



Response to Submissions

Horizontal Clearances

Stockinbingal to Parkes



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Glossary

Specific terms and acronyms used throughout this strategy are listed and described in the table below.

TERM	ACRONYM	DEFINITION
Approval authority		For a project determined under Division 5.1, ARTC is the approval authority (referred to as determining authority in the EP&A Act).
Australian Rail Track Corporation	ARTC	
Biodiversity, Conservation and Science team (within the NSW Department of Planning and Environment)	BCS	
Controlled action		A proposal which may affect a matter of national environmental significance (MNES) and has been determined as requiring approval under the EPBC Act.
Commonwealth Department of Agriculture, Water and Environment	DAWE	
Department of Planning and Environment	DPE	
Determination		A decision by a public authority for a Review of Environmental Factors to either approve the proposed activity subject to modifications or conditions or refuse to approve.
Environmental impact statement	EIS	An environmental impact statement prepared by the proponent to support an SSI application (see the <i>State Significant Infrastructure Guidelines – Preparing an Environmental Impact Statement</i>).
<i>Environmental Planning and Assessment Act 1979</i> (NSW)	EP&A Act	
<i>Environmental Planning and Assessment Regulation 2021</i> (NSW)	EP&A Regulation	
<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Comm)	EPBC Act	
Matter of national environmental significance	MNES	The EPBC Act covers 9 protected matters, including world heritage areas, national heritage places, wetlands of international importance (listed under the Ramsar Convention), listed threatened species and ecological communities and listed migratory species (protected under international agreements).
Mitigation		Actions or measures to reduce the impacts of the project.
Proponent		The proponent seeking approval for the proposal, ARTC.
Proposal		The proposed works to increase horizontal clearances within the rail corridor between Stockinbingal and Forbes, NSW to accommodate double-stacked freight trains up to 1,800 m long and 6.5 m high.
Review of Environmental Factors	REF	
Species impact statement	SIS	If a proposed activity under Part 5 of the EP&A Act is likely to significantly affect threatened species, and the proponent does not enter into the Biodiversity Offsets Scheme, a Species Impact Statement must be prepared.
Stockinbingal to Parkes	S2P	
Submission		A written response from an individual or organisation, which is submitted to ARTC during the public exhibition of the REF.
Response to submissions report		A report prepared by the proponent to respond to the issues raised in submissions.

1 Introduction

1.1 Inland Rail

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

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

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

The Inland Rail Program has been divided into 13 sections, seven of which are located in NSW. Australian Rail Track Corporation (ARTC) is the proponent and has a program to deliver Inland Rail.

1.2 Overview of the proposal

The Stockinbingal to Parkes (S2P) section forms a key component of the Inland Rail Program. It is a 170.3 kilometre section of existing rail corridor located in regional NSW between the towns of Stockinbingal and Parkes.

The proponent is seeking to increase horizontal clearances at six discrete locations within the rail corridor between Stockinbingal and Forbes, NSW (the proposal) to accommodate double-stacked freight trains up to 1,800 metres long and 6.5 metres high. The existing horizontal clearances of the six sites do not provide the nominated clearance requirements.

The proposed works to achieve the required horizontal clearances include realigning the track away from the adjacent track or structures and by modifying the adjacent structures. Ancillary works include establishing construction compounds and laydown areas, constructing associated drainage, and adjusting signalling and communications infrastructure.

The key proposed works at each enhancement site (north to south) are described in Table 1-1. These descriptions are subject to detailed design.

Table 1-1 Key features at each proposal site

SITE	KEY FEATURES
Forbes Station and Yard	<ul style="list-style-type: none"> ▶ Realignment of approximately 500 m of the main line by up to 540 mm and associated drainage works. ▶ Realignment of approximately 140 m of the goods siding track including installation of a new catch point. ▶ Trimming of the platform awning at Forbes Station by 300 mm for the full length.
Wirrinya Yard	<ul style="list-style-type: none"> ▶ Realignment of approximately 520 m of track by up to 350 mm.
Caragabal Yard	<ul style="list-style-type: none"> ▶ Realignment of approximately 250 m of track by up to 30 mm.
Quandialla Yard	<ul style="list-style-type: none"> ▶ Removal of redundant pipework from a water tank adjacent to the track.
Bribbaree Yard	<ul style="list-style-type: none"> ▶ Realignment of approximately 940 m of track by up to 300 mm, including formation and associated drainage works.
Milvale Yard	<ul style="list-style-type: none"> ▶ Removal of redundant wiring from a water tank adjacent to the track.

1.3 Review of environmental factors

A Review of Environmental Factors (REF) for the proposal has been prepared by WSP, on behalf of ARTC. The assessment has been prepared in accordance with Division 5.1 of the *Environmental Planning and Assessment 1979* (EP&A Act), and clause 228 of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation). Clause 228 of the EP&A Regulation requires that ARTC as a proponent 'takes into account to the fullest extent possible, all matters affecting or likely to affect the environment by reason of the activity'.

The following key environmental impacts have been identified should the proposal proceed:

- ▶ loss of native vegetation within four of the six enhancement sites
- ▶ a minor increase in local traffic movements during construction with potential for minor delays on the local road network during material delivery
- ▶ temporary visual, noise and vibration impacts during the construction period
- ▶ increase in trains along the rail corridor during operation, which would have minor noise, air quality and visual impacts
- ▶ modification of the awning to the State heritage listed Forbes Station.

To address these and other potential impacts, mitigation and management measures were identified in Chapter 7 of the REF.

The REF was placed on public exhibition from 3 to 24 February 2022 and submissions were invited from the community and other stakeholders. The actions taken by ARTC to notify the community and stakeholders of the REF public exhibition and the opportunity to make comment are detailed in section 3.1.1. During this period, the REF was available on the Inland Rail website and digital copies (USB) were available for collection from the following locations:

- ▶ Forbes Shire Council
- ▶ Forbes Library
- ▶ Weddin Shire Council
- ▶ Hilltops Council.

Submissions could be made via post, email to inlandrailnsw@artc.com.au, or on the Inland Rail website: <https://inlandrail.artc.com.au/where-we-go/projects/stockinbingal-to-parkes/>.

1.4 Purpose of the report

The purpose of this report is to:

- ▶ address the issues raised in submissions received during public exhibition
- ▶ outline any further community engagement and impact assessment to support the responses to submissions, if required
- ▶ recommend an approval outcome.

2 Submissions received

During the REF exhibition period, two submissions were received from stakeholders and no submissions were received from the community. Table 2-1 provides a summary of the submissions received. Copies of the actual submissions are provided in Appendix A.

Table 2-1 Submissions received and key themes

STAKEHOLDER	THEMES OF THE SUBMISSION
Transport for NSW	<ul style="list-style-type: none"> ▶ No objections ▶ Use of passenger trains at Forbes ▶ Ongoing consultation request.
Biodiversity, Conservation and Science team (BCS) (within the NSW Department of Planning and Environment)	<ul style="list-style-type: none"> ▶ Rehabilitation of disturbed areas.

3 Actions taken since exhibition

A summary of the actions taken since the start of the exhibition on 3 February 2022 are summarised in this section.

3.1 Community and stakeholder engagement

3.1.1 Request for submissions

Actions to notify the community and stakeholders of the REF public exhibition and the opportunity to make submissions included:

- ▶ over 700 letters sent to all residents within 500 metres of the proposal alignment including links to the REF and a summary of the findings of the REF on the Inland Rail website
- ▶ three emails sent to all residents and businesses registered for project updates (over 1,300 email addresses)
- ▶ advertisements through the various media outlets including Forbes Advocate, Grenfell Record, Young Witness newspaper and Rock FM Parkes radio station between 27 January and 10 February
- ▶ two Facebook posts, including one that explained the REF process and one that provided information on Community Information Sessions (see section 3.1.2) that were delivered during the public exhibition period
- ▶ two Inland Rail website stories including one on the REF process with links to factsheets and one on the Summary of Findings and REF document.

3.1.2 Community information sessions

Two online community public information sessions were scheduled for 3 February and 9 February 2022. These sessions were designed to be specific to the proposal and present the findings and the purpose of the REF. No one registered or attended either session.

3.1.3 Agency and stakeholder engagement

Forbes Shire Council, Weddin Shire Council and Hilltops Council were provided copies of the REFs and notified of the commencement of public exhibition via email on 3 February 2022. A meeting to provide a project update and information regarding public exhibition was held with Forbes Shire Council and Weddin Shire Council on 17 February 2022.

One meeting was held with the NSW Department of Primary Industries, Agricultural Land Use Division, regarding any potential impacts on agricultural land.

Meetings were held with alignment Members of Parliament to provide a project update, information regarding public exhibition and the submissions process.

3.2 Application for a Section 60 heritage approval

Due to the impacts to the State heritage listed Forbes Railway Station, a Section 60 heritage permit under the *Heritage Act 1977* (NSW) is required to complete the works. An application was submitted to Heritage NSW on 10 February 2022 requesting a permit. A Section 60 heritage permit was granted for the proposal on 22 March 2022.

3.3 EPBC referral

The REF considered if an Environmental Impact Statement (EIS) or species impact statement (SIS) is required for the proposal. The REF also considered the potential of the proposal to significantly impact a matter of National Environmental Significant (MNES) or the environment on Commonwealth land, in regard to the provisions of the *Environment Protection and Biodiversity Conservation Act 1999 (Cth)* (EPBC Act) and considered the need to make referral to the Commonwealth Department of Agriculture, Water and Environment (DAWE) for approval under the EPBC Act.

The REF determined that the proposal would not impact MNES to the extent that a referral is required. However, the proposal was referred to the Australian Minister for the Environment on 3 March 2022 for assessment to confirm that approval under the EPBC Act is not required. A decision on the referral is still outstanding at the time of this Report being developed.

4 Response to submissions

ARTC considered the issues raised in the two submissions from stakeholders and provided responses to address these issues.

Table 4-1 outlines the issues raised by Transport for NSW and BCS in their submissions along with ARTC’s specific responses.

Table 4-1 Issues raised in submissions and associated response

THEME	ISSUE RAISED	RESPONSE
Transport for NSW		
No objection	Transport has no objections to the proposal.	Noted.
Passenger trains at Forbes	Transport notes that Forbes Railway Station is occasionally used for passenger services and as such ARTC is asked to continue consulting with Transport in relation to the works program to avoid disruption to passenger services.	Forbes Railway Station is rarely used for passenger services however the design allows for passenger trains to still use the station. Consideration of scheduled and programmed passenger services will be included in construction planning. Transport for NSW would be consulted prior to construction. This is consistent with mitigation measure TA1.
Ongoing consultation request	Transport requests that ARTC continue to consult on matters that are relevant to the transport network throughout the construction period.	Consultation with Transport for NSW would be ongoing as required prior to and during construction of the proposal.
BCS		
Rehabilitation	BCS recommend the proposed rehabilitation strategy mitigation measure is updated to include reference to reinstating and improving temporarily disturbed native vegetation via active and assisted regeneration strategies.	Mitigation measure BD5 has been amended to reference incorporation of active and assisted regeneration strategies in the proposed rehabilitation strategy (see Appendix B).

5 Updated project justification

The proposal, as part of Inland Rail, is needed to respond to the growth in demand for freight transport and address existing freight capacity and infrastructure issues. The REF has been prepared in accordance with the provisions of Section 5.5 of the EP&A Act, taking into account, to the fullest extent possible, all matters affecting or likely to affect the environment as a result of the proposal.

Environmental investigations were undertaken during preparation of the REF to assess the potential impacts of the proposal. The approach to environmental management was initially provided in Chapter 7 of the REF. The development of submissions responses has necessitated modifications to existing mitigation measures or additional mitigation measures. These revisions are identified in Chapter 4 and Appendix B of this report.

No further community engagement and impact assessment is proposed to address the issues raised in the submissions. The community would be informed prior to works commencing.

With the implementation of the proposed mitigation measures, the potential environmental impacts of the proposal would be adequately managed. The environmental impact assessment (REF and Response to submissions report) is recommended to be approved subject to the proposed mitigation and environmental management measures in Appendix B.

References

WSP (2021), *Stockinbingal to Parkes (S2P) – Horizontal Clearances: Review of Environmental Factors*.

Appendix A Submissions



24 February 2022

WST19/00270 | SF2019/222428

Melissa Meadowcroft
Stakeholder Engagement Lead - NSW
Inland Rail
Australian Rail Track Corporation
GPO Box 2462
BRISBANE QLD 4001

Emailed: MMeadowcroft@artc.com.au

RE: Stockinbingal to Parkes Horizontal Clearances Proposal Review of Environmental Factors

Dear Ms Meadowcroft

Transport for NSW (Transport) thanks you for the opportunity to review the Review of Environmental Factors (REF) for the proposed works on the Horizontal Clearances at Forbes within the S2P Inland Rail Project. Transport has no objections to the proposal.

Transport reminds ARTC that Forbes Station is occasionally used for passenger services and as such ARTC is asked to continue consulting with Transport in relation to works program to avoid disruption to passenger services.

Transport has no further comments however Transport requests that ARTC continue to consult on matters that are relevant to the transport network throughout the construction period.

Should you have any queries in relation to this matter, please email cindy.pappin@transport.nsw.gov.au or contact Manager Transport Strategy, Cindy Pappin on 0481 054 453.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alistair Lunn'.

Alistair Lunn
Regional Director West
Transport for NSW

Transport for NSW
Level 1, 51-55 Currajong Street, Parkes NSW, 2870 | PO Box 334, Parkes NSW 2870 | DX20256.
T 13 12 36 | W www.transport.nsw.gov.au | ABN 18 804 239 602

Figure 1-1: TfNSW submission letter

**Department of Planning and Environment**

Wayne Window
NSW South Environmental Manager
ARTC Inland Rail
wwindow@artc.com.au

Our ref: DOC22/110105
Your ref:

Dear Wayne

Inland Rail Stockinbingal to Parkes – Horizontal Clearances – Review of Environmental Factors

Thank you for your email dated 3 February 2022 to the Biodiversity, Conservation and Science Directorate (BCS) of the Department of Planning and Environment (DPE) inviting comments on the Environmental Impact Statement (EIS) for the Inland Rail Stockinbingal to Parkes (S2P) Horizontal Clearances Review of Environmental Factors (REF).

BCS has reviewed the REF including all associated appendices and note that the proposed activities include the alteration of existing structures and track assets along the rail alignment between Stockinbingal and Forbes to provide the horizontal clearance required for double-stacked freight trains.

Construction of the proposal will impact approximately 4.1 hectares of native vegetation. A proportion of this vegetation was identified to be consistent with a State and Commonwealth-listed Threatened Ecological Community. In general, the overall vegetation condition and habitat value within the study area was identified to be marginalised by historic and on-going disturbance.

Section 8 of the biodiversity assessment report refers to the mitigation which will be implemented to facilitate the rehabilitation of vegetation post-construction. BCS recommends this is updated to include reference to reinstating and improving temporarily disturbed native vegetation via active and assisted regeneration strategies.

Based on the information provided, BCS have no further comments to make on the assessment or proposed activities.

If you require any further information regarding this matter, please contact Ben Ellis, Principal Project Officer, via ben.ellis@environment.nsw.gov.au or (02) 8275 1838.

Yours sincerely

A handwritten signature in blue ink that reads 'Renee Shepherd'.

Renee Shepherd
Principal Project Manager – Inland Rail
Biodiversity, Conservation and Science Directorate

15 February 2022

Figure 1-2: BCS submission letter

Appendix B Updated mitigation measures

Table B-1 is a summary of project specific control measures that have either been identified through the assessment undertaken in the REF, amendments identified in the Response to submissions report or are standard best practice environmental management controls which are over and above contemporary standard practice for environmental management. They will be incorporated into the detailed design phase of the proposal and during the construction and operation of the proposal, should it proceed.

Amendment to the mitigations measures as identified in the Response to submissions report are shown with additional wording in **bold** and removed wording struck out. One mitigation measure, BD5, includes additional wording and no mitigation measures have been removed.

Table B-1 Summary of site specific control measures

ID	CONTROL MEASURES	STAGE
Noise and vibration		
CNV1	Prior to the commencement of construction, noise and vibration impacts would be confirmed based on the final project design.	Detailed design/ pre-construction
CNV2	Where vibration levels are predicted to exceed the structural screening criteria for a particular structure as a result of detailed design, a more detailed assessment of the structure and vibration monitoring would be carried out in accordance with the Inland Rail NSW Construction Noise and Vibration Management Framework, to ensure appropriate mitigation and management plans are implemented. During construction, if vibration-generating activities are conducted within 15 m of a residence, attended vibration measurements would be undertaken at the commencement of vibration generating activities to confirm that structural vibration limits are within the acceptable range. Where vibration levels are found to be unacceptable, alternative work methods would be implemented so the vibration impacts are reduced to acceptable levels.	Pre-construction/ construction
CNV3	A Construction Noise and Vibration Management Plan would be prepared and implemented as part of the CEMP in accordance with the Inland Rail NSW Construction Noise and Vibration Management Framework and ARTC's EPL3142. The plan would have measures, processes and responsibilities to manage and monitor noise and vibration and minimise the potential for impacts during construction. This plan will include: <ul style="list-style-type: none"> ▶ construction noise and vibration criteria for the proposal ▶ location of sensitive receivers in proximity to the construction area ▶ specific management measures for activities that could exceed the construction noise and vibration criteria. Notification of impacts would be undertaken in accordance with the communication management plan for the proposal.	Pre-construction/ construction

ID	CONTROL MEASURES	STAGE
CNV4	<p>An out of hours work protocol would be developed to define the process for considering, approving and managing out-of-hours work, including implementation of feasible and reasonable measures and communication requirements. Measures would be aimed at pro-active communication and engagement with potentially affected receivers, provision of respite periods and/or alternative accommodation for defined exceedance levels.</p> <p>All work outside the primary proposal construction hours would be undertaken in accordance with the <i>Inland Rail NSW Construction Noise and Vibration Management Framework</i> and in accordance with the out-of-hours work protocol.</p> <p>The protocol would provide guidance for the preparation of out-of-hours work plans for each construction work location and for key works. Out-of-hours work plans would be prepared in consultation with key stakeholders (including the NSW EPA) and the community and incorporated into the construction noise and vibration management plan.</p>	Pre-construction/ construction
CNV5	<p>Building condition surveys would be completed before and after construction works where buildings or structures are within the minimum vibration working distances for cosmetic damage.</p>	Pre-construction/ construction
CNV6	<p>Prior to the commencement of vibration intensive works within the minimum working distances for cosmetic damage for heritage items, the potential for damage to the item would be assessed. Where there is potential for damage to heritage items, alternative methods that generate less vibration would be investigated and substituted where practicable. Where residual cosmetic damage risks to heritage items remain, condition surveys would be carried out and vibration monitoring with real-time notification of exceedance would occur during the activity. Any identified vibration-related damage to the heritage items would be rectified.</p>	Pre-construction/ construction
ONV1	<p>An operational noise and vibration review would be undertaken to review the potential for operational impacts and guide the approach to identifying feasible and reasonable mitigation measures to be incorporated in the detailed design.</p> <p>Operational noise and vibration compliance monitoring would be undertaken, once Inland Rail has commenced operation, at representative locations to compare actual noise performance against that predicted by the operational noise and vibration review.</p>	Pre- construction/ Operation
ONV2	<p>Feasible and reasonable mitigation measures would be identified where exceedances of operational noise and vibration criteria are confirmed. Measures would be identified in accordance with the outcome of the operational noise and vibration review and the <i>Inland Rail Noise and Vibration Strategy</i>.</p> <p>Where at-property noise treatments are identified as the preferred mitigation option, these would be developed in consultation with individual property owners.</p>	Operation
ONV3	<p>If the operational noise and vibration review indicates that vibration levels are predicted to exceed the screening criteria at sensitive receivers, a more detailed assessment of the structure would be carried out.</p> <p>For any heritage items with the potential to be affected including Forbes Station and the three locally listed heritage items within 50 m of the Bribbaree Yard, the detailed assessment would determine any specific sensitivities in consultation with a heritage specialist to ensure risks are adequately managed. If a heritage structure is found to be structurally unsound following inspection, a more conservative cosmetic damage objective (for example 2.5 mm/s peak component particle velocity for long term vibration) would be considered. Where impacts are identified, further mitigation may be required.</p>	Operation

ID	CONTROL MEASURES	STAGE
Non-Aboriginal heritage		
H1	All proposed works at the Forbes Station to be completed in accordance with the Section 60 heritage permit (subject to approval by Heritage NSW).	Detailed design/ pre-construction
H2	Detailed design and construction planning would aim to further minimise direct impacts on Forbes Railway Station Group, as far as practicable.	Detailed design/ pre-construction
H3	A Heritage Interpretation Plan for Forbes Station will be prepared. This will provide a framework for interpreting the awning impacted, set out the key interpretative themes and identify communication strategies. The plan will be prepared with regard to Interpreting Heritage Places and Items: Guidelines (NSW Heritage Office, 2005a), and the NSW Heritage Council's Heritage Interpretation Policy (NSW Heritage Office, 2005).	Detailed design/ pre-construction
H4	Archival photographic recording of buildings and structures would be carried out prior to works, in accordance with <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> (Heritage Council of NSW, 2006) and <i>How to prepare archival records of heritage items</i> (NSW Heritage Office, 1998) at the following sites: <ul style="list-style-type: none"> ▶ Forbes Railway Station ▶ Milvale Railway water tank. 	Pre-construction
H5	A Forbes Station heritage management plan would be prepared and implemented as part of the CEMP. It would include measures to manage non-Aboriginal heritage and minimise the potential for impacts during construction. The plan would be prepared in consultation with the relevant heritage agencies (Heritage NSW and local councils) and take into account the outcomes of further investigations and surveys during detailed design. Specific management measures to be included are: <ul style="list-style-type: none"> ▶ as many original elements as feasible should be reused during the modification of the Forbes Station awning. This includes reusing the chamfered edge beam at the outer edge of the awning and ensuring that the decorative finials at the track end of the cantilevered bracket remain in place ▶ where original elements cannot be reused, 'like for like' elements must be sourced to ensure the aesthetic of the Forbes Station awning is not diminished ▶ repainting should be sympathetic to the current station colour palette of the Forbes Station awning ▶ the downpipe from the awning gutter should be relocated to reflect its position seen in the 1925 historical image ▶ care should be taken to select a low-profile gutter close to that originally installed (refer to SoHI prepared by Ozark 2021). Unexpected finds procedure to provide a consistent method for managing any unexpected heritage or archaeological items and unexpected human skeletal remains.	Pre-construction/ construction
H6	The brackets attached to the Milvale Railway water tank would be removed in such a way so as not to damage the tank.	Construction

ID	CONTROL MEASURES	STAGE
Biodiversity		
BD1	Detailed design and construction planning would avoid or minimise the need to remove and/or disturb native vegetation and fauna habitat.	Detailed design/ pre-construction
BD2	Vegetation clearing would be limited to the minimum necessary to construct the proposal and allow for its effective operation.	Detailed design/ pre-construction
BD3	<p>A biodiversity management plan would be prepared prior to construction and implemented as part of the CEMP. The plan would include measures to manage biodiversity and minimise the potential for impacts during construction. The plan would be prepared in accordance with relevant legislation, guidelines and standards. The plan would include, but not be limited to:</p> <ul style="list-style-type: none"> ▶ locations and requirements for pre-clearing surveys, including terrestrial habitats, breeding habitats (including burrows, trees, logs, existing culverts and structures) ▶ the clearing extents/site boundary/limit of works is clearly defined with flagging or marking tape, signage or other suitable means to delineate no go areas ▶ establishing protocols for the staged clearing of vegetation and safe tree felling and log removal to reduce the risk of fauna mortality ▶ establish daily checks in machinery and excavations for presence of fauna to reduce the risk of fauna mortality ▶ animal handling protocols, including relocation and emergency care ▶ an unexpected finds protocol ▶ measures to manage biosecurity risks in accordance with the <i>Biosecurity Act 2015</i> erosion and sediment control measures. 	Construction
BD4	Exclusion areas would be established and maintained around native vegetation to be retained, particularly areas of biodiversity value adjoining the proposal site that are located in close proximity to work areas.	Construction
BD5	<p>A rehabilitation strategy would be based on the Inland Rail Landscape and Rehabilitation Strategy, the Inland Rail Landscape and Rehabilitation Framework and property-specific reinstatement commitments. This would guide the approach to rehabilitation of disturbed areas following the completion of construction. The strategy would include:</p> <ul style="list-style-type: none"> ▶ clear objectives and timeframes for rehabilitation works (including the biodiversity outcomes to be achieved) ▶ outline of active and assisted regeneration strategies, where appropriate, for temporarily disturbed native vegetation ▶ details of the actions and responsibilities to progressively rehabilitate, regenerate, and/or revegetate areas, consistent with the agreed objectives ▶ identification of flora species and sources ▶ procedures for monitoring the success of rehabilitation. <p>Corrective actions should the outcomes of rehabilitation not conform to the objectives adopted.</p>	Construction
Surface water (Hydrology, flooding and water quality)		
SW1	Construction planning, and the layout of construction work sites and compounds, would be undertaken with consideration of overland flow paths and flood risk.	Detailed design/ pre-construction

ID	CONTROL MEASURES	STAGE
Waste		
W1	Detailed design would include measures to minimise spoil generation. This would include a focus on optimising the design to minimise spoil volumes and the reuse of material onsite.	Detailed design/ pre-construction
W2	<p>A spoil management strategy would be developed to define the preferred approach to managing spoil. The strategy would include:</p> <ul style="list-style-type: none"> ▶ consideration of the approvals and land application of waste exemptions required, associated lead time and any associated sampling and reporting obligations ▶ defining the preferred option for reusing and/or disposing of any spoil. <p>The outcomes of the strategy would inform the Construction Waste Management Plan.</p>	Pre-construction/ construction
W3	<p>A Construction Waste Management Plan would be prepared and implemented as part of the CEMP. The plan would adopt the waste hierarchy principles contained in the <i>Waste Avoidance and Resource Recovery Act 2001</i>, and detail processes, responsibilities and measures to manage waste and minimise the potential for impacts during construction. This plan would include:</p> <ul style="list-style-type: none"> ▶ general protocols and performance objectives for keeping the worksite clean and tidy ▶ processes for monitoring, documenting and reporting waste types, volumes and how these arisings compare to waste targets (e.g. describe waste streams and estimated volumes, temporary waste storage areas and disposal locations on and off-site) as well as waste disposal and National Environmental Protection Measures (NEPM) criteria for disposal sites ▶ requirements for waste segregation ▶ requirements for secure temporary storage, collection frequency and disposal/recycling requirements ▶ effluent management for construction staff amenities ▶ procedures and reporting/documentation requirements for ensuring waste transporters and receivers are appropriately licenced according to the type of waste ▶ requirements for training, inspections, audits, corrective actions, notification and classification of environmental incidents, record keeping, monitoring and performance objectives for handover on completion of construction ▶ any other regulatory requirements. 	Pre-construction/ construction
W4	All waste generated would be classified in accordance with the <i>Waste Classification Guidelines – Part 1: Classification of Waste</i> (EPA, 2014b) and disposed of in accordance with the relevant requirements of the Protection of the Environment Operations (Waste) Regulation 2014.	Construction
W5	All earthworks materials would be assessed against ARTC's Earthworks Materials Management Guideline, Appendix B of ETC-08-03 Rev1.3, which would determine the classification and locating/disposal options for any excess materials.	Construction
Landscape character and visual amenity		
LVA1	Detailed design and construction planning would seek to minimise the construction and operation footprints, and avoid impacts on mature native vegetation.	Detailed design/ pre-construction
LVA2	Temporary lighting would be designed and sited in accordance with AS 4282-1997 <i>Control of the Obtrusive Effects of Outdoor Lighting</i> (Standards Australia, 1997).	Detailed design/ pre-construction
LVA3	Rehabilitation works completed in accordance with ARTC's Landscape Design Guideline and Landscape Rehabilitation Strategy.	Construction

CONTROL MEASURES		STAGE
Soil and contamination		
SC1	<p>Detailed site investigations would be undertaken by a suitably qualified and experience consultant as defined in Schedule B9 of the <i>National Environment Protection (Assessment of Site Contamination) Measure 1999</i> (NEPC, 2013) to assess exposure risks to site workers and other receptors as a result of ground disturbances at Forbes Station and Yard, which are considered to be at a higher risk of being contaminated.</p> <p>The results of the site investigations would be assessed against the criteria contained within the <i>National Environment Protection (Assessment of Site Contamination) Measure 1999</i> (NEPC, 2013) to determine the need for any remediation or further management.</p>	Pre-construction
SC2	<p>A contamination and hazardous materials plan would be prepared and implemented as part of the CEMP. It would include measures, processes and responsibilities to minimise the potential for contamination impacts on the local community, workers and environment, and procedures for incident management and managing unexpected contamination finds (an unexpected finds protocol).</p> <p>The contamination and hazardous materials plan would include details of existing site contamination and hazardous materials for the Forbes Station and Yard.</p>	Pre-construction/ construction
SC3	<p>An Erosion and Sediment Control Plan and a Soil and Water Management Plan (SWMP) would be prepared as part of the CEMP. The SWMP would comply with the existing EPL3142 and be in accordance with best onsite practice, reflected in <i>Managing Urban Stormwater – Soils and Construction, Volume 1</i> (Landcom 2004), and Volumes 2A and 2C (NSW Department of Environment, Climate Change and Water 2008), commonly referred to as the 'Blue Book'. The SWMP and erosion and sediment control plan would include:</p> <ul style="list-style-type: none"> ▶ surface controls to promote ground stability, limit runoff lengths and reduce runoff velocities within the construction areas ▶ sediment and erosion controls would be built to a design storm that will ensure non-erodible velocities ▶ inspection and maintenance of erosion and sediment controls throughout the works to ensure they are operating effectively ▶ rainfall monitoring requirements ▶ management protocols of problem soils (e.g. erosive, dispersive, reactive, acidic, saline, sodic, alkaline soils) ▶ management protocols for any contaminated soils ▶ vehicle, machinery and imported fill hygiene protocols and documentation ▶ measures to prevent/minimise mud and dirt being tracked onto public roadways by trucks and any equipment leaving the site ▶ provision of a spill contaminant kit. <p>Requirements for training, inspections, corrective actions, notification and classification of environmental incidents, record keeping, monitoring and performance objectives for handover on completion of construction.</p>	Pre-construction/ construction

ID	CONTROL MEASURES	STAGE
Traffic and access		
TA1	Detailed design and construction planning would avoid or minimise the potential for impacts on the surrounding road and transport network, and property accesses, as far as reasonably practicable.	Detailed design/ pre-construction
TA2	<p>A Traffic, Transport and Access Management Plan would be prepared and implemented as part of the CEMP. It would include measures to minimise the potential for impacts on the community and the operation of the surrounding road and transport environment. It would address all the aspects of construction relating to the movement of vehicles and the operation of the surrounding road network, including:</p> <ul style="list-style-type: none"> ▶ construction site traffic control, parking and access arrangements away from property access points and driveways ▶ construction material, equipment and spoil haulage, including arrangements for heavy vehicles ▶ road pavement and access road condition management ▶ management of impacts on public transport, including school bus, pedestrian and cyclist access, and safety ▶ scheduling deliveries to minimise impact to grain terminals, Forbes Information Centre and school bus movements ▶ traffic controls to manage deliveries ▶ ensure adequate sight lines to allow for safe entry and exit from the site ▶ road and driver safety. <p>The plan would be developed in consultation with local council and public transport/bus operators. As appropriate, additional reasonable and feasible measures identified as an outcome of consultation would be detailed in the plan.</p>	Pre-construction/ construction
TA3	The community would be notified in advance of any proposed road and pedestrian access changes through signage, the local media, and other appropriate forms of communication.	Pre-construction/ construction
TA4	<p>A dilapidation survey would be undertaken of the roads to access each site, except Milvale Yard and Quandialla Yard, prior to and following completion of construction and provided to relevant roads authority.</p> <p>Pavement condition monitoring would be carried out during works, as required.</p> <p>Rectification measures would be implemented as needed during, and/or following, completion of construction to address any damage caused by construction.</p>	Construction/ post-construction

ID	CONTROL MEASURES	STAGE
Community and socioeconomic		
CS1	<p>ARTC would continue to manage and deliver program-wide community and stakeholder engagement for Inland Rail in accordance with the Inland Rail Communications and Engagement Strategy.</p> <p>A proposal-specific communication management plan would be developed, in accordance with the Inland Rail Communications and Engagement Strategy, and implemented prior to and during construction to ensure:</p> <ul style="list-style-type: none"> ▶ the community and key stakeholders are provided opportunities for input to the design and construction planning, where appropriate ▶ landholders and community members with the potential to be affected by construction activities are notified in a timely manner about the timing of activities and potential for impacts, and the measures that would be implemented to minimise the potential for impacts on individual properties ▶ enquiries and complaints are managed, and a timely response is provided for concerns raised ▶ accurate and accessible information is made available ▶ feedback from the community is encouraged. <p>The communication management plan would define the requirements for the complaints management system to be implemented during construction.</p>	Pre-construction/ construction
CS2	<p>ARTC would continue to support local employment in accordance with the <i>Australian Jobs Act 2013</i> (Cth) and Australian Industry Participation National Framework, and through the Inland Rail Skills Academy, to leverage training programs, upskill local residents and young people, and connect businesses with Inland Rail opportunities and key regional industries.</p>	Pre-construction/ construction
CS3	<p>A project specific industry participation plan would be developed which:</p> <ul style="list-style-type: none"> ▶ complies with the IR AIPP, Australian Government Aboriginal Procurement Policy and Inland Rail Sustainable Procurement Policy; and ▶ proposes targets for procurement with local and Indigenous Businesses and Social Enterprises ▶ reports to ARTC on local and Indigenous business and Social Enterprise participation, including achievements against targets. <p>The local industry participation plan would be provided to Forbes Shire Council.</p>	Pre-construction/ construction
CS4	<p>A workforce management plan would be developed and implemented during construction to manage:</p> <ul style="list-style-type: none"> ▶ potential impacts of the non-resident construction workforce ▶ local business and employment opportunities (including Indigenous employment opportunities) ▶ health and wellbeing needs of the temporary construction workforce, including medical, allied health and wellbeing services. <p>The plan would include measures to manage potential impacts of the non-resident construction workforce on local and regional communities, including:</p> <ul style="list-style-type: none"> ▶ a code of conduct for workers, including a zero-tolerance policy relating to anti-social behaviour ▶ strategies to promote wellbeing of the workforce ▶ a monitoring mechanism for use of local tourist accommodation and rental housing by workers ▶ consultation with local health and emergency services to establish processes for managing potential increased demands due to the non-resident workforce. <p>The workforce management plan would be developed in consultation with local councils and service providers, including local and regional health and emergency services providers.</p>	Pre-construction/ Construction

ID	CONTROL MEASURES	STAGE
CS5	Complaints during construction would be managed in accordance with the complaints management system defined by the Communication Management Plan. The complaints management system would be maintained throughout the construction period and for a minimum of 12 months after construction finishes.	Construction/ Operation
Aboriginal heritage		
AH1	Work crews would undergo cultural heritage induction to ensure they recognise Aboriginal artefacts and are aware of the legislative protection of Aboriginal objects under the NPW Act and the contents of the Unanticipated Finds Protocol.	Construction
AH2	An unexpected finds protocol would be developed and included in the CEMP to provide a consistent method for managing any unexpected Aboriginal heritage items discovered during construction, including potential heritage items or objects and human skeletal remains.	Pre-construction and Construction
Air quality		
AQ1	<p>An Air Quality Management Plan would be prepared and implemented as part of the CEMP. It would include measures to minimise the potential for air quality impacts on the local community and environment, and would address all aspects of construction, including:</p> <ul style="list-style-type: none"> ▶ spoil handling ▶ machinery operating procedures ▶ soil treatments ▶ stockpile management ▶ haulage ▶ dust suppression ▶ monitoring. 	Pre-construction/ Construction
Land use and property		
LU1	<p>Detailed design and construction planning would continue to be refined to minimise potential impacts on land uses and adjacent properties, as far as reasonably practicable.</p> <p>Consultation with landholders would be ongoing to identify feasible and reasonable measures to minimise impacts on their operations/properties.</p>	Detailed design/ pre-construction
LU2	Where construction is located immediately adjacent to private properties or has the potential to affect farm or grain terminal operations, property-specific measures would be identified and implemented in consultation with landholders.	Detailed design/ pre-construction

CONTROL MEASURES		STAGE
Hazard and risk		
HR1	Utility and service providers would continue to be consulted during detailed design to identify possible interactions and develop procedures to minimise the potential for service interruptions and impacts on existing land uses.	Detailed design/ Pre-construction
HR2	Any work or protection of gas pipelines will be completed by an authorised service provider as part of the early works stage.	Pre-construction/ construction
HR3	A flood and emergency response plan would be prepared and implemented as part of the CEMP. The plan would include measures, processes and responsibilities to minimise the potential impacts of construction activities on flood behaviour at Forbes Station and Yards, as far as practicable. It would also include measures to manage emergencies during construction, including the evacuation protocol for personnel and monitoring of weather forecasts.	Pre-construction/ construction
HR4	Dangerous goods and hazardous materials will be stored in accordance with supplier's instructions and relevant legislation, Australian Standards, and applicable guidelines and may include chemical storage cabinets/containers or impervious bunds.	Construction
Water quality		
WQ1	Disturbed areas would be rehabilitated following construction in accordance with the rehabilitation strategy.	Construction
WQ2	Clearing extents would be limited to that required to construct the works, and clearing is scheduled to minimise the exposure time of unprotected earth.	Construction