

REVIEW OF ENVIRONMENTAL FACTORS (REF) DECISION REPORT

Proposed **STOCKINBINGAL TO PARKES (S2P) LACHLAN RIVER BRIDGE MODIFICATION PROJECT**

Introduction

I have reviewed the Review of Environmental Factors (REF) for the proposal known as *S2P Lachlan River Bridge Modification Project*. The REF has been prepared for the proposal by *WSP Australia Pty Ltd* to satisfy ARTC's environmental assessment requirements under Part 5, Division 5.1 the *Environmental Planning and Assessment Act 1979* ("EP&A Act"). The REF is titled *Lachlan River Bridge Modification Project Stockinbinal to Parkes Review of Environmental Factors* with document number 2-0008-230-EAP-05-RP-7001.

This Decision Report provides a summary of the key environmental considerations and the determination for the proposal consistent with requirements of Section 4.4 of the *ARTC Code of Practice for Environmental Impact Assessment of Development Proposals in New South Wales*.

Project Description

The Stockinbinal to Parkes (S2P) section forms a key component of the Inland Rail program. S2P is an enhancement project comprising 170.3 km of existing rail corridor located in regional NSW between the towns of Stockinbinal and Parkes. The enhancement works, which do not constitute a complete upgrade of the track alignment, are required to be undertaken to accommodate double-stacked freight trains up to 1,800m long and 6.5m high. These works include alterations to, and construction or removal of, various structural and track assets along the alignment to provide the increased vertical and horizontal clearances required for double-stacked freight trains.

The proposal site is located to the south of the Forbes township, approximately 2 km to the south-east of the Forbes Railway Station. The proposal is for works at Lachlan River Bridge in Forbes to increase the clearances on that bridge. The height of the truss structure does not provide sufficient vertical clearance and sections of handrail on the bridge do not to provide sufficient horizontal clearance for double-stacked freight trains. The proposal involves modifying the truss structure of the Lachlan River Bridge by removing metal sections from along the top of the structure and installing new angled frames to maintain structural integrity. Ancillary works include adjustment of utilities on the bridge and establishing construction compounds, laydown areas, a crane pad and environmental controls. Patch painting would also be required where lead-based paint has been disturbed by the works. No work is proposed to the track or existing bridge piers. No works are proposed within the Lachlan River, as works would be completed by setting up scaffolding on the bridge to facilitate access.

The modification works to the bridge structure include:

- Removing diagonal and horizontal sections from along the top of the truss structure including the diagonal bracing at each end.
- Installing replacement sections along the top of the truss structure.
- Installing six angled frames along the truss structure.
- Strengthening of the underside of the bridge.

- Making adjustments to short sections of existing handrail adjacent to the truss structure.

The proposed works will occur within the existing rail corridor as well as use adjoining property. Temporary use of a small area of council land in the Bathurst Street road reserve would be required during construction of the proposal.

Work is proposed to be conducted during standard construction hours as well as out of hours works during scheduled track possessions from early 2024, with a duration of around 12 weeks. EPL 3142 applies to this proposal (maintenance activity).

Environmental Considerations	
<i>Note: this table summarises key environmental issues by exception. It does not capture routine environmental issues / management measures documented in the REF.</i>	
Biodiversity (Flora and Fauna)	
Key issues and management measures proposed	<p>Minor</p> <p>The study area is a heavily disturbed rail corridor with the majority of the original vegetation cleared.</p> <p>The proposal would impact up to 0.1ha of native vegetation, primarily comprising grassland. This vegetation is not a threatened ecological community (TEC) or is not likely to support threatened flora or fauna species. Some river red gums located to the south of the crane pad may require trimming to enable full movement of the crane arm.</p> <p>Based on the biodiversity assessment and significance assessments completed, no ecological communities, populations or threatened species were considered likely to be significantly impacted by the proposal.</p> <p>The Lachlan River is mapped as Key Fish Habitat. Direct impact to aquatic ecology would not occur as no works are proposed within Lachlan River.</p> <p>The proposal was referred to the Australian Minister for the Environment for assessment to confirm that approval under the EPBC Act is not required, with a referral decision of not a controlled action.</p> <p>Management measures are detailed in the REF and include the trimming of canopy trees along the Lachlan River would be completed in consultation with a qualified arborist, and exclusion areas would be established and maintained around native vegetation to be retained.</p>
Indigenous Heritage	
Key issues and management measures proposed	<p>Negligible</p> <p>An Aboriginal Due Diligence Assessment was prepared for the proposal, including a search of the Aboriginal Heritage Information System (AHIMS). The AHIMS searches did not identify any Aboriginal sites within the proposal site and no Aboriginal sites were recorded during the inspection of the proposal site.</p> <p>Construction would require ground disturbance for the purpose of establishing a construction site, including a crane pad and site compounds. There is a low risk of Aboriginal objects being present within the proposal site due to the history of disturbance.</p> <p>Management measures are detailed in the REF and include 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.</p>

Noise and Vibration	
Key issues and management measures proposed	<p>Minor</p> <p>The nearest noise-sensitive receiver is located 30m from the proposal.</p> <p>Construction noise levels are predicted to exceed construction noise management levels (NML) during the daytime, evening and night-time. No receivers are highly noise affected (>75dBA). Due to access constraints and the requirement for safe working sites, some works would be undertaken outside standard working hours, during scheduled track possessions. During out-of-hours night work, noise exceedances are also predicted, as is sleep disturbance at a number of receivers.</p> <p>Operational noise levels would increase due to the increased frequency and length of freight trains through the proposal site. Noise level criteria are not expected to be exceeded at any sensitive receiver locations during operation of the proposal.</p> <p>No vibration impacts are predicted to occur during bridge works.</p> <p>Management measures are detailed in the REF and include a construction noise and vibration management plan would be prepared and implemented as part of the CEMP, and the installation of screens along bridge scaffolding to minimise noise emissions.</p>
Non-Indigenous Heritage	
Key issues and management measures proposed	<p>Minor</p> <p>The proposal includes works to the Lachlan River Bridge, which is listed as a local heritage item under the Forbes Local Environmental Plan. Lachlan River Bridge is not listed on the NSW State Heritage Register or ARTC's Section 170 register.</p> <p>The proposal involves works on the truss structure of the Lachlan River Bridge. A Statement of Heritage Impact has been prepared which determined that while the modification of the bridge would impact heritage value, it would be mitigated by the overall minimal modification to bridge components and by the ability to conserve the majority of the bridge's heritage values through the continued use of the bridge as an item of rail infrastructure. Archival photographic recording of Lachlan River Bridge would be carried out prior to construction.</p> <p>Management measures are detailed in the REF and include modification of the truss structure and strengthening of the vertical and deficient members would be undertaken in a sympathetic style to reduce the impact to the aesthetic values of the bridge, and an Interpretation Plan would be prepared for the Lachlan River Bridge to ensure information regarding the bridge is preserved.</p>
Community and Visual Impacts	
Key issues and management measures proposed	<p>Minor</p> <p>Construction of the proposal would not result in any road closures or detours on surrounding roads and no works are proposed to the level crossing on Bathurst Street. Traffic management would likely be required during deliveries using heavy vehicles. During peak construction periods, some roadside parking may be required for construction workers on Bathurst Street and Lower Bathurst Street.</p> <p>Public access to the Lachlan River, under and in close proximity to the bridge, may be restricted during construction in accordance with Transport for NSW requirements, including public notification and temporary navigation markers. Implementation of these restrictions would mitigate the safety risk to river users during construction.</p> <p>During construction of the proposal there is potential for air quality impacts associated with the generation of dust and emissions.</p> <p>Management measures are detailed in the REF and include a Traffic, Transport and Access Management Plan, and a Marine Transport Management Plan would be prepared and implemented as part of the CEMP. Dust management measures would also be prepared and implemented.</p>

Soil and Water	
Key issues and management measures proposed	<p>Minor</p> <p>The Lachlan River is mapped as Key Fish Habitat. No instream works are required for construction of the proposal, therefore, no direct impacts to the Lachlan River are anticipated.</p> <p>Geotechnical investigations indicate that groundwater is not expected to be intersected during the construction and operation of the proposal, and the proposal does not require dewatering.</p> <p>The proposal includes modifications to the truss structure and would not change the height of the bridge above the Lachlan River, therefore no impacts to flood behaviour are anticipated.</p> <p>The proposal involve works over the Lachlan River, which is a navigable waterway; therefore, Transport for NSW approval is required in accordance with the Marine Safety Act.</p> <p>Management measures are detailed in the REF and include Dangerous goods, hazardous material and chemicals would be stored in a designated and bunded area (with 110 per cent storage capacity) away from the Lachlan River.</p>
Contamination and Waste	
Key issues and management measures proposed	<p>Minor</p> <p>A small volume of waste would be generated by the proposal, which would generally comprise metal sections removed from along the top of the bridge truss structure, small volumes of spoil and general waste from construction material and workers. Small amounts of hazardous waste material would be generated, including lead-based paint flakes from works on the bridge. Waste would be reused and recycled where practicable. All waste generated would be classified and disposed of in accordance with the relevant requirements, including the Waste Classification Guidelines.</p> <p>A review of the NSW EPA Contaminated Land Public Record and the POEO Act Public Register did not identify any registered or notified contaminated sites within 500m of the proposal site, nor has the site been subject to any regulation under the CLM Act. A review of the ARTC Contaminated Sites Register did not identify any potential contamination sites near or within the proposal site.</p> <p>Management measures are detailed in the REF and include where possible offsite fabrication of new bridge sections is to occur to minimise generation of waste onsite, and a Construction Waste Management Plan would be prepared and implemented as part of the CEMP. A Contamination and Hazardous Materials Plan would also be prepared and implemented as part of the CEMP and include protocols for the capture of lead paint.</p>
Other	
Key issues and management measures proposed	<p>There is a potential for cumulative impacts as a result of construction activities occurring simultaneously with other Inland Rail projects, particularly in the Forbes area.</p>

Review of Environmental Factors (EP&A Regulation 2021 - section 171) and Matters of National Environmental Significance (EPBC Act 1999)

Have the section 171 Environmental Factors and Matters of National Environmental Significance been considered?	Yes
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REF Exhibition and Public Submissions

Was the REF publicly exhibited, and were community or stakeholder submissions received?

Yes

The REF was publicly exhibited from 3 to 24 February 2022 with two submissions received from stakeholders and no submissions from the community. A response to submissions report has been prepared and accompanies the REF.

Environmental Approvals and Licences Required

Approval requirements

The proposal can be assessed under Part 5 of the EP&A Act and determined by ARTC. EPL 3142 applies to this proposal (maintenance activity).

Approval from Transport for NSW under the Marine Safety Act 1998 for construction work on navigable waters.

Operational Requirements

Are there any operational requirements that apply to the proposal post-construction?

No

Note that the Inland Rail program has operational review and monitoring requirements that may apply to these proposal sites.

Reviewer notes

N/A

Conclusion

I have considered the requirements of Part 5, Division 5.1 of the EP&A Act and the ARTC *Code of Practice for Environmental Impact Assessment of Development Proposals in NSW*.

On behalf of ARTC I have determined that:

- The Proposal is subject to Part 5, Division 5.1 of the EP&A Act;
- The environmental impact assessment for the Proposal complies with the requirements of Part 5 of the EP&A Act and the Environmental Planning and Assessment Regulation 2021;
- An Environmental Impact Statement (EIS) is not required for the Proposal;
- A Species Impact Statement (SIS) is not required for the Proposal; and
- The Proposal should proceed subject to the environmental conditions as set out in Schedule 1.

I make these determinations in reliance on the documents I have reviewed and the advice I have received in relation to the Proposal as summarised above.

I note that I did not prepare the REF and that I am authorised by ARTC to make the determination set out in this Decision Report.

Approval Recommended by:

Name and position: Stuart Ross, Acting General Manager Safety and Environment

Signature



Date 19 May 2022

Endorsed by: Applicable / ~~Not applicable~~

Name and position: Peter Clements, Group Executive Safety and Environment

Signature

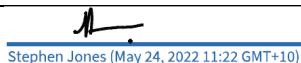


Date 20.05.22

Approved by:

Name and position: Stephen Jones, Director Health, Safety and Environment, Inland Rail

Signature


Stephen Jones (May 24, 2022 11:22 GMT+10)

Date

Note: Refer Schedule 1 for environmental conditions.

SCHEDULE 1 - ENVIRONMENTAL CONDITIONS

REFERENCE	ENVIRONMENTAL CONDITIONS
1.	GENERAL
1.1	The proposal must be carried out in accordance with the terms of this approval and generally in accordance with the proposal as described in the REF documents.
1.2	All works within the rail corridor must be undertaken in compliance with ARTCs Environment Protection Licence (EPL 3142).
1.3	All mitigation measures recommended in the REF and this Schedule (Schedule 1 Environmental Conditions) shall be applied to the proposal. These Schedule 1 Environmental Conditions will prevail where there is any inconsistency.
1.4	All necessary licences, permits and approvals required by legislation shall be obtained prior to the works commencing. Copies of these licences permits, and approvals shall be kept on site and complied with during works.
1.5	Where proposal construction has not commenced within twenty-four months of REF determination, a Consistency Review will be undertaken.
2.	CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN
2.1	A construction environmental management plan (CEMP) shall be prepared addressing all REF mitigation measures, these Schedule 1 Environmental Conditions, and other environmental requirements as applicable.
3.	TRAINING
3.1	A site-specific environmental induction must be prepared and delivered to site personnel and is to include: <ul style="list-style-type: none"> - environmentally sensitive areas and 'no go' zones; - emergency procedures, - complaints handling, - environmental incident recording and reporting, and - site specific environmental controls.
4.	INCIDENT NOTIFICATION
4.1	Environmental incidents shall be reported to ARTC Project Manager (and as applicable to the ARTC Network Controller) as soon as practicable.
5.	COMMUNITY COMPLAINTS

REFERENCE	ENVIRONMENTAL CONDITIONS
5.1	Details of all complaints are to be forwarded to ARTC Enviroline (1300 550 402 or enviroline@artc.com.au) for logging into the ARTC complaints database, unless a project specific contact number has been provided to the community.
6.	OTHER
6.1	ARTC documents ENV-GL-010 and ENV-GL-011 provide guidance on the compliant management of waste spoil and timber.