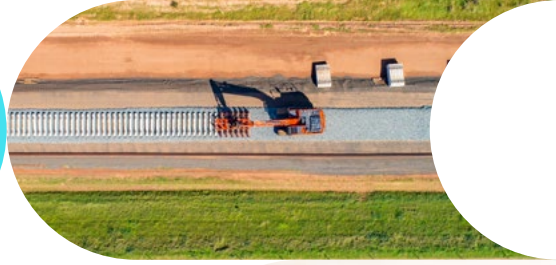

Illabo to Stockinbingal

Response to Submissions report summary

About the Illabo to Stockinbingal Proposal

The Illabo to Stockinbingal section of the Inland Rail Program is a Critical State Significant Infrastructure project being assessed under the *Environmental Planning and Assessment Act 1979* (NSW).

The Illabo to Stockinbingal section is 42.5 km in total, including 39km of new rail corridor, connecting to 3.5 km of existing rail. It is located within the local government areas of Junee and Cootamundra-Gundagai.

This section of rail will provide a direct route from east of Illabo, tracking north to Stockinbingal and connecting into the existing Forbes rail line. The route bypasses the steep and windy section of track called the Bethungra Spiral.

The Response to Submissions Report

The Illabo to Stockinbingal Environmental Impact Statement (EIS) was on public exhibition from Wednesday, 14 September 2022 to Wednesday, 26 October 2022. During this time the community and key stakeholders were invited to view and make a submission to Department of Planning and Environment (DPE) on the EIS.

Since the exhibition, Inland Rail has undertaken further investigations and prepared a Response to Submissions (RtS) report that includes an analysis of the number and type of submissions and the issues raised, a response to those issues including any further environmental assessment or mitigation measures, and an updated justification and evaluation of the project.

The RtS report also documents all additional community engagement undertaken since preparation of the EIS.

Illabo to Stockinbingal key elements

39	Kilometres of new single track standard gauge railway
2	Rail over bridge
8	Private level crossing
27	Longitudinal drainage culverts below level crossing
8	Bridges across waterways
1	Road over rail bridge at Burley Griffin Way
10	Stock underpasses
3	Kilometres approximately of upgraded track
1	Crossing loop and associated maintenance siding
5	Public level crossings
88	New and existing cross drainage culverts

Project timeline

PROJECT DEVELOPMENT STAGES		STATUS
Concept Assessment	Prepare State Significant Infrastructure Application Report	✓
	Lodge State Significant Infrastructure Application Report	✓
Reference Design and EIS	Receive Secretary's Environmental Assessment Requirements (SEARS)	✓
	Corridor refinements (Study Area, Focus Area and Rail Corridor)	✓
	Prepare EIS	✓
Project Assessment	Exhibit EIS	✓
	Lodge Response to Submissions Report	✓
	DPE assessments and determination	Ongoing
Project Approval	Planning approval decision	Early 2024
Detailed Design	Commence detailed design and site investigations	Mid 2024
Construction	Major civil construction and rail signalling work	Mid 2024-2026
Operation	Inland Rail Beveridge to Parkes freight network to become operational	From 2027

Overview of EIS submissions received

Category	Total
Members of the public	12
Organisations (community groups & business)	2
Local councils	3
NSW government departments and agencies	12
	29

Key issues raised

See **section 2.2** of the RtS

Community

A variety of issues were raised by the public, mostly centred on land use compatibility and traffic impacts of the Proposal.

The most frequently raised issues from the community are:

- **land use and property impacts** (46%)
- **transport and traffic impacts** (16%)
- **flooding and water quality impacts** (16%)
- **noise and vibration impacts** (7%)

Government agencies and other key stakeholders

The most frequently raised issues from Government agencies and other key stakeholders are:

- **biodiversity impacts**
- **traffic and transport impacts**
- **flooding impacts**
- **noise and vibration impacts**

Key issues defined

Land use and property impacts

Property acquisition, fencing, operational land use impacts, construction land use impacts, agricultural land use and activities, operational noise and vibration impacts, public recreational impacts during construction, public recreational impacts during operation

Transport and traffic impacts

Impacts to level crossings, emergency vehicles access, transport access and haulage arrangements, impacts on public transport, assessment methodology, construction access

Flooding and water quality impacts

Flooding impacts during construction, flooding impacts during operation, impacts to water courses and water quality during construction, mitigation and management of impacts during flooding

Noise and vibration impacts

Construction noise impacts, construction vibration impacts, traffic noise impacts during construction, traffic noise impacts during operation, operational noise impact, operational vibration impact, mitigation and management of impacts for noise and vibration

Biodiversity impacts

Impacts to biodiversity, impacts to threatened species and threatened ecological communities

Design improvements since EIS exhibition

During and after public exhibition of the EIS, Inland Rail has undertaken further investigations and is proposing a number of design refinements to the proposal to address feedback raised during consultation regarding land use and property, and traffic and access.

See **section 3.1** of the RtS

Proposal feature	Proposal refinement
Proposal site revision	The area of the proposal site has been revised to further avoid native vegetation impacts, respond to stakeholder feedback including reduction of restrictions on farming activities during construction, and address on-going design refinements. This has reduced the proposal area by 31.12 ha across the proposal alignment.
Construction compounds	• Construction compound 29 is no longer required for the proposal based on additional construction planning and landowner feedback. • Relocation of the construction compound 5 from the western side of Ironbong Road to the eastern side of Ironbong Road (adjacent the rail corridor), as requested by the landowner. • Relocation of compound 7 onto land recently purchased by ARTC, including revised access road from Ironbong Road.
Troy Street	Troy Street will no longer be used as a traffic detour during construction.
Public level crossing	The public level crossing at the unnamed road from Olympic Highway at chainage 2,789 (LX602) has been closed, following approval by the Minister for Transport and Roads.
Additional lease area	Inclusion of a portion of land, between chainage 38,300 and 39,100 within the proposal site which would be constrained for use by the landowner during construction. This land will be leased by ARTC for the duration of construction, in agreement with the landowner.

Proposal feature	Proposal refinement
Private level crossing	Additional land required to provide greater flexibility in detailed design for the final location of the level crossing and connection to the existing driveway at chainage 22,100, as per the landowner request.
Old Sydney Road	The design will now include an extension of the asphalt seal on Old Sydney Road to minimise dust and maintain visibility of the proposed passive level crossing.
Decommissioned rail	Decommissioned sleepers and track will now be left in place.
Crossing loop	Relocation of the crossing loop located at chainage 9,200 to chainage 11,400 from the east side to the west side.
Borrow pit	Removal of the proposed borrow pit at Stockinbingal chainage 38,000 in response to community feedback.
Detention basin	The size of detention basin for the Burley Griffin Way realignment has been increased in response to the updated flood modelling. The detention basin is on land acquired by ARTC.

Additional investigations

Updated Biodiversity Development Assessment Report

See **section 3.3** of the RtS

The Biodiversity Development Assessment Report (BDAR) has been updated with the revised proposal site, and in response to feedback from the DPE Biodiversity Conservation and Science Directorate (BCD), with:

- **Additional biodiversity survey**
- **Review and refined mapping of biodiversity features**
- **Assessed impact of the revised proposal site**
- **Inclusion of preliminary fauna connectivity strategy**
- **Recalculated biodiversity credit obligation**

Updated Flood and Hydrology Impact Assessment Report

See **section 3.3** of the RtS

The Hydrology and Flooding Impact Assessment has been updated to address issues raised in the public and agency submissions made in response to the EIS, such as:

- **Additional hydrology survey of Stockinbingal area**
- **Updated flood model with survey outcomes**
- **Reviewed flood and hydrology impacts and mitigation measures**
- **Verified compliance with the intentions of the Cootamundra-Gundagai's Stockinbingal Floodplain Risk Management Study and Plan** (2002)
- **Assessed impacts of the revised proposal site**

Next steps

The Illabo to Stockinbingal proposal would continue to incorporate environmental management and design features to ensure that potential impacts are managed and mitigated as far as practicable. Most of the potential construction-related impacts would be effectively mitigated by the implementation of industry standard construction management, including the implementation of the environmental management approaches described in Section 27.2.1 of the EIS and the revised mitigation measures provided in **Appendix B** of the RtS report.

Subject to approval of the proposal, the detailed design would be developed with the objective of minimising potential impacts on the environment and the community. The design and construction methodology would continue to be developed with this objective in mind, considering the input of stakeholders and the local community, and the conditions of approval. With the implementation of the proposed mitigation measures, and the approach to management described in the EIS, it is concluded that the potential environmental impacts of the proposal would be adequately managed.

DPE will now complete its assessment of the merits of the project in accordance with Government legislation, policies and guidelines and will provide an assessment report for the Minister to consider when deciding on the project approval. DPE will publish the decision online and will give public notice of the reasons for the decision and how community views were taken into account in making the decision.

Inland Rail will continue to consult with community members, government agencies and other stakeholders during design development, construction and operation of this proposal to minimise potential impacts on the local and regional environment and the community.

To view the full Response to Submissions report, visit the DPE project website at **https://pp.planningportal.nsw.gov.au/major-projects/projects/inland-rail-illabo-stockinbingal**