understanding the local community and identifying stakeholders is critical to the success of Inland Rail and community engagement activities. A stakeholder is defined as any individual, group of individuals, organisation or political entity with an interest in the outcome of a decision. They may be, or perceive that they may be, affected directly or indirectly by the outcome of a decision. Using a desktop search and field visits, ARTC identified stakeholders directly impacted by and adjacent to the existing rail corridor as well as stakeholder groups in the wider community likely to have an interest in the construction and operation of the proposal.

The key stakeholders for Inland Rail include:

- ▶ elected members of the parliaments of NSW and Australia
- ▶ local councils
- ▶ government agencies
- ▶ landowners and residents with the potential to be directly or indirectly impacted by the proposal
- ▶ community, industry and environment groups
- ▶ special interest groups
- ▶ local businesses
- ▶ traditional owners
- ▶ utility providers
- ▶ representatives of neighbouring and related projects.

C.4.1.1 Local councils

Local councils provide a tangible and vital link to communities. ARTC has engaged with all councils across the alignment; this includes Junee Shire Council, Temora Shire Council and Cootamundra–Gundagai Regional Council.

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

C.4.1.2 Government organisations

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

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

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

C.4.1.3 Landowners

The I2S Community Engagement Team have worked hard to establish and maintain relationships with landowners who own or reside on property within the proposed rail alignment.

- ▶ From June to August 2018, ARTC met with 56 landowners across the Illabo to Stockinbingal study area.
- ▶ From September to October 2018, ARTC met 28 landowners face-to-face within the 250 to 400 m wide, reduced study area.

- ▶ From October 2018 to May 2022, ARTC have met with impacted landowners at various stages to discuss project design milestones, concerns including environmental such as hydrology. Refer to section C.5 for details on engagement with land owners.

Meetings included ARTC technical and engagement personnel, as well as an independent agronomist (where requested). All landowners were provided with updated property maps, clearly showing the location of the FAI and alignment. The meetings also covered preliminary flood modelling and private access requirements.

C.4.1.4 Community and environment groups

Community and environment groups include resident groups, farmer groups and associations, branches of the NSW Country Women's Associations and Chambers of Commerce.

C.4.2 Community Consultative Committee

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

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

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

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

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

C.4.3 Social performance

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

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

- ▶ workforce management
- ▶ local and Indigenous industry participation
- ▶ housing and accommodation
- ▶ health and community wellbeing
- ▶ community and stakeholder engagement.

Opportunities for the Community Engagement Team to leverage 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 project.
- ▶ **Community safety**—using 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 project and some of the community's most vulnerable residents—children.
- ▶ **Local education**—creating education opportunities for residents to be trained so they can benefit from the development and operation project. This area of interest and opportunity has been raised by local councils, business and locals throughout consultation.

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

C.4.4 Cultural heritage

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



FIGURE C-6: CULTURAL HERITAGE AND GEOTECHNICAL INVESTIGATIONS BEING COMPLETED AS PART OF THE EIS

C.5 Consultation tools and activities

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

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

TABLE C-4: COMMUNICATION AND CONSULTATION TOOLS

Communication and consultation tools	Purpose	Date
Toll-free community information line (1800 732 761)	Inland Rail has a toll-free community information line for any queries about the project. This line is staffed during business hours Monday to Friday 8.30 am to 5.00 pm. A team of community and engagement advisors take these calls and direct them to the appropriate engagement advisor for response.	Established January 2015 and continues to be managed
Project email (inlandrailenquiries@artc.com.au) (inlandrailnsw@artc.com.au)	- 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)	- Raise awareness and understanding of the proposal - Provide information to stakeholders, allowing them to ask questions, share their views, issues and concerns, and request additional information - The website also includes minutes from CCC meetings, updated project maps, project newsletters, and historical documentation (such as route alignment documents) - The website is updated, as required, to reflect the stages of the proposal.	Established 2014 and updated regularly
Inland Rail social media channels: - LinkedIn - Facebook - Instagram	- Online communication provides information about the Inland Rail program - Online communication channel where stakeholders can ask questions, share their views, issues and concerns, provide feedback and request additional information.	Established 2019 and ongoing
Printed information—distributed to people on the project mailing list and at communication sessions: - fact sheets - Project information packs - mail outs - Project maps	- 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
Stakeholder e-newsletter	- E-newsletters have been sent to stakeholders to provide project updates, invite them to attend community drop-in sessions and advise them of community information sessions - Individuals can sign up for e-news project updates online, through the ARTC website, or at any of our public information displays.	Established April 2019 and ongoing
Community information sessions	To provide information on the proposal to the local community and seek input to inform the design process and develop the EIS.	Commenced in 2016 and held as required. Recent sessions occurred in June 2021

Communication and consultation tools	Purpose	Date
Workshops	▶ Discuss the proposal and address specific questions and concerns in person ▶ Provide an opportunity for stakeholder input to inform the design process and EIS ▶ To seek targeted feedback from stakeholders to develop the EIS.	Commenced in 2018 and held as required
Landowner face-to-face meetings	▶ Consultation at various stages of the project ▶ Study area: project awareness, field studies and property access ▶ FAI: project update, property impacts, flooding and hydrology and access ▶ Final corridor: project update, property, construction impact zone, noise and hydrology impacts.	Commenced in 2017 and ongoing
Stakeholder meetings and briefings	▶ Opportunity to address specific questions and issues in person ▶ Includes meetings with local council and NSW Government agencies ▶ Build relationships and trust. Provide an opportunity for stakeholders input to inform the design process and development of the EIS.	Commenced in 2018 and ongoing
Submissions	▶ Submissions from local councils and businesses have been invited to provide an opportunity for local knowledge and views to be shared with the proposal team, e.g. investigating pre-construction legacy opportunities.	As required
Briefing papers	▶ Provided to the state government and Australian Government to outline key issues and strategies.	As required
I2S CCC	▶ Provide a forum for the discussion between the proponent and representatives of the community, stakeholder groups and the local council on issues directly relating to a specific State Significant proposal ▶ Forum for the public to gain an understanding of the project and source information, and is an effective channel for stakeholders to communicate their views, issues and concerns.	Established in 2019 and held quarterly
▶ Local media ▶ Advertisements ▶ Media releases ▶ Media briefings	▶ Raise awareness and understanding of Inland Rail and the proposal ▶ Provide information and promote channels through which stakeholders can communicate their views, issues and concerns ▶ Celebrate project milestones publicly.	Ongoing
Project database	▶ Record all correspondence relating to the proposal, including feedback, concerns and commitment (via Consultation Manager).	Established 2016 and ongoing
ARTC community investment/ sponsorship	▶ Opportunity for direct or in-kind community support ▶ Sponsorship of regional shows and local community organisations (June, Illabo and Cootamundra), demonstrating a commitment to local communities.	Four times per year
E-blast emails/emails	▶ Promote engagement channels and opportunities to learn more about the proposal ▶ Promote when community feedback and inputs are required.	As required

C.5.1 Consultation during the development of the EIS

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

C.5.1.1 Government officials, agencies and councils

- ▶ Between May and June 2018, a pre-SSI lodgment meeting was held with a variety of government departments and agencies to provide a briefing about the project 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.
- ▶ In June 2018, four stakeholder meetings were held with various councils and government agencies. The purpose of these meetings was to collect information to feedback into the feasibility design.
- ▶ In September 2018, there were four key stakeholder meetings with councils and government departments to provide a high-level update on the projects progress, outline upcoming project activities, and provide detail on the MCA process used to refine the study area.
- ▶ In November 2018, three key stakeholder meetings were held with various councils. The meetings discussed construction water requirements and potential sources of water during construction, sources of construction materials from local quarries, heavy vehicle movements on local roads and worker accommodation needs.
- ▶ In December 2018, ARTC received an email from Junee Shire Council and NSW Farmers highlighting concerns for consideration. The main concerns were level-crossing safety and a minimum clearance under bridges constructed over public roads to be 5.5 m to allow for agricultural machinery to pass under the bridges safely.
- ▶ Between June and July 2019, five meetings with elected representatives and councils were held about the FAI and 70% design. This engagement was originally planned to be undertaken in March 2019, but the activities were delayed because of the federal election and government caretaker period. Consultation included members of the Deputy Prime Minister's office, the Hon. Steph Cooke MP office, and Junee, Temora and Cootamundra–Gundagai councils.
- ▶ Between August and September 2019 presentations were provided to the Regional Emergency Management Committees (REMCs) and follow-up meetings held with the relevant Local Emergency Management Officers in Temora, Junee, and Cootamundra–Gundagai. Meetings were also held with Rural Fire Service (RFS) to seek input on their potential concerns around any changes for fire-fighting access.
- ▶ Between July and December 2020, two meetings were held with elected representatives to brief the outcomes of the preferred refined design review undertaken during the first half of 2020. Meeting were to provide a project update and update on upcoming community engagement.
- ▶ In January to February 2021, ARTC briefed elected representatives, councils and government agencies on the interim reference design.
- ▶ In February 2021, ARTC met with Junee and Cootamundra–Gundagai council and councillors, Local Emergency Management Committees (LEMCs) Rural Fire Services (RFS) and Transport for NSW (TfNSW) to discuss the interim reference design; EIS impacts; road and rail interfaces, including level crossings; acquisition; and compensation. Meetings were held to seek input on their potential concerns and gain feedback.
- ▶ ARTC met with RFS in March of 2021 to provide an update on the 70% reference design. The purpose of the meeting was to seek input and obtain feedback. The RFS' main comment was they would like to see better access into the Bethungra Ranges.
- ▶ In April 2021, a meeting was held with the Hon. Steph Cook and representatives of the Deputy Prime Minister's office. Meeting was to provide a project update for the Inland Rail NSW South projects.
- ▶ In May 2021, ARTC and a technical advisor on accommodation and work camps, met with the three local government councils in the study area to discuss potential locations, concerns and opportunities for worker camps.
- ▶ In June 2021, a meeting was held with Michael McCormack's MP, Member for Riverina electorate office, to discuss the project with the status of the Illabo to Stockinbingal project also briefly discussed.
- ▶ In June to July 2021, ARTC met with Junee, Temora and Cootamundra–Gundagai councils, TfNSW, REMC, Crown Lands and RFS to discuss the finalised reference design, hydrology and next steps. The potential closure of the level crossing LX602 due to concerns of short stacking and safety was discussed with TfNSW, ARTC, Crown Lands and Junee Shire Council.
- ▶ In June 2021, an email was sent to elected officials located along the alignment, including Hon. Steph Cooke MP, Member for Cootamundra and Michael McCormack MP, Member for Riverina, advising of the status of the project. A brief was also sent to the Department of Infrastructure, Transport, Regional Communications and Development.

- ▶ In July 2021, draft EIS briefings were held online with DPE (formally known as the Department of Planning Industry and Environment (DPIE)), DPE Biodiversity Conservation Sciences (formally DPIE Biodiversity Conservation Sciences), Environment Protection Authority (EPA), Transport for NSW (TfNSW) and Heritage NSW (Aboriginal Heritage section). The key environmental issues discussed were flooding, hydrology and geomorphology, biodiversity, noise, traffic and transport and Aboriginal cultural heritage.
- ▶ In July 2021, ARTC met with Goldenfields Water to discuss project design, impacts to the reservoir in Stockinbingal, potential water main relocations and access requirements. The purpose of the meeting was to seek input about potential concerns and obtain feedback.
- ▶ In August 2021, ARTC met with the NBN to provide an update on the project design and discuss the location and use of the NBN tower in Stockinbingal, the sensitivity of the tower to vibrations, and access and wireless connection issues. The purpose of meeting was to seek input about potential concerns and obtain feedback.
- ▶ In September 2021, ARTC sent a formal notification letter to Junee Shire Council about the intention to close the existing level crossing LX602. The council provided a letter in November 2021 indicating no opposition to the closure of the level crossing provided other property access was available. The letter also referenced that Riverina Zone NSW RFS had confirmed sufficient access to support firefighting operations and closing the level crossing would have minimal impact on RFS operations.
- ▶ In September 2021, ARTC met with Cootamundra–Gundagai Regional Council to discuss temporary workforce accommodation and utilities in Stockinbingal.
- ▶ In November 2021, ARTC met with DPE and Biodiversity Conservation Sciences to provide a briefing on the biodiversity assessment (BDAR).
- ▶ ARTC also met with DPE and the DPE Independent Assessor in November 2021 to provide a briefing on the flooding and hydrology assessment and modelling.
- ▶ In January 2022, ARTC met with DPE on two occasions (including one meeting with DPE's Independent Assessor) to workshop DPE's adequacy review comments with a large focus on flooding and hydrology.
- ▶ In February 2022, ARTC sent a formal notification letter to Crown Lands about the intention to close the existing level crossing LX602. A previous meeting with Crown Lands in June 2021 confirmed they do not need the level crossing to remain open to access Crown land.
- ▶ In February 2022, an online presentation to the Department of Infrastructure, Transport and Regional Development, Communications and the Arts was held to provide the department with an update of the project, EIS and property acquisition.
- ▶ In March 2022, ARTC sent a formal notification letter to TfNSW about the intention to close the existing level crossing LX602. Previous meetings with TfNSW indicated support for the closure due to safety concerns with limited short stacking distance between the crossing and the Olympic Highway.
- ▶ In March 2022, ARTC met with Riverina MP Michael McCormack to provide an update on the project, EIS and property acquisition status.
- ▶ ARTC met online with DPE and TfNSW in April 2022 to workshop the TfNSW adequacy review comments on the draft EIS.
- ▶ In May 2022, ARTC met with Cootamundra–Gundagai Regional Council's newly appointed Interim General Manager and Civil Works Manager. The purpose of the meeting was to provide a project update, EIS status update and to discuss next steps on temporary workforce accommodation.
- ▶ In May 2022, ARTC met with DPE to provide a progress update on the I2S project and EIS. Topics discussed included: hydrology and flooding, temporary workforce accommodation, rail noise consultation and EIS schedule update.
- ▶ Also, in May 2022, the project team met with DPE and TfNSW to provide an update on hydrology modelling at Stockinbingal and Burley Griffin Way. ARTC also provided an update on the assessment of the temporary workforce accommodation.

C.5.1.2 Impacted landowners

- ▶ Between June and August 2018, there were 56 one-on-one landowner meetings held to provide updates with respect to the 2 km study area. Maps of the 2 km wide study area were displayed and landowners were shown where their property is in relation to the study area. The meetings enabled ARTC to gather feedback and discuss where landowners preferred location of the alignment would be. In June 2018, members from the proposal team also attended a NSW Farmers Association meeting with landowners to listen to their concerns and help understand local values.
- ▶ In September 2018, ARTC's CEO and members of the project team held two meetings with a total of 15 landowners. The purpose of the meetings was to provide a forum where landowners had direct access to the CEO and to allow for discussion on the location of the 2 km study area.
- ▶ Between September and October 2018, 28 face-to-face meetings were held with landowners. This round of consultation provided a project update on a refined area (250–400 m) within the 2 km study area. Property and corridor maps were displayed and feedback on the refined area was requested. During this time, there were also 11 meetings between landowners, the project team and an agronomist. These meetings facilitated a walkover of landowner properties to discuss potential agricultural land use impacts and better understand property operations. This consultation was an important input into further developing the projects feasibility design.
- ▶ In November 2018, the Deputy Prime Minister held a round table meeting with landowners to discuss the route selection, hear their concerns about the project and detail insight into expert studies undertaken over the past eight years.
- ▶ Between June and August 2019, meetings were held with landowners about the 250m wide FAI and 70% design. The narrowing of the study area to the FAI reduced the number of directly impacted landowners significantly, resulting in 22 directly affected landowners, two of which are corporations: Goldenfields Water and Mountain Bulk Haulage. Of the remaining 20 affected landowners, 17 face-to-face meetings and one Skype meeting were held either with the affected landowners or with their legal representatives. A number of influenceable or "negotiable" design elements were taken to impacted landowners, and design change suggestions were fed back to the design team and service providers to be progressed into the 100% design. Commencement of this engagement milestone experienced a delay due to the Federal election and government caretaker period.
- ▶ Between 22 and 24 July 2020, the project team met with five directly affected landowners, giving them the opportunity to provide early input into the preferred refined design. The main issues raised were access provisions across the proposed alignment and compensation for land acquisition.
- ▶ In September 2020, the project team met with landowners to provide an update on the recent design refinements. The purpose of these meetings was to provide information on the process of a design refinement exercise and get landowner feedback on the preferred design.
- ▶ In October to November 2020, ARTC met with 18 landowners to discuss the hydrology model and ground truth the model as well as discuss private access requirements. The purpose of these meetings was to get feedback on the hydrology model and additional information from landowners such as areas high in water retention and contour banks. The meetings also discussed landowners' private access requirements such as location of level crossings and stock underpasses.
- ▶ In February 2021, ARTC met with 14 landowners to discuss the 70% reference design, movement of stock and machinery, access (level crossings and stock underpasses), acquisition and compensation and EIS impacts. The purpose of these meetings was to provide information and gain feedback on the proposed design. The main issues raised were access, acquisition and compensation, noise and vibration and visual impacts.
- ▶ During February 2021, ARTC held a property acquisition forum for landowners to provide information about the ARTC property acquisition process and allow time for questions and answers. All landowners were invited to the forum in June, 16 landowners attended the forum.
- ▶ During June 2021, ARTC met with 13 landowners to discuss the 100% reference design and environmental impacts, such as flooding, and hydrology and construction compounds. ARTC also met with two indirectly impacted landowners to discuss environmental concerns such as noise, vibration and visual impacts. The purpose of these meetings was to inform the landowner on design and gain understanding and feedback on environmental factors. The main issues raised were acquisition and compensation, noise and vibration, visual impacts and access, including level crossings and stock underpasses.
- ▶ During July 2021, ARTC met with two landowners to discuss the 100% reference design and environmental impacts such as flooding and hydrology, noise and vibration, visual amenity and construction compounds. Main issues raised were noise and vibration, visual impact, acquisition and compensation and access during operation and construction. Also discussed with impacted landowner about potential closure of the existing level crossing LX602.
- ▶ Between November 2021 and February 2022, ARTC met with seven potentially impacted sensitive-receiver landowners and Stockinbingal Public School to discuss operational and construction noise assessment and

results. The meetings were held to discuss the noise assessments undertaken, the results of those assessments and the next steps. The purpose of these meetings was to help landowners gain an understanding of the assessment, results and next steps and to provide feedback.

- ▶ In March 2022, ARTC sent a formal notification letter to the directly impacted landowner about the intention to close existing level crossing LX602. At a previous meeting, the landowner indicated their understanding of closure due to safety concerns.

C.5.1.3 Aboriginal stakeholders

- ▶ In July 2019, a meeting was held with a representative of the Cootamundra Aboriginal Working Party. Details of the FAI and the 70% design were discussed, and feedback was provided on the proposed alignment, including local knowledge on potential impacts to key cultural heritage sites.
- ▶ In October 2018, letters were sent to identified Aboriginal individuals and associations likely to be interested in the study area, and an advertisement was placed in the Riverina Leader. Eleven Aboriginal parties registered as having interest in the project.
- ▶ In November 2018, discussions were had with Registered Aboriginal Parties (RAPs) about the cultural heritage values of the study corridor.
- ▶ In May and September to October 2019, discussions were had with RAPs during the test excavations, including a review of the methodology used and a review of existing reports.
- ▶ Between February and March 2021, an opportunity to meet was offered to the Cootamundra Aboriginal Working Group, Wagga Wagga Local Aboriginal Land Council (LALC) and Young LALC. Emails with details about the project and the cultural heritage surveys were followed up with offers to meet.
- ▶ In May 2021, an opportunity to meet was offered to Wagga Wagga and Young LALCs. Due to availability, only the Young LALC was able to attend meeting. The Young LALC was provided with a project update and offer for further meetings.
- ▶ In June 2021, a meeting was offered to Wagga Wagga and Young LALCs to provide a project update and discuss the SIA. Due to availability, the meeting was reorganised for July 2021.
- ▶ In July 2021, ARTC sent an email to Wagga Wagga and Young LALCs to provide a project update, to seek feedback from the LALCs on the SIA and discuss future opportunities, including training. Young LALC provided responses about the SIA.
- ▶ In July 2021, ARTC sent an email to the Elders Group of Mawang Galway to provide a project update and to seek feedback on the SIA.
- ▶ In December 2021, ARTC met with Wagga Wagga LALC to provide an update on the I2S project, and an update on the EIS and timings, cultural heritage investigations, employment and training.
- ▶ In April 2022, ARTC's Indigenous advisor and social performance team met with the Mawang Galway Elders Group to provide an update on the project, timeframes and socio-economic impacts such as opportunities for training and employment.
- ▶ Refer to Appendix C of the Aboriginal Cultural Heritage Assessment Report for full consultation completed as part of that assessment.

C.5.1.4 Wider community

- ▶ In October 2018, five community drop-in sessions were held with a total of 160 attendees.
- ▶ In September 2018, the Inland Rail project team received a letter from NSW Farmers raising concerns about the project. The letter highlighted that a minimum height under bridges over public roads should be 5.4 m and a minimum width at level crossings should be 10 m to allow access for agricultural machinery to pass safely. Also discussed was the addition of stock underpasses for the movement of livestock under the corridor and fencing designs that would prevent stock entering the rail corridor.
- ▶
- ▶ In February 2019, the first CCC meeting was held in Cootamundra. Issues discussed and tabled during the CCCs included: a presentation from DPIE about the planning process for SSI in relation to the project and the role of the CCC. The project overview was provided including the history of the project, the current status, an update of the EIS and consultation to date. The second meeting scheduled for May 2019 was postponed due to the federal election and the government caretaker period until 8 August 2019. Issues discussed and tabled during the CCCs included: general project updates; discussion of technical design details; advice on how ongoing stakeholder engagement activities will occur; funding for community programs; the EIS process; socio-economic impacts and their assessment and the property acquisition process.

- ▶ During August 2019, five community drop-in information sessions were held in Temora, Illabo, Stockinbingal, and Cootamundra. A total of 89 participants attended the drop-in sessions to view the latest designs, and a variety of questions were answered by the project team, including questions on noise and vibration, road–rail interfaces on main roads, and construction timeframes.
- ▶ During August 2019, three presentations for community-specific groups were delivered—Rotary (Junee Chapter), the Country Women's Association (Hume–Gundagai Chapter), and the Junee Business and Trades Association. The groups were given an overview of Inland Rail and an update of the proposal with a question and answer session. The discussions were focused around the benefits of Inland Rail to local towns, opportunities for local employment and working with Inland Rail.
- ▶ During October 2019, Inland Rail hosted a marquee at the Cootamundra and Junee Shows, with over 150 and 140 attendees at each show, respectively (Table C-7). A variety of questions about the program, ranging from basic introductory information to route selection and project progress were answered and, in the spirit of the shows, attendees were provided with a variety of Inland Rail branded merchandise.
- ▶ Subsequent CCC meetings were also held on 28 November 2019, 28 May 2020 (online due to ongoing COVID-19 restrictions), and 27 August 2020. Questions covered a variety of topics including: the senate inquiry; technical elements, such as rail embankment design allowing fire truck access; biodiversity offsets; mental health support programs run by ARTC; noise and vibration impacts; work rosters; train numbers; potential for silo and bridge art; possibilities for intermodal installations along the alignment; route selection; the role and relevance of the CCC; the EIS consultation process; and hydrology consultation.
- ▶ During 17 to 22 September 2020, four community information sessions were held on the preferred refined design. These sessions were advertised online via email distribution (more than 300 emails) and by mailout in the Stockinbingal township area considering the concentration of design changes in that area. The sessions were held online with Zoom due to ongoing COVID-19 restrictions, and a total of 14 participants attended the sessions.
- ▶ In November 2020, a CCC meeting was held in Cootamundra. Questions covered a variety of topics, including property acquisition, field investigations, hydrology assessment and the senate inquiry. The CCC included a presentation from a principal water resource engineer about the hydrology and flooding assessment.
- ▶ During February 2021, the quarterly CCC meeting was held in Junee. The CCC included a presentation from Inland Rail's Engineering Team about the 70% interim reference design and a presentation from a principal water resource engineer about Stage 2 hydrology and flooding.
- ▶ In March 2021, ARTC held community information sessions at Illabo, Bethungra, Stockinbingal, Cootamundra and two online session (via Microsoft Teams). A total of 55 participants attended the drop-in session. The purpose of the meetings was to provide a project update on the refined 70% interim reference design, gain feedback on proposed designs and provide an opportunity for the community to meet with project engineers.
- ▶ In June 2021, ARTC held community information sessions at Junee, Illabo, Bethungra, Stockinbingal, Cootamundra and Temora. A total of 50 participants attended the drop-in sessions. The purpose of these sessions was to provide a project update on the 100% reference design, discuss progress of the EIS, receive an update on the project timeline and provide an opportunity for the community to meet with the project environmental advisor.
- ▶ The quarterly CCC meeting was moved from May to June due to a clash with the Inland Rail Conference in Albury. The CCC was held in Cootamundra and included a presentation on the 100% reference design, project timelines and a presentation from the project senior environmental advisor covering a general environmental update and progress with the draft EIS. The environmental presentation included presentations on noise and vibration, traffic and transport and land use and property. During the meeting, a request was made by a CCC member for a study of noise impacts on livestock.
- ▶
- ▶ In August 2021, ARTC provided a presentation to Temora Rotary. The group was provided an overview of Inland Rail and an update of the proposal with a question and answer section at the end. The discussions were focused around the benefits of Inland Rail for local towns, opportunities for local employment and working with Inland Rail.
- ▶ In September 2021, the quarterly CCC meeting was held online due to Covid-19. The CCC presentation included a project update, a technical update with details of hydrology at Stockinbingal provided by the project engineer, a stakeholder engagement update and an EIS update by the project environmental advisor.
- ▶ In September 2021, a phone meeting with NSW Farmers discussed an update on the I2S project and provided an advanced notification of voluntary property acquisition.
- ▶ In early December 2021 the quarterly CCC meeting was held in Junee and included a presentation on project updates and timelines, EIS status and an update on recent and ongoing stakeholder engagement. During meeting, ARTC also provided an update on the study of noise impacts on livestock. The update noted that a research group had been engaged to undertake a desktop study of existing literature and impact assessments, combined with research and expertise.

- ▶ In February 2022, the quarterly CCC meeting was held in Cootamundra. The presentation to the CCC members included a project update, update on stakeholder engagement, property acquisition update, and a presentation by the project senior environmental advisor that included an extensive update on the EIS and key findings. The presentation included biodiversity, land use and property, noise and vibration, landscape and visual impact, cultural heritage, traffic, transport and access, socio-economic impacts and benefits, hydrology and flooding. ARTC also provided an update on the study of noise impacts on livestock report and provided an update on the draft findings.
- ▶ In April 2022, the stakeholder engagement team provided the Junee LEMC with an update on the I2S project and EIS.



FIGURE C-7: INLAND RAIL MARQUEE AT THE COOTAMUNDRA SHOW, 2019

Illabo to Stockinbingal

What we are doing

Inland Rail has finalised the reference design for the Illabo to Stockinbingal project and we will be providing the community a project update. This includes the preferred alignment and benefits of the reference design.

Information sessions

We are hosting drop-in sessions across the Illabo to Stockinbingal alignment and will have experts available to answer questions.

Drop-in sessions

📅 Tuesday 22 June 🕒 10:00am–Noon 🏠 Illabo Tennis Clubhouse Wood Street Illabo	📅 Tuesday 22 June 🕒 2:00pm–4:00pm 🏠 The Olde School T-house Bethungra	📅 Wednesday 23 June 🕒 5:00pm–7:00pm 🏠 Ellwood Hall 32 Martin Street Stockinbingal
📅 Friday 25 June 🕒 Noon–2:00pm 🏠 Meagher & Co Building 5/244 Hoskins Street Temora	📅 Friday 25 June 🕒 4:00pm–6:00pm 🏠 Cootamundra Library 61–71 Wallendoon Street Cootamundra	📅 Saturday 26 June 🕒 10:00am–Noon 🏠 Cootamundra Library 61–71 Wallendoon Street Cootamundra

Connect with us

Visit our webpage: inlandrail.com.au/i2s

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ARTC

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

IR_2565

FIGURE C-8:ILLABO TO STOCKINBINGAL DROP-IN SESSIONS—NEWSPAPER ADVERTISEMENT

C.5.2 Results of consultation relevant to the EIS

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

TABLE C-5: KEY ISSUES RAISED BY STAKEHOLDERS

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

Stakeholders and community members discussed about a broad range of topics in detail during the preparation of the EIS. Table C-6 provides a summary of the topics and the issues raised, and where they are addressed in the EIS. Chapter 4 (Consultation) also provides a summary of issues raised and refers to where this information is addressed within the EIS.

TABLE C-6: SUMMARY OF RESPONSE TO CONSULTATION FEEDBACK

Topic category	Issues raised in relation to potential impacts to consider	Where addressed in the EIS
Traffic/access	▶ Impacts on private and public level crossings ▶ Impacts on heavy vehicle movements, particularly during peak harvest times ▶ Safety impacts associated with proposal and motorists and heavy vehicle movements over the rail alignment.	Chapter 11
Biodiversity	▶ Impact of weeds and management strategies to prevent spread to neighbouring agricultural properties ▶ Impact on threatened flora and fauna and associated management.	Chapter 10
Noise and vibration	▶ Impact of noise and vibration during construction and operation to residential receivers ▶ Impact of noise and vibration during construction and operation to stock.	Chapter 16
Flooding	▶ Level of detail provided around extent, location, and types of drainage for the route option ▶ Impact of flooding on construction and operation ▶ Flooding impacts of proposal on farmer accessibility.	Chapter 12
Heritage and cultural impacts	▶ Impacts on culturally important locations to be assessed including potential sites of significance along the alignment, and destruction of culturally significant vegetation providing natural remedies and food sources to the local people.	Chapter 15

Topic category	Issues raised in relation to potential impacts to consider	Where addressed in the EIS
Social-economic/safety	▶ Potential benefits of the wider Inland Rail project, including increased opportunities for education, employment and vocational training; increased modal competition between road and rail; improved road safety and community amenity ▶ Impacts of land severance and possible economic loss ▶ Amenity impacts to residential receivers near the proposal ▶ Impacts on safety and the need for rail safety education ▶ Effects on community cohesion, which may include severance between properties, disruption to movements across the rail corridor, disruption to families' links to land and local communities ▶ Potential economic impacts on farming operations.	Chapter 17
Visual amenity	▶ Visual impacts during operation, and the need to consider mitigation strategies, such as tree screening.	Chapter 19
Land use/properties	▶ Process of property acquisition ▶ Potential impacts on travelling stock reserves ▶ Possible impacts from lack of access and moving stock/machinery on local roads.	Chapter 18
Bushfire	▶ Corridor maintenance to avoid bushfire and other damage ▶ Access across corridor for bushfire management and emergency services ▶ Location of service road for bushfire management.	Chapter 25

C.5.3 Implementing stakeholder feedback

The I2S design process is iterative and dependent on rigorous engineering and ongoing stakeholder engagement. Where possible, Inland Rail has sought to incorporate landowner and/or stakeholder feedback directly into the design process. Examples of design refinements and construction commitments adopted based on feedback received include:

- ▶ Areas of existing vegetation were avoided as far as practicable.
- ▶ During design refinement, the alignment adjacent to the Olympic Highway at Illabo uses the existing rail corridor, which significantly reduces earthworks by removing the need to cut through the hill. This improves outcomes for previously impacted landowners by reducing land severance, upgrading the current level crossing and removing the need for an additional level crossing.
- ▶ ARTC is committed to identifying and preserving Aboriginal Cultural Heritage during all stages of the project delivery cycle. We do this by working collaboratively with Aboriginal parties in project areas where there is the potential to identify cultural heritage items. The design shifts the alignment to ensure we preserve and protect a scar tree identified during our investigations and planning.
- ▶ Shifting the alignment at Stockinbingal Junction will reduce a large hillside cutting, but still provide the 140,000 cubic metres necessary to construct the Burley Griffin Way Overpass. Using this locally sourced material improves environmental outcomes by removing long distance haulage.
- ▶ The design at Stockinbingal Junction removes significant impacts to existing waterways, and reduces the number of culverts and bridges required.
- ▶ At Stockinbingal, the alignment approaching from the south took account of feedback resulting in a reduced number of irregular shaped severances to farming lots and subsequently the impact on farming operations
- ▶ Following consultation with Junee Shire Council and NSW Farmers, vertical clearances of rail bridges over public roads have been designed to be a minimum of 5.5 m clearance for agricultural machinery.
- ▶ To minimise impacts on farming operations, bridge abutments on private property have been shortened (where reasonable and practicable) at the request of landowners to provide increased access.
- ▶ During detailed refinement the alignment changed from a rail bridge over existing Burley Griffin Way to a road-over-rail bridge, which significantly reduces visual amenity impacts to the town of Stockinbingal. The new proposed Burley Griffin Way over the rail also removes an existing level crossing in Stockinbingal.
- ▶ The reference design modifies sections of the alignment vertically and horizontally, significantly reducing bulk earthworks across the proposal.
- ▶ An example of design improvement is the public level crossing at the Ironbong Road road–rail interface, which significantly reduces the rail embankment on either side of the road, decreasing necessary earthworks and reducing the visual impact on the natural landscape.

- ▶ Based on landowner feedback during early consultation (2016–18) the alignment was placed to minimise noise and property impacts, including severance. Examples include the alignment being placed at the base of the Bethungra range and adjacent Ironbong Road.
- ▶ Across the proposal's alignment, the reference design reduces impact on established vegetation, including threatened ecological communities north of Illabo and alongside Isobel Creek.
- ▶ Reduction of earthworks equates to shorter construction duration, fewer environmental impacts, improved visual amenity, a smaller footprint and better budget outcomes.
- ▶ To minimise impacts on properties, construction areas would be accessed via existing roads, together with the proposed haul roads within the proposal site.
- ▶ The crossing loop and Rail Maintenance Access Road was changed from west side of the alignment at request of the Rural Fire Service (RFS) and Junee Shire Council to improve emergency fire access to the Bethungra ranges.
- ▶ To minimise operational impacts on landowners, stock underpasses were added where reasonable and practicable.

C.5.4 Consultation on work roster

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

- ▶ Monday to Friday: 6.00 am to 6.00 pm
- ▶ Saturday: 6.00 am to 6.00 pm (concluding at 1:00 pm every second weekend)
- ▶ Sundays and public holidays: 6.00 am to 6.00 pm (not occurring on every second Sunday).

Work would be undertaken every alternate week between the hours of 1.00 pm to 6.00 pm on Saturday and 6.00 am to 6.00 pm on Sunday in the following circumstances:

- ▶ where potentially affected receivers agree that the work can be undertaken
- ▶ where construction noise levels do not exceed the rating background level by more than 5 dB(A) at residential receivers
- ▶ no more than the noise management levels specified in the Interim Construction Noise Guideline (Table 3) would be experienced at non-residential sensitive receivers.

No works would be undertaken outside of the recommended Interim Construction Noise Guideline standard working hours within the village of Stockinbingal except during discrete construction activities.

During early discussions with DPE (formally known as DPIE) and the NSW EPA in March 2019, it was also recommended that ARTC seek feedback from the community and directly affected stakeholders in relation to the proposed work roster to include in the EIS.

ARTC conducted consultation on this matter in October to November 2020 in one-on-one meetings with landowners. The results of the survey were in Table C-7.

TABLE C-7: CONSULTATION RESULTS OF WORK ROSTER SURVEY

Working hours	Yes	No	No comment	Total number of landowners surveyed
Would you support consideration of a 7-day working week with 6 am to 6 pm working hours?	11	0	9	20

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

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).

C.5.4.1 Work where there are no sensitive receivers

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

C.5.4.2 Work during rail corridor possessions

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

C.5.4.3 Other out-of-hours construction activities

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

- ▶ work where there are no sensitive receivers with the potential to be affected by noise and vibration impacts
- ▶ installing precast bridge beams over existing public highways
- ▶ installing level crossings where road closures are not approved during normal hours
- ▶ relocating utilities that are required to be undertaken out of hours to avoid impact to local residents and businesses
- ▶ delivering 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
- ▶ implementing utility works (such as connections) to minimise disruption to customers.

C.6 Ongoing stakeholder engagement

C.6.1 Consultation during exhibition of the EIS

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

- ▶ advertisements in the local media giving information regarding the proposal and display of the EIS
- ▶ issuing of newsletters to the community (council newsletters, e-newsletter, other)
- ▶ briefings to key stakeholders, including councils
- ▶ community information sessions.
- ▶ The EIS will be available for viewing at the following locations (subject to COVID-19 restrictions):
- ▶ Junee Shire Council
- ▶ Temora Shire Council
- ▶ Cootamundra–Gundagai Regional Council
- ▶ Junee Library
- ▶ Temora Library
- ▶ Cootamundra Library.

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

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

C.6.2 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 documenting all the submissions received and ARTC's response in accordance with the Environmental Planning and Assessment Regulation 2000.

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

C.6.3 Consultation during design and delivery

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

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

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

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

- ▶ development of a communication management plan detailing a complaint handling process
- ▶ proposal email address
- ▶ a 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.

A construction completion communication strategy would be developed to outline engagement and communication activities. A part of this strategy would include a targeted safety campaign to help ensure all relevant stakeholders are informed about project specifics (such as level crossings) and the importance of safety around the rail line. The aim of the strategy would be to notify the community when the rail line is about to become operational, to educate the community on safety around the level crossing, and outline what the community can expect once the rail line is operational.

C.6.4 Complaints management

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

- ▶ a 24-hour, 7 days a week response line for complaints and enquiries
- ▶ a postal and email address to which complaints and enquiries may be sent
- ▶ publication of contact details in local newspapers and the proposal website

- ▶ management of complaints in accordance with ARTC's complaints management procedure and the conditions of approval for the proposal, including:
 - ▶ steps to receive, manage and take appropriate action in relation to community enquiries and complaints
 - ▶ verbal and written responses, describing what action will be taken, provided to the complainant within agreed time limits
 - ▶ a complaint register to record all complaints from community members and stakeholders
 - ▶ a procedure for managing unresolved complaints
 - ▶ reporting requirements in accordance with the conditions of approval.

C.7 References

- Australian Rail Track Corporation. (2015). *Inland Rail Melbourne to Brisbane Business Case 2015 Attachment A: Inland Rail Program Business Case*. Available at: s3-ap-southeast-2.amazonaws.com/ehq-production-australia/5de589db79424a8f1344e2e42e171fc205104b99/documents/attachments/000/029/855/original/InlandRailBusinessCase.pdf?1448785278
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- DPE. (2017). *Community and Stakeholder Engagement: Draft Environmental Impact Assessment Guidance Series*, June, NSW Department of Planning and Environment (now Department of Planning and Environment, or DPE), Sydney.
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APPENDIX

A

Early community consultation activities

ILLABO TO STOCKINBINGAL ENVIRONMENTAL IMPACT STATEMENT



Appendix A: Early community consultation activities

Activity and timing	Summary consultation activity
2015: Council Roadshow Project update	Consultation in 2015 focused on raising awareness for the project through the Council Roadshow and project update.
2016: Community information sessions, briefings and face-to-face meetings	Conception phase Community information sessions: ▶ May: 2 x community information sessions—Illabo and Cootamundra (40 and 63 attendees). ▶ Provided project update and route map. Main concern was with route selection ▶ November: 3 x community information sessions—Illabo, Cootamundra and Junee (18, 60+ and 25 attendees). Key stakeholder briefings/workshops: ▶ March, April and October: 3 x meetings/briefings each with Junee and Cootamundra Councils about project update, upcoming investigations and Land Access Agreements (LAA). ▶ October–November: 2 x briefings to ministerial offices (Katrina Hodgkinson, Daryl Maguire MP, Gregory Alpin MP and Barnaby Joyce MP) providing project updates and discussing upcoming activities. ▶ May–October: 1 x briefing to member of Illabo Show Society, NSW Farmers Association, RFS and Junee councillor. 3 x briefings, Local Land Services (LLS) 1 x meeting ▶ May: workshop with members from councils, LLS and NSW Farmers Association about study area, investigations and next steps. Landowner and community meetings: ▶ 47 face-to-face landowner/community meetings providing project updates and upcoming events such as environmental investigations and LAA. Some landowners expressed concern about the route expressing it would be better to the west. The results of the 2010 IRAS study were explained. ▶ July: 433 online surveys sent out to landowners and community. Issues raised during 2016 consultations included: route alignment; level crossings; project need and justification; property impacts including access during construction and operation; and supplier/contractor opportunities.
2017: Community information sessions, briefings and face-to-face meetings	Conception phase Key stakeholder briefings and workshops: ▶ April: 2 x briefings to ministerial offices (John Barilaro and Melinda Pavey MP and Andrew Constance MP) providing program update and next steps ▶ August–November: 4 meetings/briefings with Junee, Cootamundra, Wagga Wagga and Bland councils about project updates, corridor maps, upcoming investigations and the framework for the NSW planning process, including SSI applications, SEARs and EISs, and LAAs ▶ June–August: 4 meetings respectively with Country Rail Network (CRN), RMS, DP&E and the Rotary Club of Cootamundra providing program updates and discussing road–rail interfaces. The Rotary Club meeting had 22 landowners attend, who raised concerns about route selection and level crossings and access onto both private properties and local roads. Landowner and community meetings: ▶ 30 face-to-face landowner meetings where project updates were provided, corridor maps and the framework for the NSW planning process were discussed, including SSI applications, SEARs and EISs ▶ 27 LAAs signed by landowners and Junee Shire Council and Cootamundra–Gundagai Regional Council.
2018 (pre-EIS): Briefings	Conception phase Key stakeholder briefings and workshops: In April 2018, Hon. Steph Cooke MP and Austin Evans MP were briefed on Inland Rail, focusing on current proposals and alignment options potentially travelling through their electorates.

APPENDIX

B

Community consultation activities specific to the EIS and SIA

ILLABO TO STOCKINBINGAL ENVIRONMENTAL IMPACT STATEMENT



Appendix B: Community consultation activities specific to the EIS and SIA

Activity	Timing and location	Method	Stakeholder group	Purpose of engagement
Pre SSI lodgement meeting	May 2018 DP&E (now DPIE) office, Sydney	Face-to-face meeting/briefing	Government departments/agencies	Consult with relevant departments and agencies on the SSI application and subsequent preparation of the SEARs. Stakeholders included OEH, TfNSW, DPI, EPA, RMS, DPIE, and JSC. Engagement led by ARTC.
Planning focus meetings	June 2018 Junee, project study area and DPIE office Sydney	Workshop including site visit and 2 x face-to-face meetings	Government departments/agencies	ARTC provided a detailed project briefing and facilitated a project site visit to familiarise stakeholders with the project. These meetings allowed for collaboration in relation to the SSI application and subsequent preparation of the SEARs. Stakeholders included, OEH, TfNSW, DPI, BFS, EPA, RMS, DPIE, and JSC. Follow up meetings discussed environmental attributes of the study area, strategic need and justification for the proposal. Engagement led by ARTC.
One-on-one meetings with landowners within 2 km wide study area	June to August 2018 Project study area	Face-to-face meetings (37)	Landowners	Consultation with landowners within the 2 km study area, to gather feedback and provide project updates including maps and fact sheets. Signing of land access agreements to facilitate environmental investigations. Engagement led by ARTC.
Key Stakeholder meetings	June 2018 Cootamundra and Project Study area	Face-to-face (3)	NSW Farmers Association, CRN, RMS	ARTC attended NSW Farmers Association meeting to hear directly landowners concerns about the project. Discussion topics included: - concerns about land severance including stock and machinery access - route selection - emergency access during bushfire - impact on stock from noise and vibration once rail is operational. Meeting with RMS and CRN gathered feedback on known issues/risks with road and rail that interfaces the project.
Council meetings	June 2018 Junee and Cootamundra	Face-to-face (2)	Councils: Junee Shire Council and Cootamundra–Gundagai Regional Council	Provided briefing on the process to narrow the 2 km study area to a final alignment. Provided details on the consultation process throughout the route selection refinement. Land access agreement process. Potential avenues for construction material from local quarries. Council information that could be used to inform design including traffic counts and flood data.

Activity	Timing and location	Method	Stakeholder group	Purpose of engagement
One-on-one meetings with landowners for environmental investigations	June–July 2018 Project study area	Face-to-face on properties (13)	Landowners	ARTC project team met with landowners to provide an update on environmental investigations and discuss landowners land access requirements in order to conduct investigations.
Council meetings	September 2018 June, Cootamundra and Temora	Face-to-face meetings/presentation	Councils and councillors: June Shire Council, Cootamundra–Gundagai Regional Council and Temora Shire Council	Discussed MCA process and subsequent activities to refine the study area. Environmental considerations including the EIS planning approval process. Future consultation activities including one-on-one landowner discussions and community drop in sessions. Engagement led by ARTC.
Letter from NSW Farmers	September 2018	Letter	NSW Farmers	Letter to the project team from NSW Farmers raising concerns, including: ▶ a minimum height clearance under bridges of 5.4 m to allow access for agricultural machinery ▶ a minimum width clearance at level crossings to be 10 m to allow access for agricultural machinery ▶ stock underpass design along alignment to allow access for livestock on each side of the alignment ▶ fencing design.
One-on-one meetings with landowners for refined area (200–400 m) within 2 km study area	September to October 2018 Project study area	Face-to-face and 1 Dial in meeting (28)	Landowners	One to one consultation with directly affected landowners to discuss refined area of 200–400 m within the 2 km study area. Discussions included: ▶ proposed design, EIS and construction milestones ▶ access during construction and operation ▶ noise and vibration impacts ▶ responsibility for, and type of fencing proposed along the corridor ▶ ecological constraints within individual properties. Engagement led by ARTC and IRDJV.
Agricultural Assessments	October 2018 Project study area	Face-to-face and property walkovers (11)	Landowners	Agricultural land use impacts assessed by qualified agronomist as part of EIS and SEARs requirements. Completed site walkover with the landowner of the property. Examples of aspects considered in the assessment included: ▶ assess land capability and agricultural productivity ▶ division and fragmentation of property ▶ loss of viability ▶ property access and crossing types for vehicles, machinery and livestock ▶ livestock exclusion/management ▶ water supply ▶ bushfire risk ▶ biosecurity.

Activity	Timing and location	Method	Stakeholder group	Purpose of engagement
Community drop-in sessions	October 2018 Illabo, Bethungra, Stockinbingal, Cootamundra and Temora	Open drop-in sessions (160)	General public and community including landowners in the local area	Engagement led by ARTC and an agronomist. Consultation with the community to discuss the refined area of 200–400 m within the 2 km study area. Issues raised included: ▶ rail–road interface issues including visual amenity, safety concerns, and travel delays ▶ flood modelling ▶ biosecurity issues and management ▶ construction and operational noise and vibration impacts ▶ visual amenity associated with selection of either the road or rail bridge options near Stockinbingal. Engagement led by ARTC.
Email from council with questions from NSW Farmers	December 2018	Email	Junee Shire Council and NSW Farmers	Email to project team highlighting concerns from Council and NSW Farmers, including: ▶ level crossings ▶ minimum clearance under bridges need to be 5.5 m to allow access for agricultural machinery
Council meetings	February 2019 Junee, Cootamundra and Temora	Face-to-face meetings	Councils: Junee Shire Council, Cootamundra–Gundagai Regional Council and Temora Shire Council	Discussed construction issues and impacts including: ▶ opportunities for sourcing construction materials from local quarries ▶ water supply sources ▶ travel haulage routes for heavy vehicles ▶ workforce accommodation ▶ labour force capacity. Engagement led by ARTC.
Community Consultative Committee (CCC) Meeting	February 2019 Cootamundra	Face-to-face	CCC members	The first CCC meeting was held in Cootamundra. The CCC meeting included a presentation from DPIE on the planning process for SSI including the role of the CCC in relation to the project, history of the project, current status, an update on the EIS and consultation to date.
Land access for field investigations	November 2018 to May 2019 Project area	Face-to-face on properties (100 site visits)	Landowners	Seeking land access agreements for field investigations to support EIS process. Engagement led by ARTC and IRDJV.
Meetings with elected officials	June 2019, Wagga Wagga and Cootamundra	Face-to-face	Deputy Prime Minister's office, local member the Hon. Steph Cooke MP	Discussed the FAI and 70% design. Engagement led by ARTC.
Government departments and agencies	June–July 2019	Face-to-face	TfNSW, RMS, LLS, DITRDC, Regional Emergency Management Committee	Discussed the FAI and 70% design. Engagement led by ARTC.

Activity	Timing and location	Method	Stakeholder group	Purpose of engagement
Council meetings	June 2019 June, Cootamundra and Temora	Face-to-face	Councils: Junee Shire Council, Cootamundra–Gundagai Regional Council and Temora Shire Council	Discussed the FAI and 70% design. Engagement led by ARTC.
One-on-one meetings with landowners for focused area of investigation (FAI) and 70% design	July 2019, Illabo to Stockinbingal	Face-to-face and Skype	Directly affected landowners	Discussed the FAI and 70% design. Key issues raised include: - alignment location - access points across the alignment (level crossings, stock underpasses) - property acquisition and compensation - fences, laneways, holding yards - socio-economic/livelihood impacts. Engagement led by ARTC.
Social Impact Assessment study	July 2019, project-wide and surrounding areas	Face-to-face interviews and online survey	Local service providers, accommodation providers, affected landowners, wider community	Engagement led by ARTC and IRDJV.
Presentation on the proposal for 70% design	July 2019, Cootamundra	Face-to-face meeting, Cootamundra	Cootamundra Aboriginal Working Party	Provided Inland Rail update and I2S update including the 70% alignment design. Engagement led by ARTC.
Community drop-in sessions	August 2019 Illabo, Stockinbingal, Cootamundra and Temora	Open drop-in sessions 89 participants	Wider community	Disseminate updated project information in local community on the FAI and 70% design. Key issues raised include: - alignment location - noise and vibration impacts - changes to traffic/road/rail interfaces - construction timeframes - economic opportunities from project. Engagement led by ARTC.
Presentations on Inland Rail and the proposal specific for FAI and 70% design	August 2019, Junee	Face-to-face meetings/presentation	Junee Rotary Chapter, CWA(Hume–Gundagai Chapter), and the Junee Business and Trades Association.	Provide Inland Rail program update and discuss the FAI and 70% design such as the process to narrow the 2 km study area to the FAI. Key issues raised include: - construction timeframes - economic opportunities from project - opportunity of working with Inland Rail - process to refine the route - impacts on landowners' properties. Engagement led by ARTC.

Activity	Timing and location	Method	Stakeholder group	Purpose of engagement
Presentations on Inland Rail and the proposal specific for FAI and 70% design	September–October 2019	Face-to-face meetings/ presentations	Regional Emergency Management Committee (REMC) Local Emergency Management Officers (LEMOs) Rural Fire Service (RFS) Crownland	Provide Inland Rail program overview and discuss the 70% alignment design. Key issues raised include: ▶ changes for emergency management and access, particularly fire-fighting access ▶ any potential impacts on Crown Land. Engagement led by ARTC.
Show attendance	October 2019 Cootamundra and Junee	Open drop-in style marquee at the shows	General community	Provide Inland Rail program overview and discuss 70% alignment design. Engagement led by ARTC.
Community Consultative Committee (CCC) Meeting	November 2019	Online presentation	CCC members	Provide the CCC with an update presentation on the proposal. Presentation included: ▶ project update ▶ design update ▶ EIS update including: ▶ key findings, public exhibition, response to submissions, stakeholder engagement, social performance, access for emergency vehicles, intermodals and environmental update.
Key stakeholder meetings	November – December 2019	Face-to-face presentation/meeting	Public Works NSW and Local Emergency Management Committee	Provide Inland Rail program overview and discuss the proposal. Key issues raised include: ▶ availability of local workforce with skills ▶ accommodation availability for workforce ▶ access when operational ▶ access during construction ▶ onsite medical during construction.
Community Consultative Committee (CCC) Meeting	May 2020	Online presentation	CCC members	Provide CCC with an updated presentation on the proposal including design and EIS. Presentation included: ▶ Inland Rail update ▶ project update ▶ EIS update ▶ Senate enquiry ▶ social performance ▶ stakeholder engagement update ▶ road and rail interfaces ▶ earthworks.

Activity	Timing and location	Method	Stakeholder group	Purpose of engagement
One-on-one meetings with landowners for discussion of changes due to design refinement	July 2020	Face-to-face meeting	Impacted landowners (5)	Discussed changes to alignment due to design refinement. Key issues raised include: ▶ noise and vibration ▶ access ▶ not able to use existing infrastructure as it is too close to the line ▶ acquisition and compensation ▶ stock and machinery movement ▶ biosecurity and weed control.
Meetings with elected officials	July–December 2020	Face-to-face meeting	Elected representatives	Provide a project update including update on design refinement and outcomes. Discussed upcoming discussion on flooding and hydrology.
Community Consultative Committee (CCC) Meeting	August 2020, Cootamundra	Online presentation	CCC members	Provided CCC members with a project, design, EIS and project update. Included a presentation by subject matter expert on the flooding hydrology.
Online Community Information Session on updated reference design	September 2020	Online Information Sessions/presentation	General and wider community	Provide project update on the design refinement exercise and sought feedback on the proposal.
Key stakeholder meetings to discuss hydrology model (ground truth)	October–November 2020	Face-to-face meetings/presentations	Councils, LEMO, TfNSW, SES	Provide a project update and ground truth hydrology model. Key issues raised: ▶ visibility at level crossings ▶ changes in afflux and diversion of water.
One-on-one meetings with landowners to discuss hydrology and private access	October–November 2020	Face-to-face meetings	Landowners (18)	Provide a project update, discuss private access requirements (including level crossing and stock underpass positions and requirements) and ground truth the hydrology model. Key issues raised: ▶ stock and machinery movement ▶ acquisition and compensation ▶ all year accesses ▶ biosecurity and weeds ▶ noise and vibration ▶ water sitting along alignment ▶ diversion of water from dams ▶ changes in water movement.
Community Consultative Committee (CCC) Meeting	November 2020	Face-to-face meeting Cootamundra	CCC members	Provided CCC members with a project, design, EIS and project update. Included an updated presentation by subject matter expert on flooding the hydrology.

Activity	Timing and location	Method	Stakeholder group	Purpose of engagement
Key stakeholders' meetings to discuss reference design and stage 2 hydrology	February 2021	Face-to-face meetings/presentations	Elected representatives, Councils, Councillors, LEMO, LEMC, TfNSW, ARTC, Crown Land	Provided a project update, discussed the updated 70% interim reference design, access and stage 2 hydrology. Key issues raised by stakeholders: ▶ access during construction and operation ▶ activation of Old Sydney Road ▶ noise and vibration ▶ visual impacts ▶ stock and machinery movement ▶ biosecurity and weed control ▶ acquisition and compensation.
One-on-one meetings with landowners to discuss reference design and stage 2 hydrology	February 2021	Face-to-face meetings	Landowners (14)	Provided a project update, discussed the updated 70% interim reference design, access and stage 2 hydrology. Key issues raised by stakeholders: ▶ movement of stock and machinery ▶ access: level crossings and stock underpasses ▶ acquisition and compensation including infrastructure such as internal roads and holding yards ▶ noise and vibration during construction and operation ▶ visual impacts ▶ biosecurity and weed control.
Community Consultative Committee (CCC) Meeting	February 2021, June	Face-to-face meeting	CCC members	Provided CCC members with a 70% design, EIS and project update. Included a presentation by a project engineer on the reference design drawings.
Community information sessions to discuss interim reference design drawings	March 2021, Illabo, Bethungra, Stockinbingal and Cootamundra	Online and face-to-face presentations/drop ins	Illabo, Bethungra, Stockinbingal and Cootamundra community	Provided a project update and discussed the 70% interim reference design. Key issues raised by stakeholder: ▶ socio-economic impact ▶ noise and vibration during construction and operation ▶ visual impacts ▶ construction timeframe ▶ accommodation of construction workers.
Meeting with Rural Fire Service (RFS)	March 2021, Wagga Wagga	Face-to-face meeting	RFS	Provided a project update to RFS on 70% refined reference design and gain feedback. RFS would like to see improved access into the Bethungra Ranges.
Landowner SIA surveys	April 2021	Over the phone invitation and email of questions	Landowners (4 participated)	Invited landowners to participate in the SIA. Surveys were sent through to landowners for consideration and response.
Meetings with elected officials	April 2021	Face-to-face and online	Elected representatives	Provided a project update including update on design, EIS and upcoming engagement.

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Meeting with Goldenfields Water	April 2021	Online meeting	Goldenfields Water	Provided a project update and discuss 70% refined reference design. The discussion included impacts to infrastructure along the alignment, including water mains and infrastructure at Stockinbingal. Goldenfields Water provided ARTC with details of size and location of water mains, relocation approvals and design requirements.
Meeting with Councils to discuss worker camps	May 2021	Face-to-face meetings	Junee, Temora and Cootamundra-Gundagai councils	Met with councils to discuss potential locations, concerns and opportunities for temporary workforce accommodation in the area of the proposal.
Meeting with ARTC	May 2021, Wagga Wagga	Face-to-face meeting	ARTC	Provided an update on the 70% refined reference design, rail interfaces and EIS impacts including access, hydrology and flooding, noise and vibration, visual impacts, biosecurity and weed control.
Key stakeholders' meetings to discuss reference design and environmental factors	June–July 2021	Online and face-to-face meetings	MPs, Junee, Temora and Cootamundra–Gundagai councils and councillors, REMC, TfNSW, ARTC, Crown Land, Crown Land, RFS	Provided a project update, discussed the 100% reference design, access and environmental issues such as flooding & hydrology and noise. Key issues raised by stakeholders: ▶ ownership of assets ▶ activation of Old Sydney Road ▶ access during construction and operation ▶ socio-economic impact ▶ impact on local roads. ▶ ▶ Discussed proposed closure of existing level crossing LX602 with TfNSW, ARTC Crown Lands and Junee Council and councillors. Agreement was achieved on closure due to safety concerns, including short stacking with Olympic Highway.
Community information sessions to discuss reference design and EIS	June 2021	Face-to-face meetings	Junee, Illabo, Bethungra, Stockinbingal, Cootamundra and Temora	Provided a project update and discussed the 100% reference design and EIS. Key issues raised by stakeholders: ▶ noise and vibration ▶ visual impacts ▶ impact to local road networks during construction ▶ socio-economic impact to local community ▶ accommodation during construction ▶ construction timeframe.
Community Consultative Committee (CCC) Meeting	June 2021, Cootamundra	Face-to-face meeting,	CCC members	Provided CCC members with a project, 100% design and EIS update. The EIS update included a presentation on noise and vibration, traffic and transport, land use and property. CCC member provided a presentation of concerns and requested a study of noise impacts on livestock be considered.

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One-on-one meetings with landowners to discuss 100% reference design and environmental factors	June-July 2021	Face-to-face meetings	Landowners (17)	Provided a project update, discussed the 100% reference design, access and environmental factors such as flooding and hydrology and noise. Key issues raised by stakeholders: ▶ access and movement of machinery and stock, including level crossings and stock underpasses ▶ noise and vibration during construction and operation ▶ acquisition and compensation including infrastructure such as internal roads and holding yards ▶ dust impacts during construction ▶ visual impacts ▶ biosecurity concerns with weeds and pests ▶ all year access through properties and stock underpasses. ▶ Discussed with directly impacted landowner on proposed closure of existing level crossing LX602 due to safety concerns.
Draft EIS Briefings	July 2021	Five online presentations	DPE (formally DPIE, DPE Biodiversity Conservation Sciences (formally DPIE Biodiversity Conservation Sciences), EPA, TfNSW and Heritage NSW (Aboriginal Heritage section)	Provided a project update and discuss key environmental issues flooding, hydrology and geomorphology, biodiversity, noise, traffic and transport and Aboriginal cultural heritage.
Local Aboriginal Land Council (LALC) and Elders Group SIA surveys	July 2021	Email update	Young and Wagga Wagga LALC Mawang Galway Elders Group	Provided with a project update on project design, EIS and schedule. Worked through the SIA survey questions. SIA responses from Young LALC.
Meeting with Goldenfields Water	July 2021	Online meeting	Goldenfields Water	Purpose of meeting was to discuss 100% reference design, impacts to reservoir in Stockinbingal, water main relocations and access requirements.
Letter to TfNSW	July 2021	Letter out	TfNSW	Formal notification letter to TfNSW from the project team about intention to close level crossing LX602.
Community Interest Group presentation	August 2021, Temora	Face-to-face presentation	Temora Rotary	Provided an overview of Inland Rail and an update of the project. The discussions were focused around the benefits of local towns, opportunities for local employment and working with Inland Rail.
Meeting with NBN	August 2021	Online meeting	NBN	Provide a project update and discuss the location and use of the NSW tower in Stockinbingal. Issues discussed included sensitivity of tower to vibration, and access and wireless connection issues.
Community Consultative	September 2021	Online meeting	CCC members	Provided CCC members with a project and technical update with details of hydrology at Stockinbingal, stakeholder engagement update, and EIS update. The EIS update included an update on the document, public

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Committee (CCC) meeting				notification requirements, engagement plan for exhibition, how to make submissions and next steps after submission.
Letter to Junee Shire Council	September 2021	Letter out	Junee Shire Council	Formal notification letter to the council from the project team about intention to close level crossing LX602.
Cootamundra-Gundagai Regional Council Meeting	September 2021	Online meeting	Cootamundra-Gundagai Regional Council	Met with member of council to discuss traffic diversions in Stockinbingal, temporary workforce accommodation and utilities.
Phone meeting with NSW Farmers	September 2021	Phone meeting	NSW Farmers	Phone meeting with NSW Farmers, which included an update on the I2S project and advance notification of voluntary acquisition.
Noise presentation to landowner	November 2021	Online meeting	Landowner (1)	Met with landowner to provide an update on the operational rail noise assessment and results for their property. Presentation included: ▶ how noise is assessed modelled ▶ train movements and noise activities ▶ operational noise trigger levels ▶ what the levels are at the receptors ▶ next steps including noise mitigations and monitoring ▶ construction noise including noise activities and sources and proposed work hours ▶ vibration and groundborne noise.
Draft EIS briefing	November 2021	Online meeting	DPE and Biodiversity Conservation Sciences	Draft EIS briefing to DPE and Biodiversity Conservation Sciences on I2S biodiversity assessment (BDAR).
Draft EIS briefing	November 2021	Online meeting	DPE and DPE Independent Assessor	Draft EIS briefing to DPE and DPE Independent Assessor on flooding and hydrology assessment and modelling.
Community Consultative Committee (CCC) meeting	December 2021, Junee	Face-to-face meeting	CCC members	Provided CCC members with a project update, EIS update, operational noise consultation update, study of noise impact on livestock update (consultant acquired for study), stakeholder engagement update and property acquisition.
Noise presentation to landowner and Stockinbingal Public School	December 2021, Stockinbingal	Face-to-face meeting	Landowner (1) and Stockinbingal Public School	Met with landowner and Stockinbingal Public School to provide an update on the operational rail noise assessment and results for their property. Presentation included: ▶ how noise is assessed modelled ▶ train movements and noise activities ▶ operational noise trigger levels ▶ what the levels are at the receptors ▶ next steps including noise mitigations and monitoring ▶ construction noise including noise activities and sources and proposed work hours

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				▶ vibration and groundborne noise.
Meeting with Wagga Wagga LALC	December 2021, Wagga Wagga	Face-to-face meeting	Wagga Wagga LALC	Met with Wagga Wagga LALC's CEO to discuss I2S project including providing a project update, EIS update, cultural heritage investigations, employment and training.
Noise presentation to landowner	January 2022	Face-to-face meeting	Landowner (1)	Met with landowner to provide an update on the operational rail noise assessment and results for their property. Presentation included: ▶ how noise is assessed modelled ▶ train movements and noise activities ▶ operational noise trigger levels ▶ what the levels are at the receptors ▶ next steps including noise mitigations and monitoring ▶ construction noise including noise activities and sources and proposed work hours ▶ vibration and groundborne noise.
DPE meeting	January 2022	Online meeting	DPE	Met with DPE to discuss adequacy review comments with a focus on flooding and hydrology assessment and modelling.
DPE and DPE Independent Assessor meeting	January 2022	Online meeting	DPE & DPE Independent Assessor	ARTC met with DPE and DPE Independent Assessor to discuss adequacy review comments on flood and hydrology assessment and modelling.
Noise presentations to landowners	February 2022	Face-to-face and online meetings	Landowners (3)	Met with landowners to provide an update on the operational rail noise assessment and results for their property. Presentation included: ▶ how noise is assessed modelled ▶ train movements and noise activities ▶ operational noise trigger levels ▶ what the levels are at the receptors ▶ next steps including noise mitigations and monitoring ▶ construction noise including noise activities and sources and proposed work hours ▶ vibration and groundborne noise.
Community Consultative Committee (CCC) meeting	February 2022, Cootamundra	Face-to-face meeting	CCC members	Provided CCC members with a project update, EIS update including summary of EIS findings, stakeholder engagement and property acquisition update. The summary of EIS findings included: ▶ biodiversity ▶ land use and property ▶ noise and vibration ▶ landscape and visual

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				▶ cultural heritage ▶ traffic, transport and access ▶ socio-economic impacts and benefits ▶ hydrology and flooding. Also provide was an update on the study of noise impacts on livestock report and the draft findings.
Crown Land letter	February 2022	Letter out	NSW Crown Lands	Formal notification letter to Crown Lands from project team about intention to close level crossing LX602.
Presentation to Department of Infrastructure, Transport, Regional Development, Communications and the Arts	February 2022	Online meeting	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	ARTC met with Department of Infrastructure, Transport, Regional Development, Communications and the Arts to provide an update on the I2S project, EIS status and property acquisition.
Impacted landowner & TfNSW letter	March 2022	Letter out	Landowner (1) and TfNSW	Formal notification letter to impacted landowner and TfNSW from project team about intention to close level crossing LX602.
Meeting with Riverina MP Michael McCormack	March 2022, Wagga Wagga	Face-to-face meeting	MP Michael McCormack	Meeting with Riverina MP Michael McCormack to provide an update on the project, EIS status, stakeholder engagement and property acquisition.
Meeting with Mawang Galway Elders Group (Wagga Wagga)	April 2022, Wagga Wagga	Face-to-face meeting	Mawang Galway Elders Group	Met with members of the Mawang Galway Elders Group to provide an update on the I2S project, construction timeframes and socio-economic impacts.
Presentation to Junee Local Emergency Management Committee (LEMC)	April 2022, Coolamon	Face-to-face meeting	Junee LEMC	ARTC provided the Junee LEMC with a presentation with an update on the project and EIS.
Workshop with DPE and TfNSW	April 2022	Online meeting	DPE and TfNSW	Workshop meeting was held with project team, DPE and TfNSW to discuss adequacy review comments and responses.
Meeting with Cootamundra–Gundagai Regional Council	May 2022	Online meeting	Cootamundra–Gundagai Regional Council	Project catch-up meeting with new Interim General Manager for the council. Discussed the project, provided an update on the EIS and temporary workforce accommodation.
DPE meeting	May 2022	Online meeting	DPE	Purpose of meeting was to provide DPE with a progress update on the I2S project and EIS. Update included: ▶ hydrology assessment and modelling ▶ temporary workforce accommodation ▶ operational rail noise consultation ▶ EIS schedule update.

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DPE and TfNSW meeting	May 2022	Online meeting	DPE and TfNSW	Project team met with DPE and TfNSW to provide an update on the hydrology modelling at Stockinbingal with a focus on Burley Griffin Way. Also provided was an update on the assessment of the temporary workforce accommodation.