



Traffic, Transport and Access Management Plan

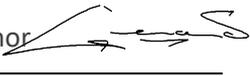
Parkes to Narromine Inland Rail Project

Project # 808 – J013

A large, semi-transparent watermark of the INLink logo is positioned at the bottom of the page, overlaid on a background image of railway tracks receding into the distance. The watermark consists of the text 'INLink' in a large, bold, grey font, with a stylized sunburst icon above the 'I' and 'N'.

Job No.: 808 - J013

Principal: Australian Rail Track Corporation, (ARTC)

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Traffic, Transport and Access Management Plan (TTAMP)

Parkes to Narromine Inland Rail
Project # 808 – J013

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Glossary of Terms

Term	Definition
CEMP	Construction Environmental Management Plan
CEMF	Construction Environmental Management Framework
CoA	Conditions of Approval
CSSI	Critical Significant State Infrastructure
DPEI	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EMS	Environmental Management System
FAS	Flashing Arrow Signs
NVMP	Noise and Vibration Management Plan
OOHW	Out Of Hours Work
P2N	Parkes to Narromine Project
POEO	<i>Protection of Environment Operations Act 1997</i>
RMS	Roads and Maritime Service
ROL	Road Occupancy Licence
SSI	State Significant Infrastructure
STMP	Specific Traffic Management Plan
SZA	Speed Zone Authorisation
TCAWS	RMS's Traffic Control at Worksites Manual June 2010, RMS Delineation Manual March 2008
TCP	Traffic Control Plan
TMC	Transport Management Centre
TMP	Traffic Management Plan
TTAMP	Traffic, Transport and Access Management Plan
VMS	Variable Message Sign

1 Scope

1.1 Purpose

This Traffic, Transport and Access Management Plan (TTAMP) addresses potential impacts associated with traffic, transport and access during the construction phase of the Inland Rail Parkes to Narromine (P2N) project (the Project) which will be undertaken by INLink (the contractor). This TTAMP addresses the following key requirements:

- Conditions of Approval (CoA)
- Environmental Impact Statement (EIS) (GHD 2016)
- Response to Submissions (RtS) (GHD 2018)
- Construction Environmental Management Framework (CEMF)
- Other applicable legislative obligations

The Environmental Management System (EMS) and project overview are outlined in the Construction Environmental Management Plan (CEMP) Section 1.

This TTAMP is to be read in conjunction with the following subordinate documentation:

- Site Specific Traffic Management Plans
- Traffic Control Plans.

These documents will outline the specific details including haulage routes and access points for the project alignment.

This TTAMP is also to be read in conjunction with the CEMP and its Sub-plans, particularly the Noise and Vibration Management Plan (NVMP) which contains mitigation measures related to potential impacts associated with construction traffic and timing of hours of work.

2 Objective

2.1 Environmental Objectives and Targets

The key objectives and targets of this plan are to provide mitigation measures to prevent impacts associated with construction traffic and access to the project corridor during the construction phase of the Project. This plan also provides procedures to be followed in keeping the community and road users informed of construction traffic and access requirements.

The following traffic, transport and access management objectives and environmental performance targets will apply to construction of the project:

- To minimise the potential transport / traffic impacts on public roads
- To minimise impact to public transport
- Clearly communicate any impacts to road networks and public transport (i.e. temporary road closures, extra road entries) with the wider community
- Meet all project approval conditions and statutory requirements in relation to traffic management and transport.

3 References

3.1 Key Legislative Requirements

Local and State legislation that impose specific requirements relating to Traffic Transport and Access on the project include:

- *Road Transport Act 2013*
- *Heavy Vehicle (Adoption of National Law) Act 2013* and the Heavy Vehicle National Law
- *Transport Administration Act 1988*
- *Roads Act 1993*
- *Work Health and Safety Act 2011*

3.2 Standards and Guidelines

Relevant Local and State guidance documents that should be considered by the project include:

- RMS Traffic Control at Worksites Manual
- AS 1742.3 Manual of uniform traffic control devices Part 3: Traffic control for works on roads
- RMS Supplements to Austroads and Australian Standards
- Guide to Traffic Management – Part 3 Traffic Studies and Analysis (Austroads, 2007)
- Guide to Traffic Generating Developments Version 2.2 (RTA, 2002)
- Cycling Aspects of Austroads Guides (Austroads, 2014)
- NSW Bicycle Guidelines v 1.2 (RTA, 2005)
- Planning Guidelines for Walking and Cycling (DIPNR, 2004)
- Construction of New Level Crossing Policy (TfNSW, undated)
- Railway crossings policy (ONRSR, 2016).
- Roads and Maritime Specification (RMS) QA Specification G10 – Control of Traffic
- Australian Standard 1742 Parts 1 to 14, Manual of uniform traffic control devices (as required)
- Australian / New Zealand Standard – AS/NZS3845 Road Safety Barrier Systems
- AGTM 02-08 Guide to Traffic Management Part 2: Traffic Theory
- AGTM 06-07 Guide to Traffic Management Part 6: Intersections and Crossings – General
- AGRD 04-09 Guide to Road Design Part 4: Intersections and Crossings – General
- RMS's Traffic Control at Worksites (TCAWS) Manual June 2010, RMS Delineation Manual March 2008
- RMS Road Safety Audit Technical Direction TD2003/RS03, Version 2 – August 2005
- RMS Road Occupancy Manual
- RMS Road Design Guide
- RMS Regulatory Signs Guide
- RMS's VMS Policy – Technical Directions TDT 2002/11 and TDT2005/02A
- RMS DCM R132 Safety barrier systems

- RMS DCM R141 Pavement marking
- Relevant RMS Technical Directions and Guide updates
- Traffic Management Guide: Construction Work – Safe Work Australia
- RMS Road Rules 2014.

3.3 Road Occupancy Licence

Where road occupancy is required, a Road Occupancy Licence (ROL) under Section 138 of the *Roads Act 1993* will be sought from the relevant road authority (generally Council), to occupy a portion of the road network for an approved period over an approved number of days. INLink will liaise with these authorities and key stakeholders as required.

Temporary roadwork speed zones, both short and long term, will be implemented during construction to manage the speed of traffic approaching and passing through and / or past work sites. In order to temporarily alter a speed limit, a Speed Zone Authorisation (SZA) is required. Both long term and short term SZA will be sought from Roads and Maritime Services (RMS).

3.4 State and Commonwealth Approval Requirements

Under Part 5.1 of the NSW *Environmental Planning and Assessment Act 1979* a declared Critical State Significant Infrastructure (CSSI) project is assessed and must be approved by the Minister for Planning. The following section outlines CoA for the project from the NSW Department of Planning, Industry and Environment (DPIE). The mitigation measures from the CoA dated June 2018 are listed in Table 3-1 below.

Part 5.4 Division 1 of the Protection of Environment Operations (*POEO Act 1997*) sections 124-132 outlines requirements to prevent environmental impact and stipulates offences and penalties applicable. These conditions form the Environment Protection Licence (EPL) (October 2018). There are no conditions from the EPL related to the traffic, transport or access. Complaints and communications conditions addressed in the CEMP.

Table 3-1 – Conditions of Approval

Ref ID	Details	Where addressed	How addressed
A5	Where the terms of this approval require a document to be prepared or a review to be undertaken in consultation with identified parties, consultation must be carried out in accordance with the Communications Strategy required by Condition B1. Evidence of the consultation undertaken must be submitted to the Secretary with the document.	Section 3.7	Consultation has been carried out with Parkes Shire Council, Roads and Maritime Services (RMS) and Narromine Shire Council, in accordance with the Communications Strategy. Comments have been incorporated into this TTAMP.
A5a)	The evidence must include:	Section 3.7	Consultation has been carried out with Parkes Shire Council, RMS and

Ref ID	Details	Where addressed	How addressed
	Documentation of the engagement with the party (ies) identified in the condition for approval that has occurred prior to submitting the document for approval.		Narromine Shire Council, in accordance with the Communications Strategy. Comments have been incorporated into this management plan.
A5b)	The evidence must include: A log of the points of engagement or attempted engagement with the identified party (ies) and a summary of the issues raised by them.	Section 3.7	The log of comments from Parkes Shire Council, RMS and Narromine Shire Council are identified within Table 3-4.
A5c)	The evidence must include: Documentation of the follow-up with the identified party (ies) where feedback has not been provided to confirm that they have none or have failed to provide feedback after repeated requests.	Section 3.7	Feedback from Parkes Shire Council, RMS and Narromine Shire Council is identified within Table 3-4.
A5d)	The evidence must include: An outline of the issues raised by the identified party (ies) and how they have been addressed.	Section 3.7	Issues raised from Parkes Shire Council, RMS and Narromine Shire Council are addressed within Table 3-4.
A5e)	The evidence must include: A description of the outstanding issues raised by the identified party (ies) and the reasons why they have not been addressed.	Section 3.7	Issues raised from Parkes Shire Council, RMS and Narromine Shire Council are addressed within Table 3-4. Revision 1 includes feedback obtained through a meeting with RMS, PSC and ARTC on the 14/8/19

Ref ID	Details	Where addressed	How addressed						
A19d)	<p>For the duration of the works until the completion of construction, the approved ER must:</p> <p>Review documents identified in Conditions C1, C4, and C13 and any other documents that are identified by the Secretary, to ensure they are consistent with requirements in or under this approval and if so:</p> <ul style="list-style-type: none"> i. make a written statement to this effect before submission of such documents to the Secretary (if those documents are required to be approved by the Secretary); or ii. make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Secretary / Department for information or are not required to be submitted to the Secretary / Department) 	Section 5.8	<p>The ER has reviewed the identified documents and provided endorsement.</p> <p>The works as described in this TTAMP will not commence until approval is received from Department of Planning, Industry and Environment (DPIE).</p>						
A19e)	<p>For the duration of the works until the completion of construction, the approved ER must:</p> <p>Regularly monitor the implementation of the document listed in Conditions C1, C4 and C13 to ensure implementation is being carried out in accordance with the document and the terms of this approval.</p>	Section 5.4	Inspections and audits will be undertaken to ensure the conditions are implemented.						
C4	<p>The following CEMP Sub-plans must be prepared in consultation with the relevant government agencies and relevant councils identified for each CEMP Sub-plan and be consistent with the CEMP referred to in the EIS.</p> <table border="1" data-bbox="316 1473 785 1792"> <thead> <tr> <th></th> <th>Required CEMP Sub-plan</th> <th>Relevant government authorities to be consulted for each CEMP Sub-plan</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Traffic, transport and access</td> <td>RMS and relevant councils (as appropriate)</td> </tr> </tbody> </table>		Required CEMP Sub-plan	Relevant government authorities to be consulted for each CEMP Sub-plan	(a)	Traffic, transport and access	RMS and relevant councils (as appropriate)	Section 3.7	This TTAMP has been prepared in consultation with the relevant government agencies and councils and is consistent with the CEMP referred to in the EIS.
	Required CEMP Sub-plan	Relevant government authorities to be consulted for each CEMP Sub-plan							
(a)	Traffic, transport and access	RMS and relevant councils (as appropriate)							
C5 (a)	The CEMP Sub-plans must state how the environmental performance outcomes identified in the EIS and Submissions Report, as modified by these conditions, will be achieved.	Section 2.1	The environmental performance outcomes are outlined in Section 2.1.						

Ref ID	Details	Where addressed	How addressed
C5 (b)	The mitigation measures identified in the EIS and Submissions Report, as modified by these conditions will be implemented.	Section 3.5 Table 3-2 Section 5.1	The mitigation measures relevant to traffic, transport and access are outlined in Section 5.1.
C5 (c)	The relevant terms of this approval will be complied with	This plan	The relevant terms of this approval will be complied with through the preparation and implementation of this plan.
C5 (d)	Issues requiring management during construction, as identified through ongoing environment risk analysis will be managed.	Section 4.3	<p>The environmental risk assessment is outlined in Sections 4.2 and 4.3 and describes the associated risks.</p> <p>The ongoing risk assessment process is outlined in Section 3.2 of the CEMP and Section 4.3 of this TTAMP, with identified risk managed through Site Environmental Plans.</p>
C6	The CEMP Sub-plans must be endorsed by the ER and then submitted to the Secretary for approval no later than one (1) month before the commencement of the construction activities to which they apply.	Section 3.7	<p>This TTAMP is required to be approved by DPIE in accordance with this condition before the commencement of construction activities as outlined in Section 3.7.</p> <p>This TTAMP has been endorsed by the ER. Refer to the CEMP for the ER endorsement letter.</p>
C7	Any of the CEMP Sub-plans may be submitted to the Secretary along with, or subsequent to, the submission of the CEMP	Section 3.7	This TTAMP will be submitted to DPIE along with, or subsequent to, the submission of the CEMP.
C12	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Secretary. The CEMP and CEMP Sub-plans, as approved by the Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and sub-plans have been endorsed by the ER and approved by the Secretary.	Section 3.7	<p>As outlined in Section 3.7, construction will not commence until this TTAMP has been approved by the Secretary.</p> <p>This TTAMP, as approved by DPIE, including any minor amendments approved by the ER, will be implemented for the duration of construction.</p>

Ref ID	Details	Where addressed	How addressed
C24	Where possible, construction ancillary facilities must be accessed via existing public roads. Where this is not possible, the Proponent may utilise existing private access tracks on private property but only with the permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition C20(b)(i), (iv), (v), (vi) and (vii).	Section 4.4.4 Section 5.1.8	Section 4.4.4 details the routes to be used by construction traffic during construction. This condition is also outlined in Section 5.1.8.
C25	The Proponent must ensure that all roads / tracks that will be utilised to access construction ancillary facilities are to the standard necessary to provide all-weather access, including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	Section 3.2 Section 5.1.9	All roads / tracks that will be utilised to access construction ancillary facilities will be to the standards detailed in Section 3.2. This condition is also outlined in Section 5.1.9.
E1	Works must be undertaken during the following hours: (a) 7:00 am to 6:00 pm Mondays to Fridays; (b) 8:00 am to 1:00 pm Saturdays; and (c) at no time on Sundays or public holidays	NVMP	This condition is included and addressed in the NVMP.
E2	Notwithstanding Condition E1, works affecting any one receiver may be undertaken during the hours of 6:00 am to 6:00 pm each day over a three (3) month period provided that there is no work between the hours of 1:00 pm on a Saturday and 7:00 am on a Monday every alternate week.	NVMP	This condition is included and addressed in the NVMP.

Ref ID	Details	Where addressed	How addressed
E3	<p>Notwithstanding Conditions E1 and E2, works associated with the CSSI may be undertaken outside the hours specified under those conditions in the following circumstances:</p> <ul style="list-style-type: none"> (a) for the delivery of materials required by the NSW Police Force of other authority for safety reasons; or (b) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or (c) where different construction hours are permitted under an EPL in force in respect of the CSSI; or (d) where a negotiated agreement is in force, in accordance with Conditions E4 and E5; or 	Section 5.1.3	This condition is included and addressed in the NVMP and briefly discussed in Section 5.1.3.
E38	<p>Construction traffic must not use local roads or privately owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C19, C23 and C24. Local or privately owned roads used for access to construction ancillary facilities and construction sites must be identified in the Construction Traffic, Transport and Access Management Sub-plan required by Condition C4(a).</p>	<p>Section 4.4</p> <p>Section 5.1.9</p>	<p>Construction traffic will not use local roads or privately owned roads unless no alternative access is available.</p> <p>This condition is outlined in Section 5.1.9</p>
E39	<p>A Road Dilapidation Report must be prepared for local roads and roads on private property proposed to be used by construction heavy vehicles for works associated with the project before the commencement of use by such vehicles. Copies of the Road Dilapidation Report must be provided to the relevant road authority and/or landowner no later than one (1) month before the use of local roads by construction heavy vehicles.</p>	<p>Section 4.4.1</p> <p>Section 5.1.2</p> <p>Section 5.1.9</p>	<p>Dilapidation reports have been prepared to determine the pre-construction condition, as outlined in Section 4.4.1, 5.1.2 and 5.1.9 and submitted to ARTC.</p>

Ref ID	Details	Where addressed	How addressed
E40	<p>If damage to roads occurs as a result of the construction of CSSI, the Proponent must either (at the landowner's discretion):</p> <p>a) rectify the damage so as to restore the road to at least the condition it was in pre-construction; or</p> <p>b) compensate the relevant road authority(ies) and/or landowner for the damage so caused. The amount of compensation may be agreed with the relevant road authority(ies) and landowner, but compensation must be paid even if no agreement is reached.</p>	<p>Section 5.1.2</p> <p>Section 5.1.11</p>	<p>Damage to roads that occur as a result of construction will be rectified to at the condition it was in pre-construction, or the relevant road authority or land owner will be compensated for road damage, and the amount of compensation may be agreed with the relevant road authority and landowner, but compensation will be paid even if no agreement is reached.</p>
E41	<p>During construction, measures must be implemented to maintain pedestrian and vehicular access to affected properties. Alternative pedestrian and vehicular access must be developed in consultation with affected landowners. Such arrangements must be outlined in the Construction Traffic, Transport and Access Management Sub-plan required by Condition C4 and implemented prior to the disruption.</p>	<p>Section 5.1.8</p>	<p>Section 5.1.8 outlines the measures that will be implemented to maintain pedestrian and vehicular access to affected properties. Alternative pedestrian and vehicular access will be developed in consultation with affected landowners.</p>
E42	<p>Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within walking distance of the original bus stop. The relocation of bus stops must be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.</p>	<p>Section 4.1.2</p> <p>Section 5.1.11</p>	<p>Section 4.1.2 outlines the regional public transport network in the project area.</p> <p>Mitigation measure (TTA09) in Section 5.1.11 identifies the management of closer or relocation of bus stops.</p>
E43	<p>The Proponent must liaise with RMS prior to, and at regular intervals during, construction with the aim of developing and implementing measures aimed at reducing any potential cumulative impacts arising from the simultaneous construction of the CSSI and the safe and efficient operations of classified road works.</p>	<p>Section 5.5</p>	<p>Mitigation measure (TTA07) outlines that ARTC will liaise with RMS prior to, and at regular intervals during construction.</p>
E44 (a)	<p>The Contractor must prepare a Public Level Crossing Treatment Report in consultation with Transport for NSW (including RMS) and relevant councils. The report must illustrate the location of all public level crossings which traverse the project area;</p>	<p>Section 5.1.10</p>	<p>A Public Level Crossing Treatment Report will be developed in consultation with Transport for NSW (including RMS) and relevant councils.</p>

Ref ID	Details	Where addressed	How addressed
E44(b)	List, and identify on a figure, any public level crossings that will be closed or upgraded, including the type of treatment proposed where a level crossing is to be upgraded;	Public Level Crossing Treatment Report(s)	A Public Level Crossing Treatment Report will be developed in consultation with Transport for NSW (including RMS) and relevant councils.
E44 (c)	Where no works are proposed at a public crossing, provide reason for the decision; and	Public Level Crossing Treatment Report(s)	A Public Level Crossing Treatment Report will be developed in consultation with Transport for NSW (including RMS) and relevant councils.
E44 (d)	<p>Provide justification for any proposed closures.</p> <p>The assessment of level crossings must utilise the Australian Level Crossing Assessment Model (ALCAM). The process for determining the type of level crossing treatment must be consistent with the methodology outlined in Appendix H of the Submissions Report.</p> <p>The report must also include an assessment of the road risks, consistent with the guideline Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011).</p> <p>The design of any level crossing on a public road must be endorsed by the relevant road authority.</p>	Public Level Crossing Treatment Report(s)	A Public and Private Level Crossing Treatment Report will be developed in consultation with Transport for NSW (including RMS) and relevant councils.
E45 (a)	The Contractor must prepare a Private Level Crossing Treatment Report in consultation with landowners whose access will be affected by the closure or upgrading of a private level crossing. The report must illustrate the location of all private level crossings which traverse the project area;	Section 5.1.10	A Private Level Crossing Treatment Reports, identifying relevant crossings, will be developed in consultation with impacted landowners.
E45 (b)	list, and identify on a figure, any private level crossings that will be closed or upgraded;	Private Level Crossing Treatment Report(s)	A Private Level Crossing Treatment Reports, identifying relevant crossings, will be developed in consultation with impacted landowners.
E45 (c)	describe the treatments that will be implemented at upgraded crossings;	Private Level Crossing Treatment Report(s)	A Private Level Crossing Treatment Reports, identifying relevant crossings, will be developed in consultation with impacted landowners.

Ref ID	Details	Where addressed	How addressed
E45 (d)	provide justification for any proposed closures and types of treatment, including decisions where no additional treatments are proposed; and	Private Level Crossing Treatment Report(s)	A Private Level Crossing Treatment Reports, identifying relevant crossings, will be developed in consultation with impacted landowners.
E45 (e)	provide details on the consultation undertaken with the landowners. Closures, relocations or modifications of private level crossings, including the design of the crossing, must be agreed to by the relevant landowner prior to any work on a crossing. The treatments at private level crossings must be in accordance with AS/RISSB 7658:2012 Railway Infrastructure – Railway Level Crossing.	Private Level Crossing Treatment Report(s)	A Private Level Crossing Treatment Reports, identifying relevant crossings, will be developed in consultation with impacted landowners.
E46	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to the Secretary for information at least one (1) month prior to the closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI.	Section 5.1.10	Section 5.1.10 outlines that the Public Level Crossing Treatment Report and Private Level Crossing Treatment Report will be submitted to DPIE for information at least one month prior to the closure or upgrade of a public or private level crossing, as relevant.

Ref ID	Details	Where addressed	How addressed
E47	<p>Within 12 months and 10 years of commencing operation of the CSSI, the Proponent must prepare a Level Crossing Performance Report to confirm the operational traffic impacts of the level crossings on the State and local road network. The review of the operation of the level crossings that interact with the State and local road network must be carried out in consultation with RMS and the relevant councils, and include:</p> <ul style="list-style-type: none"> (a) updated traffic analysis of movements on these roads; (b) assessment of the level of service at these level crossings (queue length, queuing time delay); (c) assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E44; (d) all reported near misses and collisions at level crossings within the project area; and (e) mitigation measures to manage any actual or predicted road network performance impacts. <p>Mitigation measures to manage any actual or predicted road network performance impacts resulting from the construction and operation of the CSSI must be implemented within one year of the completion of each report. The Report must include an implementation plan of the identified mitigation measures. The Level Crossing Performance Report must be submitted to the Secretary, RMS and relevant councils for information within 60 days of its completion.</p>	Level Crossing Performance Report	<p>This is an operational requirement which will be addressed by ARTC.</p> <p>To be prepared during the first 12 months of operation of the project.</p>
E48	No part of any crossing loop may cross over any driveway, private road or public road unless agreed with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop.	Section 5.1.8 Section 5.1.11, Table 5-1	Section 5.1.8 outlines that access to properties during construction must be maintained at all times, unless alternative access is agreed with the landowner.
E49	The Proponent must maintain access to properties during the entirety of works unless an alternative access is agreed with the landowner(s) whose access is impacted by the CSSI works.	Section 5.1.8	Section 5.1.8 outlines that access to properties during construction must be maintained at all times, unless alternative access is agreed with the landowner.

Ref ID	Details	Where addressed	How addressed
E50	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to the same road at the landowner's desired location, at no cost to the property landowner, unless otherwise agreed with the landowner.	Section 5.1.8	Where a property's access to a public road is restricted, temporary alternate access to the same road at the landowner's desired location, will be provided as stated in Section 5.1.8.
E51	Where construction of the CSSI restricts the ability of a resident or landowner to access other parts of their property via a level crossing, the Proponent must, until the level crossing is reinstated, supply the property with a temporary alternate level crossing access at the landowner's desired location and at no cost to the property landowner, unless otherwise agreed with the landowner.	Section 5.6 Level Crossing Treatment Reports	Section 5.6 outlines the training construction personnel are to have in regards to maintaining access to roads, and relevant measures.

3.5 Response to Submission Requirements

Revised mitigation measures from the Response to Submissions report that are relevant to traffic, transport and access are listed Table 3-2 below. Table 5-1 outlines the mitigation measures for the project for traffic, transport and access.

Table 3-2 – Revised Mitigation Measures

Ref ID	Details	Where addressed
D2.1 b)	Where any legal access to a property is permanently affected and a property has no other legal means of access, alternative access to and from a public road would be provided to an equivalent standard where feasible and practicable. Where an alternative access is not feasible or practicable, and a property is left with no access to a public road, negotiations would be undertaken with the relevant property owner for acquisition of the property in accordance with the provisions of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> . There will be a preference for acquisition by agreement where practicable.	Section 5.1.8
D2.2 b)	The traffic, transport and access management sub-plan would be developed in consultation with (where relevant) Parkes Shire Council, Narromine Shire Council, Roads and Maritime Services, and local public transport/bus operators.	Section 3.7
D2.3	Level crossings would be provided with warning signage, line marking and other relevant controls; in accordance with the relevant national and ARTC standards.	Section 5.1.10 Level Crossing Reports
C2.1	Access to individual residences, services and businesses, and access for livestock across the rail corridor, would be maintained during construction. Where alternative access arrangement need to be made, these would be developed in consultation with affected property owners/ occupants.	Section 5.1.8

Ref ID	Details	Where addressed
C2.2	Access for emergency vehicles would be maintained along key emergency access routes throughout the construction period, with suitable alternative access arrangements provided where required.	Section 5.1.11 (TTA12)
C2.3	Diversions of existing rail traffic would be undertaken in consultation with relevant stakeholders, and alternative arrangements would be provided.	ARTC Design Table 5-1
C2.4 a)	Consultation with relevant stakeholders would be undertaken regularly to facilitate the efficient delivery of the proposal and to minimise congestion and inconvenience to road users. Stakeholders would include the relevant local council, bus operators, Roads and Maritime Services, emergency services, and affected property owners/occupants.	Section 3.7
C2.4 b)	The community would be notified in advance of any proposed road and pedestrian network changes through signage, the local media, and other appropriate forms of communication.	Section 5.5
C2.4 c)	Where changes to access arrangements are required, ARTC would advise property owners/ occupants and consult with them in advance regarding alternative access arrangements.	Section 5.1.8

3.6 Construction Environmental Management Framework

The CEMF provides a link between the planning approval phase, detailed design and the construction environmental management documentation. Relevant construction environmental framework items requiring the preparation of a TTAMP are outlined in Table 3-3.

Table 3-3 – Construction Environmental Management Framework Requirements

Ref ID	Details	Where addressed
15.3	The construction contractor must develop and implement a Construction Traffic Management Plan for their scope of works. The Construction Traffic Management Plan must include, as a minimum:	This Plan
a)	The construction noise and vibration mitigation measures as detailed in the Project approval documentation and Project conditions of approval;	Section 5.1.11 NVMP
b)	The requirement of the other permits, approvals and licences;	Section 3
c)	Set out the overall traffic management resources, processes and procedures for the management of traffic and transport during construction of the Project;	Section 5.1.11
d)	Identify types and volumes of construction vehicles and associated route and time restrictions;	Section 4.1 Section 4.4

Ref ID	Details	Where addressed
e)	Identify potential activities that could result in the disruption to traffic and transport networks, including pedestrian, cyclist and public transport networks and variations in traffic volumes due to seasonal activities;	Section 4.1 Section 4.4
f)	Traffic control procedures including development and implementation of traffic control plans; temporary speed limit requirements and temporary road closures and detours;	Section 5.1
g)	Pre-construction compliance requirements and hold points;	Quality Management Plan including Inspection Test Plans
h)	Worker car parking;	Section 4.4.6
i)	Management of traffic under varying weather conditions;	Section 5.1
j)	Movement of oversize vehicles, if required;	Section 5.1
k)	Management of public transport impacts, including school buses;	Section 5.1
l)	The responsibilities of key project personnel as relevant with respect to the implementation of the plan;	Section 5.2
m)	Driver behaviour and code of conduct;	Section 5.1
n)	Alternative access routes;	Section 5.1
p)	Any monitoring requirements; and,	Section 5.4
q)	Compliance record generation and management.	Section 5.3 Section 5.4 Section 5.8

3.7 Stakeholder Consultation and Approval

In accordance with the CoA, this TTAMP has been developed in consultation RMS and relevant local councils. This TTAMP as a Sub-plan to the CEMP is required to be approved by the DPIE no later than one month before the commencement of construction activities. This TTAMP will be endorsed by the Environmental Representative (ER) prior to the commencement of construction as required by the CoA. Construction will not commence until this TTAMP has been approved by DPIE. This TTAMP as approved by the DPIE, including any minor amendments approved by the ER, will be implemented for the duration of construction.

This consultation is intended to assist in development and finalisation of the plan. Table 3-4 summarises relevant stakeholder reviews and response to review.

As construction works progress ongoing consultation will be undertaken with the required personnel from RMS and local councils. The Project will provide continual updates on where activities are being undertaken, project traffic routes and quantity of project vehicular movements. RMS and local councils also provide feedback to the project in regard to field observations undertaken by RMS and

local council, and community feedback received. Key personnel and communication protocols are identified within the TMP.

Further consultation with relevant stakeholders will be undertaken where any bus routes impacts are expected.

Table 3-4 – Summary of Consultation and Approval

Agency	Requirement	Status	Response ¹	Date
RMS	Consultation	Completed	<ul style="list-style-type: none"> No comments Comments sheet 	18 October 2018 23/08/2019
Parkes Shire Council	Consultation	Completed	<ul style="list-style-type: none"> Comments sheet Comments included in Revision C of TTAMP 	26 September 2018
Narromine Shire Council	Consultation	Completed	<ul style="list-style-type: none"> Comments sheet Comments included in Revision C of TTAMP 	8 October 2018
DPIE	Approval	Completed	<ul style="list-style-type: none"> No comments 	18 February 2019
ER	Endorsement	Completed	<ul style="list-style-type: none"> Letter with comments 	2 November 2018

As per the Communication and Community Engagement Management Plan the following stakeholders are contacted on a regular basis throughout the construction phase however this consultation was not a Conditions of Approval requirement for the approval of the TTAMP:

- Lachlan Health Service - Parkes Hospital
- NSW Police - Parkes
- NSW Ambulance - Parkes
- State Emergency Services - Parkes
- NSW Fire - Parkes
- Parkes Shire Council
- Western Road Liners
- Parkes Middleton School
- Parkes East School
- Parkes Public School
- Parkes High School
- Holy Family Primary School
- NSW Police HWY

¹ Evidence of consultation is provided by ARTC as a separate report

- Parkes Christian School
- NSW Ambulance - Peak Hill
- SES - Peak Hill
- NSW Police - Peak Hill
- The Peak Hill and District Hospital
- Peak Hill Central School
- Parker Bus Service Peak Hill
- Peak Hill Post Office
- NSW Police - Narromine
- NSW Fire – Narromine
- NSW Health Service - Hospital Narromine
- Narromine Council
- Narromine Public School
- Narromine Christian School
- Narromine High School
- St Augustine's Parish School
- Ogden's Coaches
- Langley's Coaches
- Narromine shire council
- Narromine Post office
- Narromine Rescue squad
- JR Richards

4 Key Risks

4.1 Existing Environment

4.1.1 Regional Road Network

Most of the proposal site passes through rural land. Several townships with an urban environment are also passed through on route. The EIS provides information regarding crash data between 2009 and 2013 and shows that 75% (46 out of total of 61) of crashes on local roads within the project area occurred on the Newell Highway. The high proportion of serious and moderate injury crashes was also noted and is likely to be a factor of higher vehicle speeds on rural roads.

The road network within the project area consists mainly of local/rural roads and private property access roads. The local road network provides direct access to properties and to the main road network. The following was identified by the EIS as occurring with the project site and are shown in Attachment A:

- 28 local roads cross the project corridor
- 8 local roads run near the project corridor
- 16 intersections were identified within the project area
- 33 public level crossings within the project corridor
- 38 private level crossing within the project corridor

The project corridor is also crossed by a number of private roads / driveways, which provide access to properties surrounding the project corridor. There is a rail corridor access track that runs parallel to the existing rail corridor (project corridor). There are no formal parking areas located within the project area however there are several rest areas for both heavy and light vehicles which are located between Parkes and Tomingley on the Newell Highway.

Newell Highway

The Newell Highway runs generally in a north–south direction through the project area and stretches 1,060km through NSW. The Newell Highway, which is managed by RMS, is part of the national highway network. The importance of this highway is recognised by the Newell Highway Corridor Strategy (NSW Government, 2015). The Highway runs to the east of the project corridor between Parkes and Tomingley, passing through Peak Hill. At its closest point, south of Peak Hill, the highway is located about 500m to the east of the project corridor. The highway does not cross the project corridor. The highway has a posted speed limit of 110km/h comprises a single lane of travel in each direction on a single carriageway with overtaking lanes provided in some locations.

Henry Parkes Way

Henry Parkes Way is regional transport corridor that runs in an east to west direction, between Orange and Condobolin. It is a state-owned road managed by RMS. The project corridor crosses Henry Parkes Way about 6km north-west of Parkes. At this location, Henry Parkes Way comprises a single lane of travel in each direction on a single carriageway, with a posted speed limit of 100km/h.

Mitchell Highway

The Mitchell Highway is a state-owned road managed by RMS which runs east-west through Narromine to the north of the project corridor. The highway is located 20m to the north of the project corridor at the north end of the project corridor.

4.1.2 Regional Public Transport

In addition to passenger trains servicing Parkes via Broken Hill there are several intercity coach (bus) services. Parkes is serviced by four to five coach services per day. This includes services to Dubbo and Orange. Narromine's coach network has a service between Dubbo and Bourke and Dubbo and Broken Hill, with four services per day. These regional services operate along the Newell Highway.

There are also local buses, including school services, operating around Parkes, Peak Hill, and Narromine. School buses cross the project site via level crossings on various routes including:

- Dandaloo Road
- Kitto's Bridge Road
- Tullamore Road
- Trewilga Road
- Bogan Road
- Henry Parkes Way

Bus routes that may be affected by the construction of the Project are identified in Attachment C, and consultation with relevant stakeholders will be undertaken where any bus routes impacts are expected.

There is currently one bus route that may be affected. This is a flexible school route with a pick up in the morning and drop off in the afternoon. An additional bus will be scheduled in consultation with the relevant stakeholders if impacts to this stop are to occur.

No bus stops are expected to be removed, however consultation will occur with all impacted stakeholders if this changes during construction.

4.2 Risk Assessment Undertaken in the EIS

Activities conducted during the construction phase of the Project that have the potential to be an impact on traffic, transport and access have been assessed in the EIS.

The assessed risk level for the majority of potential risks to traffic and transport during construction was between low and high (EIS GHD 2016). Risks with an assessed level of medium or above included:

- Construction traffic impacts, including temporary delays to local and regional traffic
- Impacts to emergency services through delays in access due to works
- Impacts on access to private properties
- Impacts to rural roads unsuitable for construction traffic

These identified impacts will be managed and mitigated through the implementation of the measures identified in Section 5.1.

4.3 On-going Risk Assessment

A risk management approach will be used to determine the severity and likelihood of an activity's impact on the environment and to prioritise its significance. This process considers potential regulatory and legal risks as well as taking into consideration the concerns of community and other key stakeholders.

The objectives of risk assessment are to:

- Identify activities that have the potential to adversely affect the local environment and/or human health
- Qualitatively evaluate and categorise each risk item
- Assess whether risk issues can be managed by environmental protection measures
- Quantitatively evaluate and categorise each risk item
- Assess whether risk issues can be managed by environmental protection measures

Risk assessments for the Project are based on AS/NZS ISO 31000:2009, the Australian and New Zealand Standard for Risk Assessments. The purpose of risk evaluation is to separate risk to be tolerated from those to be treated, by determining the severity of each risk and developing a prioritised list of risks that require treatment. The severity of each risk is determined from the Project Risk Level Matrix.

A risk register has been developed (Risk and Opportunities Register Attachment C of the CEMP) and includes a list of activities associated with the Project, related aspects and corresponding risks. Measures to minimise the identified environmental risks are also provided (Section 3 of the CEMP).

Risk reviews will be undertaken for project risks from the start of construction. Risk reviews and additional risk analysis will also be undertaken under the following circumstances:

- Following an incident, or near miss that has or could result in a breach of project approvals or commitments, and or impact on the environment.
- Prior to a change in an existing process.
- Introduction of a new process or equipment.
- Following project inspections or audits that identify relevant non-conformances that could change the project's risk profile.

New risks identified during construction will be managed through implementing the mitigation measures outlined in Section 5.1 and the issuance and tracking of non-conformances. Relevant risk registers will be reviewed to include any additional controls implemented or change in the risk profile and will be communicated to operational personnel via tool box and other relevant site meetings. Follow-up inspections of work sites will be undertaken to ensure appropriate ongoing management of the risk. On-going risk assessment will be implemented throughout the construction program in accordance with Section 3.2 of the CEMP which will ensure new and changed environmental issues are identified and appropriately addressed.

The primary contractor shall provide the risk assessment which is developed as part of the Traffic Control Plan to the relevant road authority upon request.

4.4 Impact Identification

4.4.1 Construction Routes

Maintaining safe egress for local road users on construction routes utilised by the Inland Rail Project is a key consideration for the Project. As such, the Project has committed to minimising the use of local and private roads as much as practical. However, it is acknowledged that the use of certain roads is required and unavoidable. Where the use of roads is unavoidable, safety matters are managed through multiple mechanisms including journey management, suitable movements and situation awareness are reinforced in relevant toolbox talks.

The following routes are to be used by construction traffic and have had or will have dilapidation reports undertaken to determine the pre-construction condition. All roads will be reinstated to the same or better condition than the pre-construction state (as determined by the dilapidation report). These reports are outlined in the Engineering Traffic Management Plan.

Avondale_Alextown Rd	Claremont Ln	Drapers Ln
Bogan Rd	Cobleys Ln	Fairview Rd
Brolgan Rd	Cobleys Ln	Fairview Rd
Brolgan Rd	Avondale_Alextown Rd	Goonumbra Ln
Bulgandramine Peak Hill Rd	Coopers Rd	Haberworth Ln
Bulgandramine Peak Hill Rd	Coopers Rd	Henry Parkes Way_Condoblin Rd
Bulgandramine Rd	Craig Leigh Rd	Back Tominley West Rd
Claremont Ln	Craig Leigh Rd	Kittos Bridge 30 A
Mickibri Rd	Peak Hill Rd 28	Ploughmans Rd
Mickibri Rd Part 2	Back Trundle Rd Part 2	Railway Pde
Mickibri Rd Part 2	Peak Hill Rd 29	Sharahs Access Rd
Mickibri Rd	Peak Hill Rd 29A	Sharahs Access Rd
Mingelo St 26	Peak Hill_ Tullamore Narromine Rd	Back Trundle Rd Part 1
Nanadine Rd	Ploughmans Rd	Tantitha Rd Part 2
Nanadine Rd	Ploughmans Rd Part 2	Tantitha Rd
Naronah Siding Rd	Ploughmans Rd Part 3	Taweni Rd
Tinks Ln	Tomingley West Rd Part 3	Wilson Ln
Tomingley Narromine Rd	Trewilga Rd West	Barber Ln
Tomingley Narromine Rd	Wards Ln 8	Wyanga Rd
Tomingley West Rd 34_35	Wards Ln 8_9	Wyanga Rd
Tomingley West Rd	Wards Ln 9	Wyatts Ln
Tomingley West Rd Part 2	Water Supply Rd (New)	Wyatts Ln
Back Trundle Rd	Whitton Park Rd 23_24	Sandy Ln
Bingara St	Bogan Rd	Five Chain Lane
Davies Lane	Atwells Ln	McClintocks Lane
Peak Hill - Tullamore Rd	Station Ln	Mingerong Rd
Nelungaloo Rd	Gospers Ln	Webbs Siding Rd

Rouse Rd	Barrabadeen Creek Rd	Newell Highway
Mcnivens Ln	Biridoo St	Tomingley Rd
Peak Hill Railway Rd	Belmont Rd	Haberworth Rd
Narwonah Rd	Farrendale Rd	Gainsborough Rd
Old Back Water Rd	Nellie Vale Rd	Wingfield Rd
Gunningbland Rd	Derribong St	Dandaloo Rd
Burraway St	Mitchell Highway	Bullegumble Rd

Attachment A illustrates the state and local roads within the project.

Note: Claremont Lane has been removed from INLink haulage route as of 10 October 2019.

4.4.2 Use of Local and Private Roads during Construction

While the use of local and private roads has been minimised as far as possible, in some cases their use cannot be avoided as they provide the only viable access route. The following table lists all local and private roads that are to be used during construction. The Table also provides justification as to why these roads are required to be used during construction. For further detail on the use of identified private and local roads refer to Section 7 Table 3.4 of the Traffic Management Plan.

The use of roads for the project is coordinated between the Primary Contractor (INLink) and the relevant road authority through numerous lower level approvals including Traffic Control Plans (TCPs), Road Occupancy Licences (ROL) and Section 138 Approvals (under the *Roads Act 1993*). All TCPs are provided to the relevant road authority for review and approval prior to implementation as outlined within Section 6 of the TTAMP.

In addition, the Primary Contractor provides traffic updated, as required, to the relevant road authorities on the project's use of roads under their jurisdiction.

Table 4.1 – Use of Local and Private Roads

Road name	Status	Requirement	Alternative route available
Atwells Lane	Local	Water Cart Only	No viable alternative route available
Bogan Rd	Local	Access to chainage 6 465.250	No viable alternative route available
Brolgan Rd	Local	Access to Northwest link Access to chainage 449.750	No viable alternative route available
Bulgandramine Rd	Local	Access to chainage 500.600	No viable alternative route available
Bullegumble Rd	Local	Access to Boral Terramugamine Quarry	No viable alternative route available
Mickibri Rd via Claremont Lane or The Sandy Lane	Local	Access to chainage 486.000	No viable alternative route available

Road name	Status	Requirement	Alternative route available
Atwells Lane	Local	Water Cart Only	No viable alternative route available
Mingelo St	Local	Access to chainage 498.600	No viable alternative route available
Kittos Bridge Rd	Local	Access to chainage 501.500	No viable alternative route available
Tinks Ln	Local	Access to chainage 524.300	No viable alternative route available
Back Trundle Rd	Local	Access to chainage 454.450	No viable alternative route available
Baldry-Peak Hill Rd	Local	Access to Quarry	Only access available
Coopers Rd	Local	Access to Northwest link	No viable alternative route available
Peak Hill – Tullamore Rd	Local	Access to Corridor	No viable alternative route available
Rouse Road	Local	Access to Tomingley Gold Mine	Access to Tomingley Gold Mine
Tomingley West Rd Part 3	Local	Access to chainage 515.800	No viable alternative route available
Whitton Park Rd	Local	Access to chainage 497.225	No viable alternative route available
Fairview Rd	Local	Access to chainage 538.000	No viable alternative route available
Henry Parkes Way_Condoblin Rd	Local	Access to chainage 452.500	No viable alternative route available
Wilson Lane	Local	Water standpipe access	Water standpipe access
Wyanga Rd	Local	Access to chainage 529.300	No viable alternative route available
Wyatts Ln	Local	Access to chainage 461.200	No viable alternative route available

4.4.3 Ancillary Facilities

Three Major Construction Ancillary Facilities (MCAF) within close proximity to the rail corridor and at key locations along the project alignment have been selected to support the Parkes to Narromine Inland Rail Project, these are:

- North-West Link MCAF (Lot 2 DP514740 and Lot 2 DP238558)
- Peak Hill MCAF (Lot 4110 DP1208582)
- Tomingley MCAF (Lot 1 DP 818792 and Lot 4113/-/DP1208588)

The location of MCAFs and access points are shown in in the Site Establishment Management Plan.

Management of vehicle accesses and movements for the Major Construction Ancillary Facilities are discussed in the Site Environmental Management Plan. Haulage routes to and from MCAFs are provided in Attachment B.

4.4.4 Traffic Impacts

Construction would generate additional vehicle movements, including light and heavy vehicles. Light vehicles would generally be used by construction workers moving to and from the construction work areas and / or ancillary facilities. Heavy vehicle movements would generally be trucks delivering materials.

The hours of operation for haulage routes align with the construction hours which are from 7:00 – 18:00 Monday – Friday and 8:00 – 13:00 Saturday. No works and therefore no haulage is undertaken on Sundays.

Daily traffic generation associated with construction would be around 400 individual vehicle movements, including up to 300 heavy vehicle movements. The peak hour for traffic generation would occur at the beginning and end of each shift, with up to 114 vehicle movements (one way), including around 39 heavy vehicles. The surrounding road network is not expected to be significantly impacted by construction traffic. This is because the roads have sufficient capacity to absorb the increased traffic, and delays or closure at crossings and intersections would have a localised impact only due to the low volumes on affected roads.

The approximate vehicle movements at peak into the main haulage gates is shown in Table 4-2 below.

Table 4-2 – Use of Local and Private Roads

Road name	Planned Peak Vehicle Movements per day
Bogan Rd	150
Brolgan Rd	Completed
Bulgandramine Rd	
Mickibri Rd via Claremont Lane or The Sandy Lane	150
Mingelo St	30
Kittos Bridge Rd	150
Tinks Ln	150
Back Trundle Rd	150
Baldry-Peak Hill Rd	60
Coopers Rd	150
Tomingley West Rd Part 3	150
Whitton Park Rd	150
Fairview Rd	150
Henry Parkes Way Condoblin Rd	150

Road name	Planned Peak Vehicle Movements per day
Wyanga Rd	150
Wyatts Ln	150

The specific access dates will vary based upon progress and staging. These will be communicated to the relevant road authority by email. The Primary Contractor provides traffic updates, as required, to the relevant road authorities on the project's use of roads under their jurisdiction.

The Newell Highway is the busiest road in the project area likely to be used for construction access. An additional 100 vehicles per hour would bring the total peak hour volume to around 360 vehicles per hour. This would be a 38% increase, noting that trucks have a disproportionate impact compared to light vehicles. This was determined in the EIS/RtS to be well within the threshold for a route with a level of service B. The anticipated maximum hourly volume on all potential access roads is within the threshold for level of service B.

Proposed works on level crossings may result in disruptions to local traffic.

To mitigate some of the impact on the road network top ballast will be loaded onto trains from the Goonumbla siding and hauled on the newly constructed track.

Impacts such as dust generation from project related traffic on local roads will be managed as per the Construction Air Quality Management Plan (5-0012-240-EEC-00-PJ-0001_0). Where sensitive receivers are located within 150m of construction, or visible dust is generated from vehicles using access roads, road watering would be implemented in the immediate vicinity of the sensitive receivers.

4.4.5 Road Network Impacts

Generally, the surrounding road network is not expected to be significantly impacted by construction traffic. Roads have sufficient capacity to absorb the increased traffic, and delays or closure at crossings and intersections would have a localised impact only due to the low volumes on affected roads. It is expected that construction vehicle movements would be spread out across the day, particularly delivery trucks. This would also assist in minimising delays for vehicles turning from side roads at intersections along the construction access routes.

4.4.6 Parking Impacts and Access Impacts

Light vehicle parking for site personnel will be provided within construction ancillary facilities and within the project corridor and would not impact surrounding roads or private properties. Construction Ancillary Facility access points will be illustrated on the site specific traffic management plans.

Construction would move progressively along the project corridor. Given the length of the project corridor, the access routes that would be used for construction traffic would vary depending on the origin of construction vehicles and the location of each construction work site. Construction vehicle access to work areas would be by means of the existing road network and the access track within the

project corridor as far as possible. There is also the possibility that access may be required to private roads, however, this will only occur if access to public roads is not possible, and only upon agreement from the property owner. New temporary access tracks may be required in some locations and will comply with the requirements of Condition C20(b)(i), (iv), (v), (vi) and (vii).

4.4.7 Other Transport Impacts

Coaches between Parkes and Condobolin cross the Henry Parkes Way level crossing. While construction works are underway in this area, there may be some short-term delays to some services. Public buses and school buses may be impacted by the increase in traffic on the road network and are considered minor.

The Project would not impact the stopping patterns of passenger trains using the Broken Hill line. Construction activities would however result in temporary impacts on existing rail operations.

Given the low volume of pedestrian and cyclist activity in and around the project corridor, and the remote nature of the majority of the works, there is not expected to be any significant impacts to pedestrian and cyclists.

5 Management

5.1 Traffic Management

5.1.1 Traffic Controllers and Training

A traffic control organisation registered under RMS' Registration Scheme Category G (Traffic Control) will be engaged, who will supply traffic control personnel when required. Prior to mobilisation, relevant construction risks as they relate to traffic, transport and access will be communicated, in writing, to the traffic control organisation. On site, all traffic control personnel will be inducted before starting any works on site. In addition to this, all site personnel will be required to participate in daily prestart meetings where any new risks or changes in work site will be communicated.

For all works on local controlled roads, site inductions will be undertaken by the Field Supervisors prior to traffic control being undertaken. The induction will include an overview of the proposed works, any interactions with public and private roads and clarification of private property boundaries. The induction will also include all relevant project and landholder requirements relating to the movement of traffic through or within the construction footprint.

Traffic control points will be established at each location where interactions with non-operational traffic occur. Traffic control points will also be established within the construction footprint during high traffic times or where construction vehicles are operating within designated thoroughfares.

5.1.2 Road Dilapidation Reports

Road Dilapidation Report(s) will be prepared for affected roads (public and private) likely to be used by construction traffic prior to commencement of construction to assess the current condition of the road and describe mechanisms to restore damage that may result due to construction traffic related to the Project. For further details on coverage of dilapidation reports across the public and private road network refer to Tables 3.5 and 3.7 Section 7 of the Traffic Management Plan. Figures showing coverage of dilapidation surveys are also included in Attachment A of the Traffic Management Plan. Road Dilapidation Reports will be provided to the relevant road authorities and / or landowner no later than one month before the use of local roads by construction heavy vehicles.

The Pre-construction Dilapidation Report(s) will consider the following (but not limited to):

- Kerb and gutter (likely to be within a vehicle/s path)
- Speed humps
- Existing vegetation
- Street furniture
- Any existing damage to road pavement or road furniture
- Existing potholes/pavement damage
- Cracking and rutting
- Road pavement deflection testing of the construction truck routes at 20 m intervals along all wheel paths
- Any existing structures

- Any existing damaged items

Any repair works required will be completed as soon as practicable, in accordance with condition E40, after the conclusion of construction works within that specific project work front. Restoration works will be to a standard as good as, or better than the original state of the infrastructure noted in the Road Dilapidation Report.

Where compensation for road damage is required, the amount of compensation may be agreed with the relevant road authority and landowner, but compensation must be paid even if no agreement is reached.

5.1.3 Out-of-Hours Deliveries

Out of hours deliveries will be undertaken in accordance with the requirements of the Noise and Vibration Management Plan.

5.1.4 Traffic Management Planning Documentation

Specific Traffic Management Plans

If required, site and / or activity Site Specific Traffic Management Plans (STMP) will be developed to allow safe road work sites to be created during construction.

A STMP will include Traffic Control Plans (TCP), and contain detailed provisions covering (as a minimum) all the following matters, or how the following outcomes are to be achieved, as the case may be:

- Provision for induction by key personnel as a Council requirement prior to implementation of the TCP and works within Council's road network
- How work practices and equipment must provide for the safe passage of all road users, including public transport, pedestrians and pedal cyclists, at all times during the Works
- Comply with Contract and traffic management practices set out in RMS's Traffic Control at Worksites (TCAWS) Manual, Austroads and RMS Supplements, Australian Standard AS1742.3 – 2008, other relevant Australian Standards and this TTAMP
- Contain scaled drawings of the affected section of road including lane widths, sign spacing and traffic control devices proposed. If temporary pavement marking changes are proposed, then a TCP is also required for the pavement marking. The Designer of the TCP must have visited the site to ensure that the proposed location of signage is suitable and practical
- How access to private land is to be maintained or appropriate detours and arrangements provided
- Contain appropriate signage to warn road users of construction vehicle entry / exit points and of excavations
- Identify a Vehicle Movement Plan (where required by TCAWS manual) showing signage and other directional devices
- Be signed and dated including the Designer's certificate number

- How and when road safety audits of all traffic management, compliance with the Traffic Management Plan and all TCPs are to be carried out
- Obtain approval from the relevant road authority and other relevant Government Agencies, prior to implementing any traffic adjustments or interruption, noting that that traffic changes or lane closures which are considered by RMS as likely to cause unnecessary delay or disruption to traffic will not be permitted
- How TCPs must be regularly reviewed and modified in conjunction with the relevant road authority, traffic management personnel, and emergency services personnel and any other relevant Regulatory Authority
- Where road works speed zone restrictions are proposed a SZA is required
- How traffic will be managed during any emergency identified in the Project's Emergency Response Plan, Local Emergency Management Plan (LEMP) for Narromine, or other emergency work
- How the Contractor or its sub-contractors must manage, control, maintain and operate all construction vehicles including to ensure:
 - No loss of fuels, lubricants, loads or other substances, whether in the form of dust, liquids, solids or otherwise.
 - Loads must be covered to prevent loss / nuisance.
 - That no mud, dirt or other material is deposited onto any road which is open to the public by installing, maintaining and utilising wheel wash facilities or other devices.
 - That all vehicles involved in the Works must only enter, operate within or exit from a traffic flow in a manner which does not endanger the public and under suitably designed and appropriate traffic control measures.

The plans to be developed include the following:

- Overarching Traffic Management Plan for the entire job
- Site Specific Traffic Management Plan for NWC – this has been submitted to Parkes Shire Council;
- Site Specific Traffic Management Plan for A1.1
- Site Specific Traffic Management Plan for A1/2
- Site Specific Traffic Management Plan for A3.1
- Site Specific Traffic Management Plan for A3.2
- Site Specific Traffic Management Plan for B1
- Site Specific Traffic Management Plan for B2.

Traffic Control Plans

A TCP is a diagrammatic representation of the signs, road markings and devices that will be installed to warn traffic and guide it around, past, or through the construction site.

All TCPs will be developed with the aim of:

- Warning and informing drivers of changes to the usual road conditions
- Guiding drivers through the work site
- To comply with the guideline: RMS Traffic Control at Work Sites Manual and Australian Standard 1742.3 Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Devices for Works on Roads.

Site TCPs will be developed for both long and short-term works. TCPs for long-term works are generally more detailed. Where required, enhanced sign posting and road markings schemes will be applied where significant changes have been made to intersections. Long-term TCPs will include wayfinding signage to direct pedestrians, and vehicles around the construction site.

Short-term TCPs will be installed as required to facilitate day-to-day construction activities. A TCP can only be prepared or modified by a suitably qualified person who has successfully completed RMS's TCAWS select/modify TCPs course (red card). In addition, a TCP can only be designed or audited by a person who has completed the RMS's TCAWS design and inspect TCPs course (orange card).

As part of the Project works, TCPs will likely be required for specific construction staging scenarios, depicting vehicle, pedestrian, bus and cyclist restrictions and protection measures. TCPs will also be prepared for offsite works, particularly works concerning the safety of workers, motorists, pedestrians and cyclists.

5.1.5 Signage

The installation of roadwork information signs is considered the most effective method to notify road users of changes to the road network.

The design of all signs (i.e. letter height, colours and wording) will comply with the Australian Standards and RMS sign posting guidelines, TCAWS manual, RMS's Delineation Manual, AUSTRROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices and the relevant parts of Australian Standard 1742 – Construction Traffic and Access Management Plan.

As part of the Project works, general signposting of the access roads will be undertaken with appropriate heavy vehicle and construction warning signs. Specific warning signs will be installed at each construction site entrance and will include advance notice signage and gate signage designed specifically for the Project (including project particulars), standard signage to provide advance notice of trucks turning, and traffic control signs facing both entering and exiting vehicle, such as 'Stop' sign, 'No Entry, Construction Vehicles Excepted', 'No Right / Left Turn', depending on the specific requirement of each access point and its location. Where required, appropriate traffic control and warning signs will be installed for areas identified where potential safety risk issues exist. Where pedestrian walking routes and crossing points exist, these will be maintained, or alternative routes will be established and clearly marked throughout the construction phase. Several standard roadwork information signs are available for use during construction. These will be utilised to advertise changed

traffic conditions, such as road closures, turning restrictions and periods where delays are expected. The use of a specific sign is often a management requirement detailed in site STMP and TCP applicable to those works.

Safety principles for roadside signs are:

- Before approval is given for a new sign a demonstrated need should be established
- All signs should convey a clear message to all users under all conditions
- The sign support structure should not create a safety hazard in itself.

Other types of signs include:

- Variable Message Signs (VMS) – real-time traffic communications tools that help reduce delays, keep traffic flowing smoothly and can enhance road safety. During construction portable VMS may be utilised to enhance advanced warning signage and provide changed traffic condition information to road users
- Flashing Arrow Signs (FAS) – mainly used when closing traffic lanes and conducting mobile traffic control operations. When stipulated by the relevant STMP and TCP and can be either vehicle or trailer mounted units.

5.1.6 Road Occupancy Licences

In the case of an emergency, when directed by Police or Emergency Services, and where required by the relevant road authority, ROLs will be obtained prior to the commencement of any short-term works, which:

- Slows, stops or otherwise delays traffic
- Diverts traffic from its normal course along the road carriageway, including lane closures, turning restrictions, detours and diversions
- Occupies any portion of a local road that is normally available as a trafficable lane.

The ROL application (which includes a TCP) will be submitted to the relevant road authority who have the responsibility for processing and approving the ROL. The road authority will be provided at least 10 working days to process and then either grant or reject the application. Minor changes to a ROL application (to obtain approval) will occur within the 10-day period.

Road occupancies include but are not limited to:

- Temporary or permanent installation and/ or change of any regulatory traffic control device on a road
- Shoulder or Lane occupancies and / or closures
- Any occupation of the Site by the Contractors' labour, sub-contractors, equipment or plant that requires a Traffic Control Plan
- Any event that causes stoppages and / or slowing or delays of any traffic flow.

Generally, the road authority will apply conditions to the approvals, which may include:

- Maximum traffic stoppage times and maximum queue lengths
- Maximum travel time delays
- Traffic Management Plan
- Measures to provide information to road users
- The date and time of the road occupancy, and the location of all signs, and any other relevant information associated with the traffic control.

The road authority may revoke the approvals for breaches of the associated conditions.

5.1.7 Speed Zone Authorisation

Guidance for applicants applying for SZA is provided in the Road Occupancy Manual issued by the Transport Management Centre (TMC) and applications for a SZA are made as part of the ROL application process. The SZA application will be forwarded to the TMC as it has the responsibility for processing and approving a SZA. The TMC generally requires at least 10 working days to process the application and will either grant or reject the application within this period.

The Project Engineer and Safety Manager will assess whether roadwork speed zones are necessary to assist in controlling vehicle speeds in circumstances that may include:

- Traffic travelling directly through a construction site
- Workers placed in danger by the high speed or speeding traffic
- Road occupancy
- Reduction in visibility via smoke, dust, fog or poor weather conditions
- Unusual road conditions such as:
 - Loose material on the road surface
 - Road geometry limitations
 - Urgent or imperative construction activities adjacent to the travel lanes
 - Crossover and temporary contra-flow diversions.

It is expected that TMC will apply conditions to speed limit authorisations and are able to revoke an approval at any time for breaches of the conditions. Typical SZA conditions include, but are not limited to:

- A copy of the SZA must be made available to the local NSW Police Highway Patrol representative, and road authority on request.
- The temporary roadwork speed zone must be installed in compliance with conditions, notes, applicable dates and locations stipulated in SZA.
- Specific measures required to manage adjacent speed zones, or potential conflicts with other temporary speed zones at construction sites in the immediate area.
- All temporary roadwork speed limits must be installed as per the TCP and operated in accordance with the TMC / RMS requirements.

- Similar to all regulatory signs, the speed limit signs are to be properly erected, and any contradictory signs or road markings are to be removed or covered.
- Records detailing the date and time the speed limit is in operation, the speed limit displayed, and the location of all signs, and any other relevant information associated with the speed limit, must be kept.

5.1.8 Property Access

Where any legal access to a property is permanently affected and a property has no other legal means of access, alternative access to and from a public road will be provided to an equivalent standard where feasible and practicable. Where an alternative access is not feasible or practicable, and a property is left with no access to a public road, negotiations will be undertaken with the relevant property owner for acquisition of the property in accordance with the provisions of the *Land Acquisition (Just Terms Compensation) Act 1991*.

Pedestrian and vehicular access to affected properties will be maintained. Alternative pedestrian, vehicular access and access for livestock will be developed in consultation with affected landowners. Such arrangements will be implemented and notified to the affected landowners prior to the disruption. Each location where pedestrian and vehicular access is affected, INLink will assess each location on a case by case basis. Traffic management plans will be adopted in locations where required (i.e. in locations where traffic/pedestrian access is high/frequent. Access for emergency vehicles will be maintained along key emergency access routes throughout the construction period, with suitable alternative access arrangement provided where required.

Depending on the scenario the traffic management plans, may highlight alternative routes and/or access points (i.e. pedestrian access will be diverted to the opposite side of the road where possible, access to private land dwellings will be provided with an alternative route where required.

5.1.9 Haulage Routes

Heavy vehicles will be limited to designated haulage routes. Haulage routes will consist of main roads, where possible, and avoid local roads. Indicative haulage routes and access points are outlined in Attachment B. Haulage routes will also be outlined on the Site Specific Traffic Management Plans, with these plans communicated to delivery drivers and site personnel through project inductions.

Local roads servicing the Parkes and Peak Hill Major Construction Ancillary Facility that will accommodate the mainstay of construction traffic will be bitumen sealed. Road intersections will comply with Austroads.

5.1.10 Level Crossings

A Public Level Crossing Treatment Report will be prepared as part of the design by ARTC, in consultation with Transport for NSW (including RMS) and relevant councils, in accordance with CoA E44. The report will illustrate the location of all public level crossings which traverse the project. The report will be submitted to DPIE for information at least one month prior to the closure or upgrade of the public level crossing.

In accordance with CoA E45, a Private Level Crossing Treatment Report will be prepared in consultation with landowners whose access will be affected by the closure or upgrading of a private level crossing. The report will illustrate the location of all private level crossings which traverse the Project area. The report will be submitted to DPIE for information at least one month prior to the closure or upgrade of the private level crossing.

Closures, relocations or modifications of private level crossings, including the design of the crossing, will be agreed to by the relevant landowner prior to any work on a crossing. The treatments at private level crossings will be in accordance with AS/RISSB 7658:2012 Railway Infrastructure – Railway Level Crossing.

These reports will be used to inform the potential disruptions and any ongoing traffic and access impacts.

5.1.11 Additional Measures

Additional mitigation measures to avoid and / or minimise impacts on traffic, transport and access during construction are outlined in Table 5-1.

Table 5-1– Mitigation and Management Measures

Ref ID	Mitigation Measure	Responsibility	Source
TTA01	Where possible, construction ancillary facilities will be accessed via existing public roads. Where this is not possible, existing private access tracks on private property will be used but only with the permission of the landowner. Consultation will occur with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements.	Construction Manager	CoA C24
TTA02	Roads and tracks used for access to construction ancillary will provide all-weather access, including surfaces suitable to accommodate heavy type of vehicle movements associated with the Project.	Construction Manager	CoA C25
TTA03	A Public Level Crossing Treatment Report will be prepared in consultation with TfNSW and relevant councils, as stated in Section 5.1.10.	Construction Manager	CoA E44
TTA04	Level crossings will provide warning signage, line marking and other relevant controls in accordance with the relevant national and ARTC standards, as stated in Section 5.1.5.	Construction Manager	RMM D2.3
TTA05	No part of any crossing loop will cross over any driveway, private road or public road, unless agreed with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop.	Construction Manager	CoA E48
TTA06	Construction traffic will not use local roads or privately owned roads unless no alternative access is available.	Construction Manager	CoA E38

Ref ID	Mitigation Measure	Responsibility	Source
TTA07	ARTC will liaise with RMS prior to, and at regular intervals during, construction with the aim of developing and implementing measures aimed at reducing any potential cumulative impacts arising from the simultaneous construction of the Project and the safe and efficient operations of classified roads.	ARTC	CoA E43
TTA08	If damage to private or public roads occurs as a direct impact from the Project, the following will be undertaken: <ul style="list-style-type: none"> Rectify the damage to restore the road to at least the condition it was in pre-construction; or Compensate the relevant road authority and/or landowner for the damage so caused. The amount of compensation may be agreed with the relevant road authority or landowner, but compensation will be paid even if no agreement is reached. 	Construction Manager	CoA E40
TTA09	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within walking distance of the original bus stop.	Construction Manager	CoA E42
TTA10	The relocation of bus stops will be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring	Construction Manager	CoA E42
TTA11	The use of private properties and private property road access will be minimised or avoided.	Construction Manager	RMM D2.1 (a)
TTA12	Local road and access closures will be minimised where possible. Alternate access arrangement will be provided if access closures are required.	Construction Manager	RMM D2.1 (a)
TTA13	Access for emergency vehicles will be maintained along emergency access routes, with suitable alternative access arrangements provided where required.	Construction Manager	RMM C2.2 RMM D2.1(a) C2.2
TTA14	Communication will be provided regularly to all emergency services on up to date information about changed traffic conditions and potential delays that may be experienced throughout the road network.	Construction Manager	Good Practice and P2N Communication Strategy
TTA15	The use of heavy vehicles will be minimised in peak traffic times.	Construction Manager	Good Practice
TTA16	Where feasible and reasonable, the workforce will be provided with buses, vans or appropriate carpooling to transport them to the worksites.	Construction Manager	Good Practice

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Parkes to Narromine Inland Rail Project



Ref ID	Mitigation Measure	Responsibility	Source
TTA17	Prior to being used on site, plant and vehicles will undergo a site induction. This induction will include a mechanical inspection to ensure that the plant or vehicle is in good working order, and the appropriate emission controls are in place and not modified.	Construction Manager	Good Practice
TTA18	All drivers will comply with State Road Regulations and the Australian Road Rules.	Construction Manager	Good Practice
TTA19	Exhaust brakes will be kept to a minimum when in close proximity to local housing.	Construction Manager	Good Practice
TTA20	All trucks will be loaded so as not to exceed the legal weight limitations in force at the time, noting weight restrictions of any bridges along designated routes.	Construction Manager	Good Practice
TTA21	Heavy vehicles will be limited to designated haulage routes.	Construction Manager	Good Practice
TTA22	Construction and traffic will be physically separated with the use of barricades, water filled barriers or other traffic control devices when work is undertaken adjacent to public live traffic. Any utilised safety barriers should have minimum offset as approved by the relevant authority.	Construction Manager	Good Practice
TTA23	Anti-gawk screens will be utilised where practical to visually hide the works from traffic and to minimise the chance that plant may slew over the barriers into traffic.	Construction Manager	Good Practice
TTA24	Plant that discharge material, such as concrete or bitumen, will have adequate protective measures such as physical barriers or modifying the means or manner in which material is discharged.	Safety Team	Good Practice
TTA25	Traffic control to be implemented in accordance with Traffic Control at Work Sites (RTA, 2010).	Construction Manager	EIS Appendix K Table K1
TTA26	Construction vehicles will park within the Project corridor, where practicable.	Construction Manager	EIS Appendix K Table K1
TTA27	The timing of deliveries accessing the site will be undertaken to ensure there is sufficient space within the site to accommodate deliveries.	Construction Manager	EIS Appendix K Table K1
TTA28	Designated queuing and idling areas will be undertaken to minimise the work site and disruption to the local community.	Construction Manager	EIS Appendix K Table K1
TTA29	Manual supervision, physical barriers or temporary traffic signals will be established where vehicles are required to cross footpaths to access construction sites.	Construction Manager	EIS Appendix K Table K1
TTA30	Driver's Code of Conduct will be managed through the Safety Management Plan (J013_HSEQ_MGP_SMP) and the Communication and Community Engagement Management Plan (J013_HSEQ_MGP_CCE).	HR Safety Manager	Good Practice

5.2 Roles and Responsibilities

All site personnel are responsible for ensuring that their own or the actions of others do not cause environmental nuisance or harm at any level.

The Project Manager is responsible for implementation and maintenance of traffic, transport and access requirements.

The Traffic Manager is responsible for routine surveillance and monitoring, communication of requirements of this Sub-plan, and all other responsibilities related to traffic, transport and access identified within this Sub-plan and CEMP.

The Project Manager is responsible for overseeing implementation of this Sub-plan and overall CEMP. Detailed roles and responsibilities are further outlined in Section 5 of the CEMP.

5.3 Environmental Incidents, Non-Compliance and Complaints

In the event of a complaint, non-compliance or incident, an investigation will be undertaken to determine the cause of the problem and will be led by the Environmental Manager. Any identified impacts on traffic management, the identified source and corrective actions are to be documented and managed in accordance with this TTAMP and Section 6.1 of the CEMP and recorded in the Corrective and Improvement Action Database. Complaints will be handled in accordance with Section 6.3 of the CEMP.

In the event of any non-compliance (an occurrence, set of circumstances or development that is a breach of the approval conditions [CoA or EPL] but is not an incident), the non-compliance will be managed by the Environmental Manager and if required corrective action/s shall be raised. All corrective actions and improvements shall be entered into the Corrective or Improvement Actions Database and will be closed out as soon as practical (to be reviewed during the using the Weekly Environmental Checklist).

5.4 Inspections and Auditing

The Traffic Management Team will undertake traffic inspections, audits and reporting to develop and evaluate the effectiveness of traffic controls. This will include:

- Daily visual inspections by an appropriately qualified Implement Traffic Control Plans person.
- Weekly inspections using the Weekly Traffic Checklist including:
 - Traffic management measures
 - Records of any traffic management monitoring completed (if required)
 - Any traffic abatement actions or controls implemented
 - Records of any impacts avoided or minimised through construction/traffic management methods.
- Monthly reporting will be recorded through Project Monthly Reports
- ER regular monitoring of the implementation of the documents listed in the CoA

A program of regular inspections, will be implemented with appropriate checks of any traffic management and mitigation measures. A traffic monitoring program (i.e. traffic volumes, routes used, etc.), will also be implemented where required.

5.5 Communication

Stakeholder group, community and regulatory authority consultation in relation to this TTAMP will be undertaken in accordance with consultation requirements outlined in Section 8 of the CEMP, including community complaints in relation to traffic, and the construction contractor's response. The community will be notified in advance of any proposed road and pedestrian network changes through signage, local media, and other appropriate forms of communication. Relevant councils, RMS and emergency services will be liaised with at an early stage to establish requirements and measures to be adopted to maintain emergency vehicle movements. Diversions of existing rail traffic will also be undertaken in consultation with relevant stakeholders.

A Communication Strategy will be implemented to inform residents of proposed construction activities in accordance with the Community and Stakeholder Management Framework (ARTC). The program will be initiated prior to the commencement of construction to ensure that the community are aware of proposed construction activities and potential traffic and access impacts. The program will establish communication protocols for community feedback on traffic and access issues. Active community consultation and the maintenance of positive relationships with residents and businesses will assist in alleviating concerns related to traffic, access and road construction issues, thereby minimising potential traffic complaints. The aim of consultation and broad communication on traffic and access matters is to:

- Facilitate community feedback regarding traffic issues
- Consider alternative and appropriate travel patterns during periods of change
- Manage traffic impacts to protect affected residential and business amenity
- Record and action any community complaints
- Modify and reach compromises on traffic management measures as required to meet the broader needs of the community and minimise community disruption or inconvenience
- Provide timely, accurate and comprehensive traffic information using all relevant media to inform road users and the community of the project's potential traffic and access impacts.

The following communication mechanisms will be employed during the Project:

- Static road user signposting
- Variable Message Signs (VMS)
- Meetings with individual groups, schools, businesses
- Community updates and newsletters
- Letterbox drops
- Community information telephone number, email address and website.

The Communications Manager in partnership with the ARTC Stakeholder Engagement Team will manage the distribution of information pertaining to changes in traffic and access conditions to the community.

INLink and ARTC will liaise with RMS at regular intervals (nominally monthly) with the aim of developing and implementing measures aimed at reducing any potential cumulative impacts from the simultaneous construction of the rail link and the safe and efficient operations of classified roads. Any additional measures identified will be incorporated into this plan and Site Environmental Plans.

5.6 Training and Awareness

All employees and contractors working on site will undergo project induction training relating to traffic, transport and access. The general project Induction will address elements including:

- Obligations under the project's approval conditions
- Maintaining access to private properties
- The efficient and safe egress and ingress of vehicles from site
- Onsite, offsite and remote parking
- Minimising idling and queuing in local streets
- Use of compression brakes for construction vehicles near the site
- Obligations under the Driver's Code of Conduct
- Details of potential traffic issues to raise awareness and to increase their understanding of methods to reduce community and traffic impacts
- Dust generation and impacts on local roads
- Responsibilities under the relevant legislation
- Incident response procedures in the event of an unplanned traffic incident

Training will also include toolbox talks and pre-start meetings in which the topics of the project induction will be revisited.

Records of all training activities, including inductions, will be maintained by the contractor. Records will include the name and role of the attendee, the name of the course and, where applicable, reference to the document-controlled version of the material presented, and a copy of the assessment completed.

Construction personnel will be informed of their obligations around maintaining access to public and private roads and property should construction impact on access. If impacts are identified they will be outlined in the plan, with the location and relevant management measures.

5.7 Emergency Planning and Response

Where any unauthorised impact on sensitive receivers within the project corridor are identified construction, activities resulting in impacts will be ceased immediately and appropriate mitigation measures identified and implemented.

All such impacts, the identified source and corrective actions are to be documented and managed in accordance with this TTAMP, the CEMP and recorded in the Corrective and Improvement Action Database. If applicable State and or Commonwealth Regulatory Authorities are to be notified of impacts.

All such traffic, transport and access impacts, their identified source, corrective mitigation measures and ongoing monitoring are to be documented and managed in accordance with the requirements of the CEMP and Sub-plans.

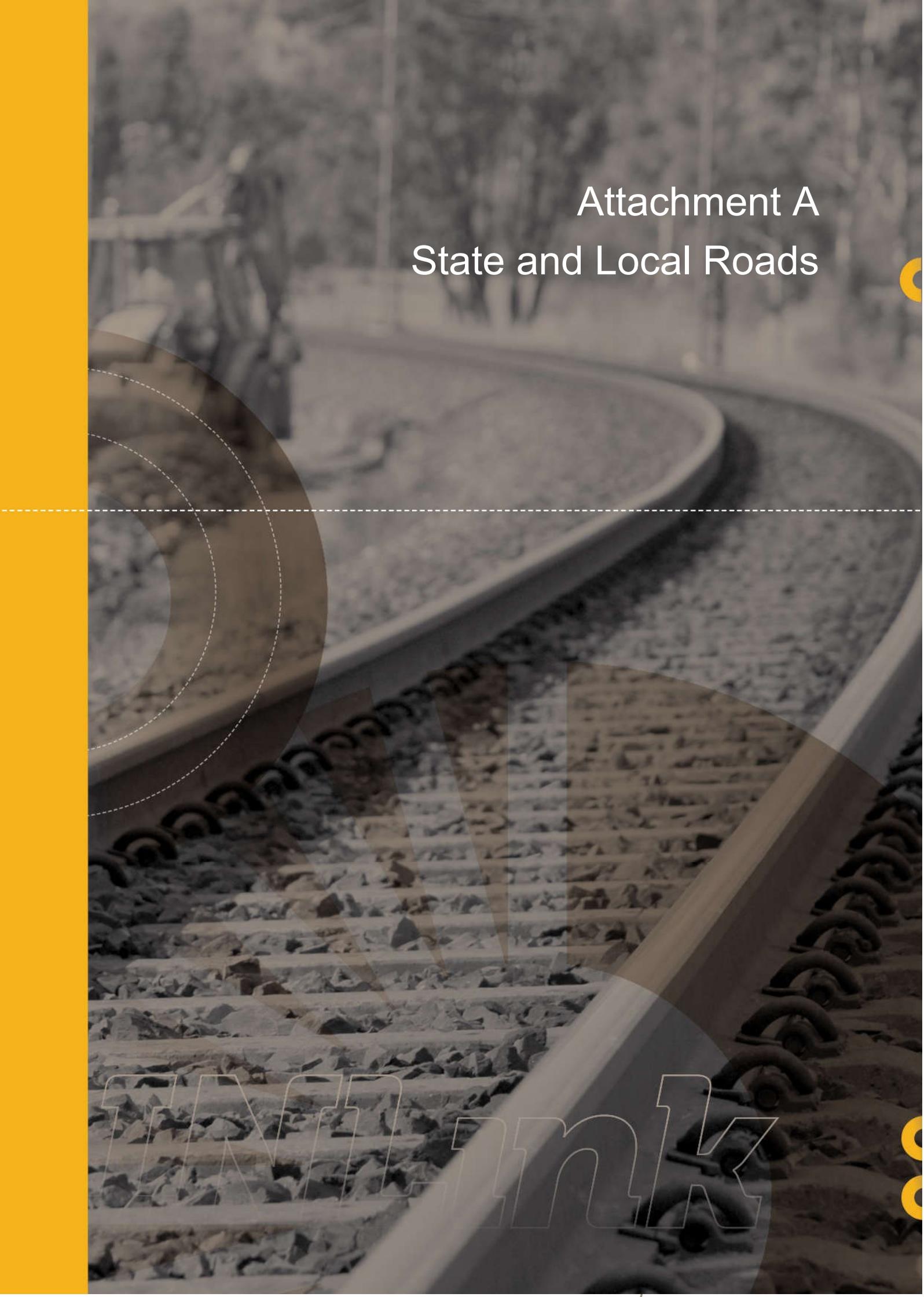
5.8 Document Review

This TTAMP should be reviewed utilising the Corrective and Improvement Action Database simultaneously to reviews of the overarching CEMP and any amendments cited and cross checked against each Sub-plan.

For the duration of the works until the completion of construction, the approved ER must:

Review documents identified in the CEMP, Sub-plans, Construction Monitoring Programs and any other documents that are identified by the Secretary, to ensure they are consistent with requirements in or under this approval and if so:

- Make a written statement to this effect before submission of such documents to the Secretary (if those documents are required to be approved by the Secretary); or
- Make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Secretary / Department for information or are not required to be submitted to the Secretary / Department).

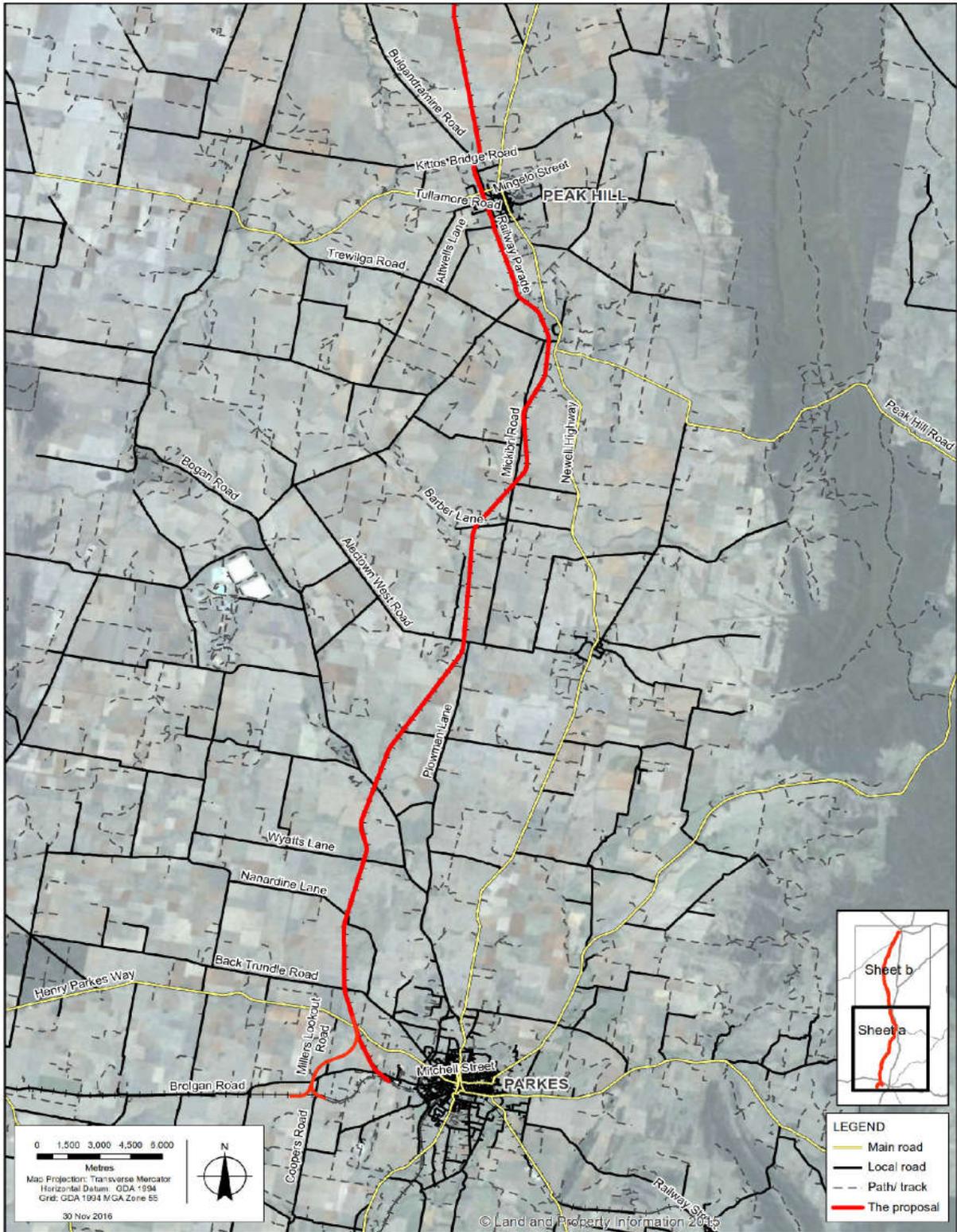


Attachment A
State and Local Roads

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Traffic Transport and Access Management Plan

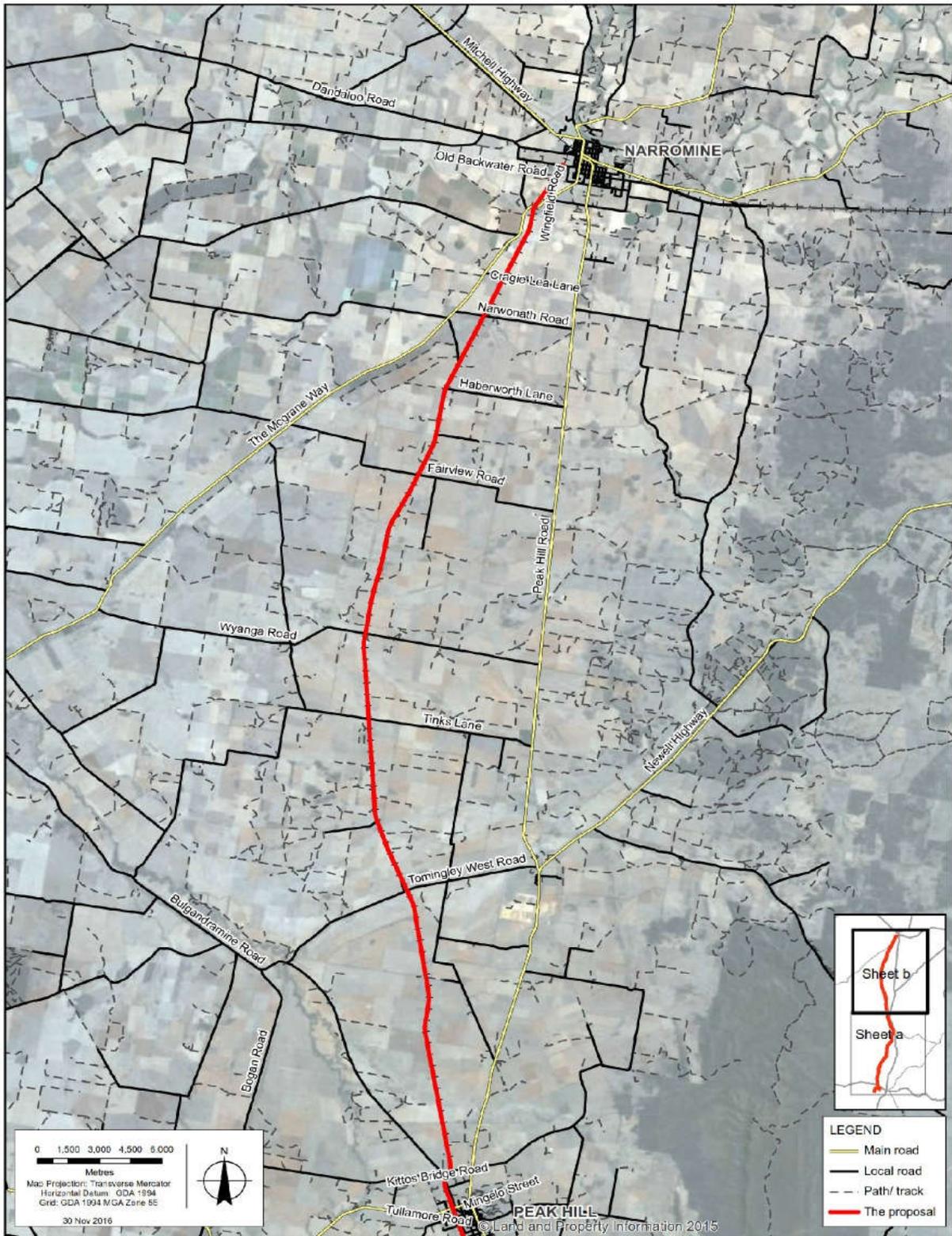
Parkes to Narromine Inland Rail Project



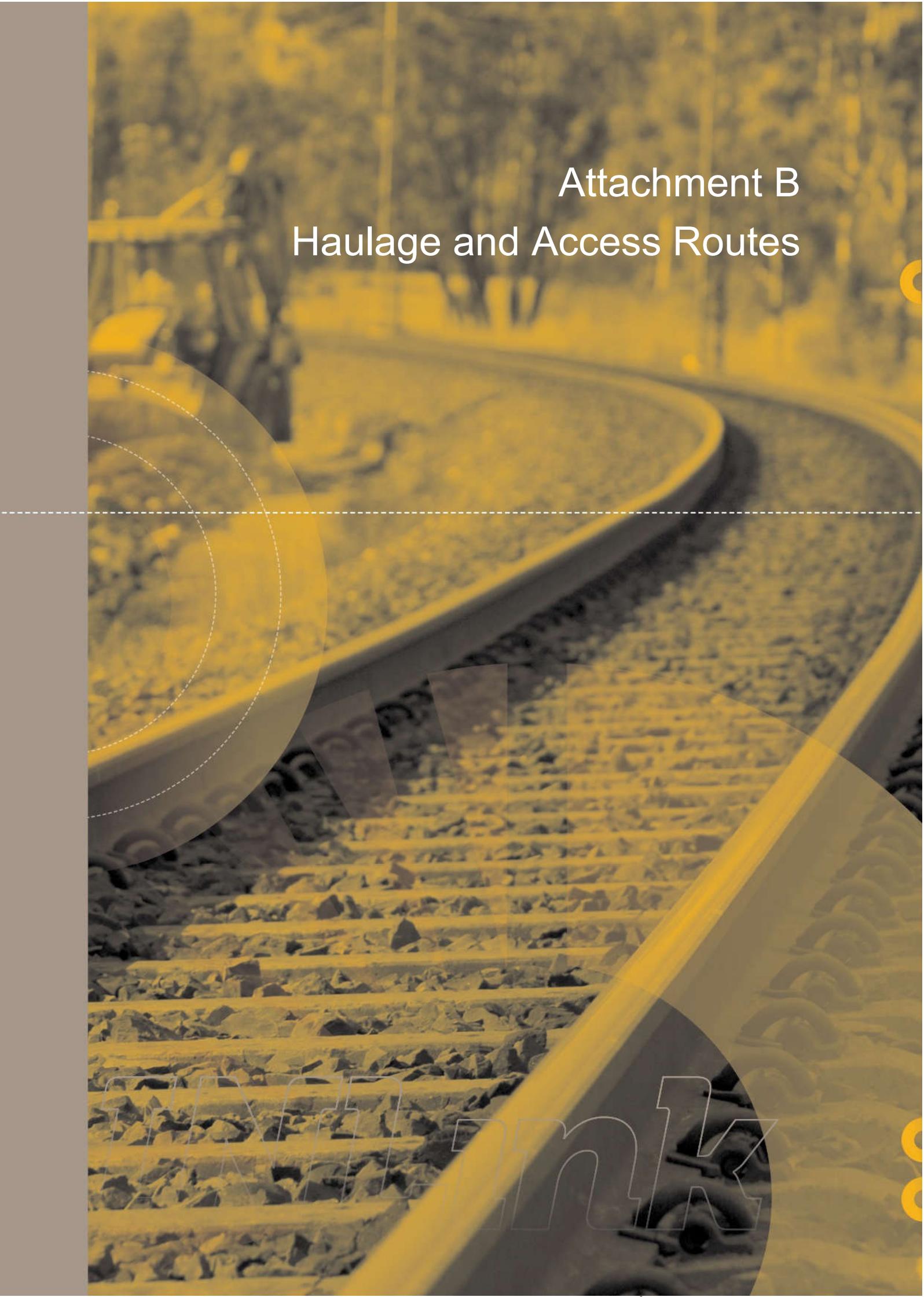
State and Local Roads within Project Area - Map 1 (Source: EIS, GHD 2016)

Traffic Transport and Access Management Plan

Parkes to Narromine Inland Rail Project



State and Local Roads within Project Area - Map 2 (Source: EIS, GHD 2016)

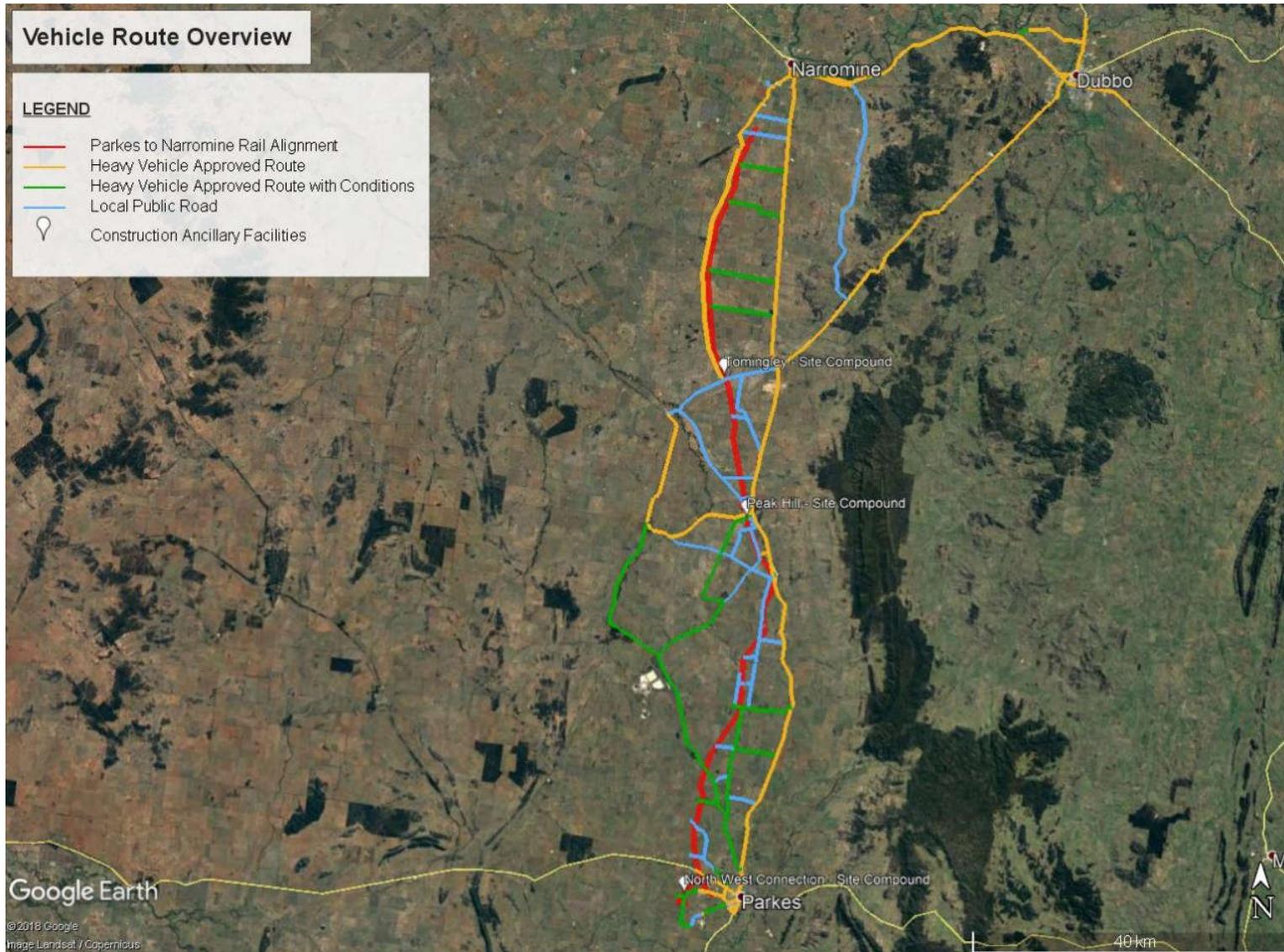


Attachment B
Haulage and Access Routes

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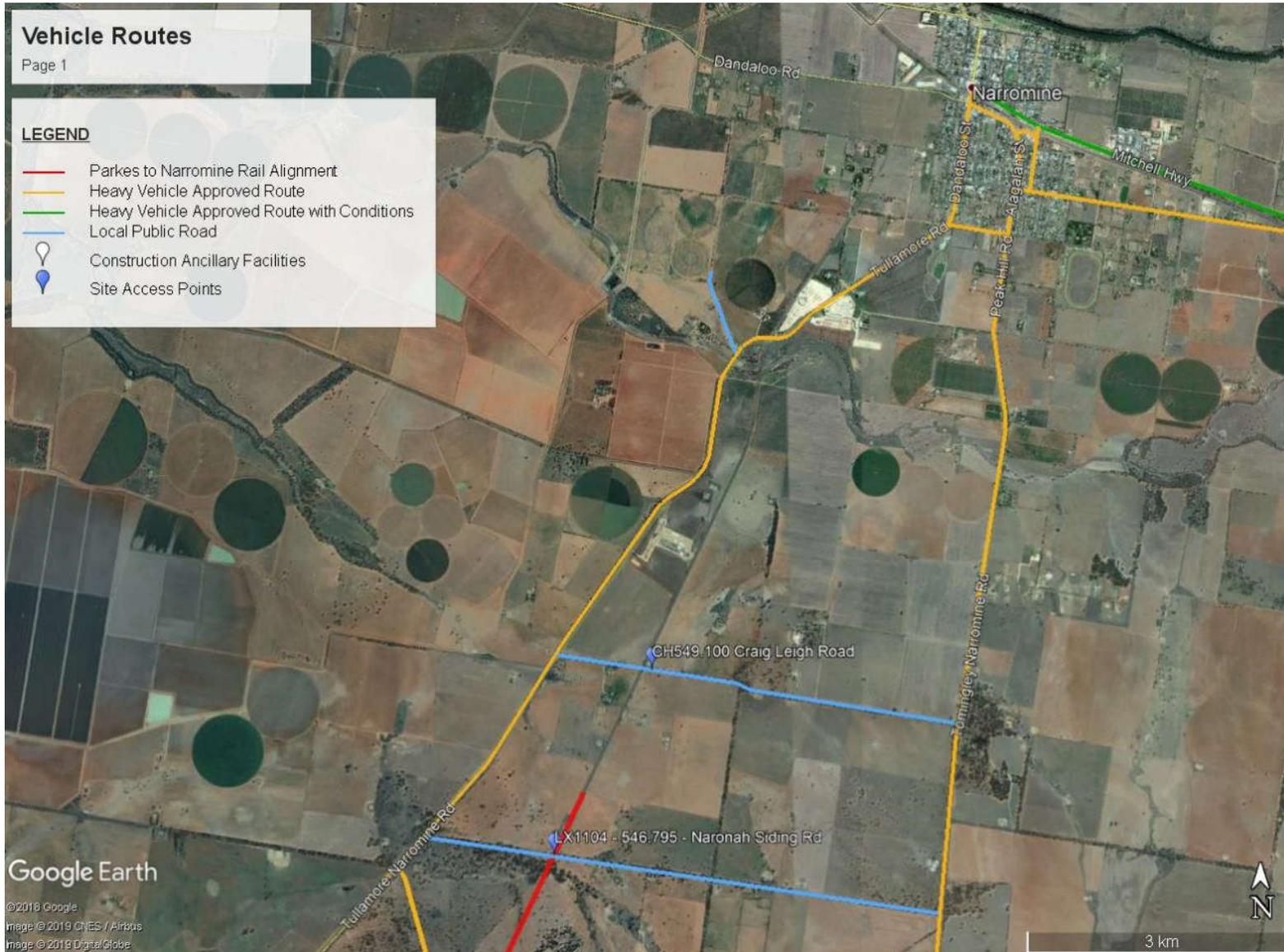


Vehicle Routes

Page 1

LEGEND

- Parkes to Narromine Rail Alignment
- Heavy Vehicle Approved Route
- Heavy Vehicle Approved Route with Conditions
- Local Public Road
- Construction Ancillary Facilities
- Site Access Points

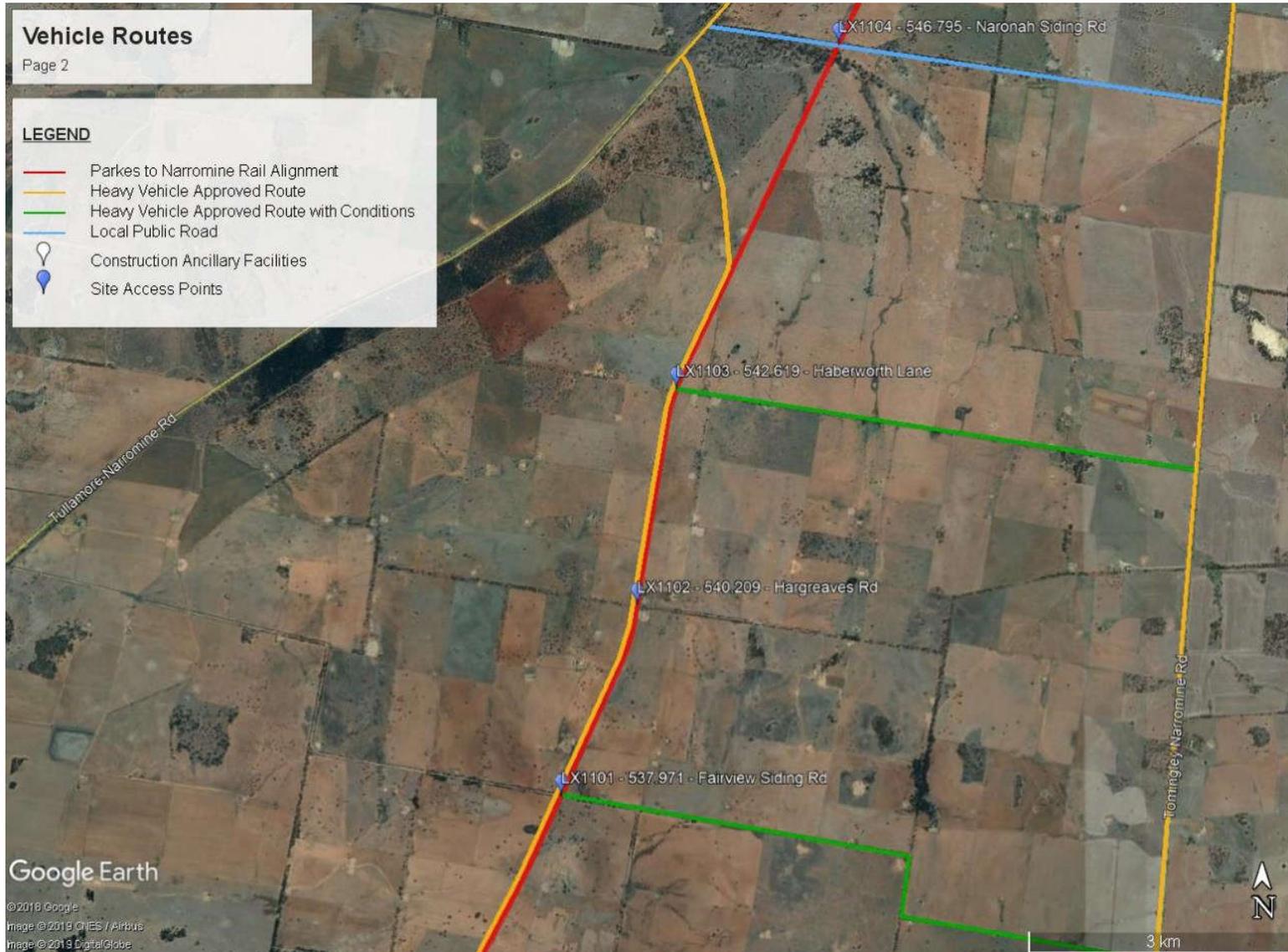


Google Earth

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Traffic Transport and Access Management Plan

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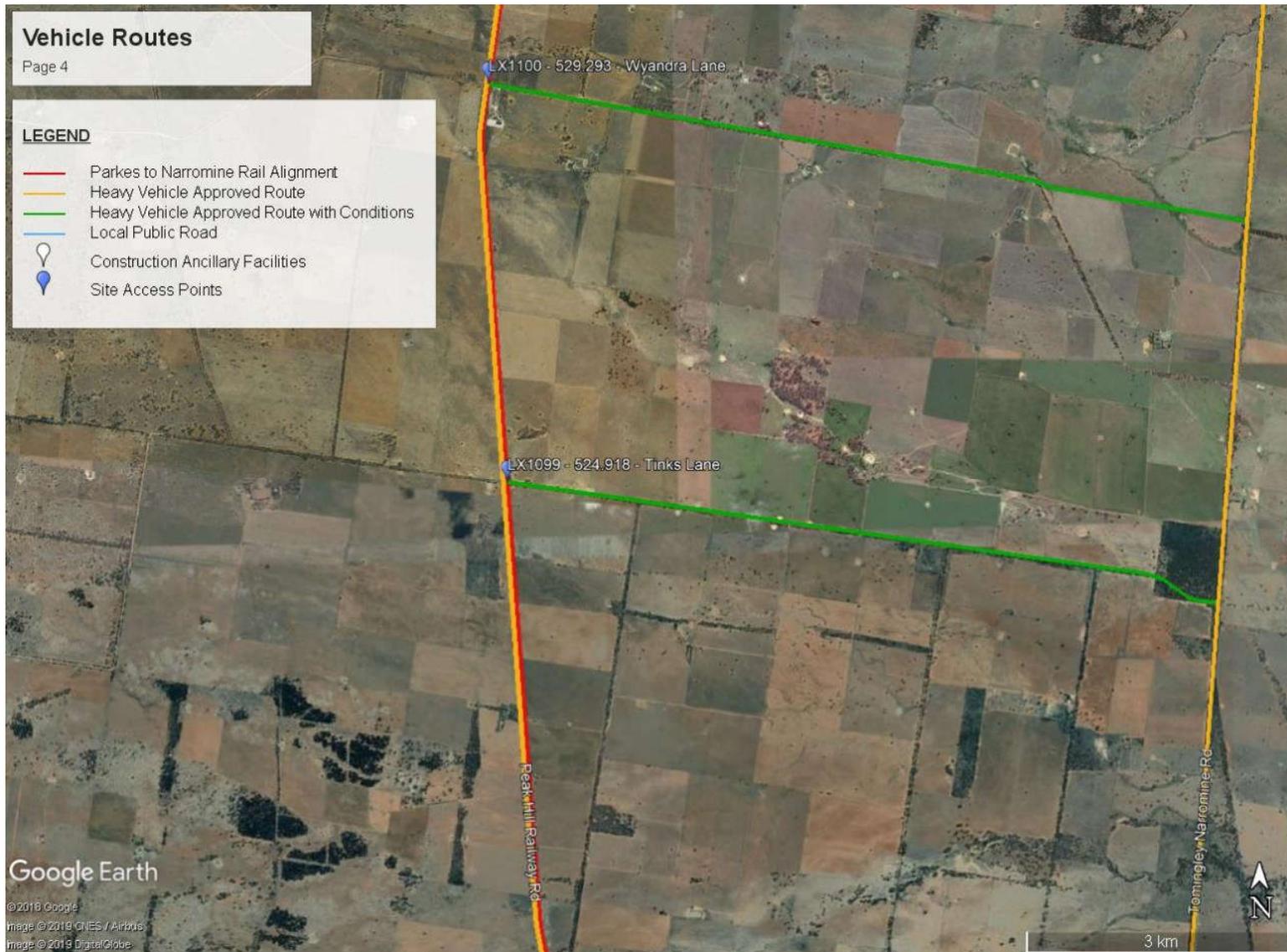
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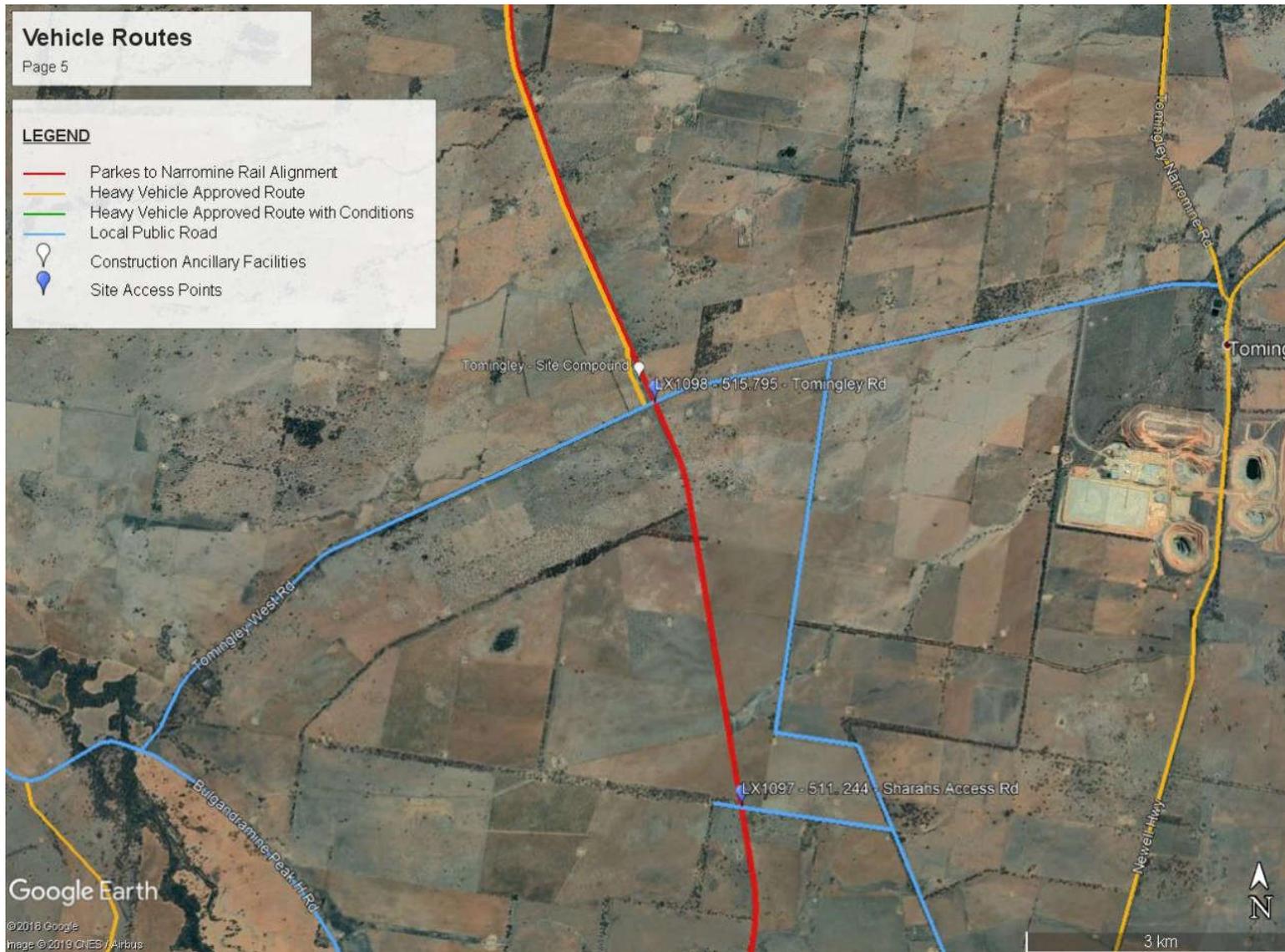
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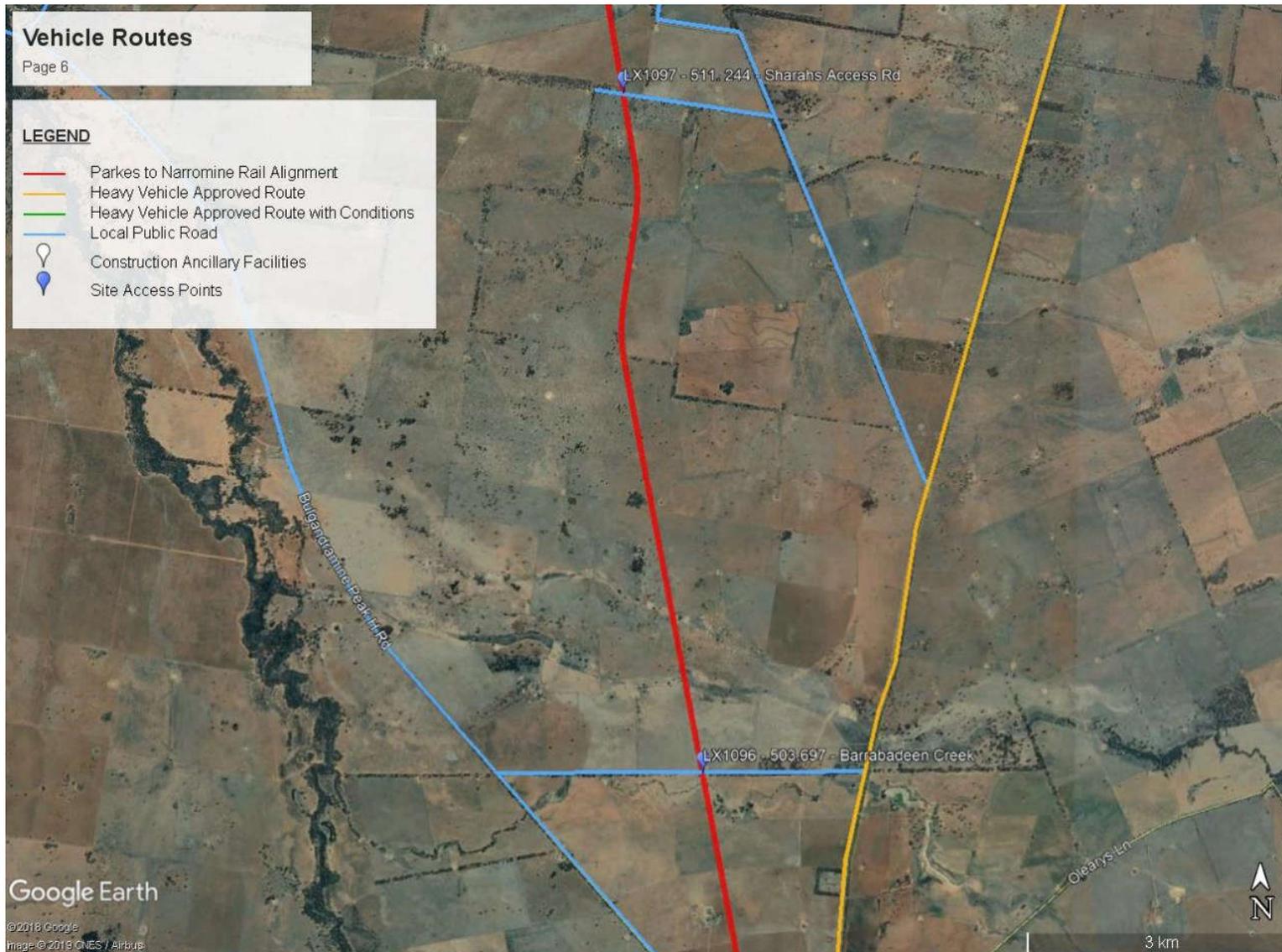
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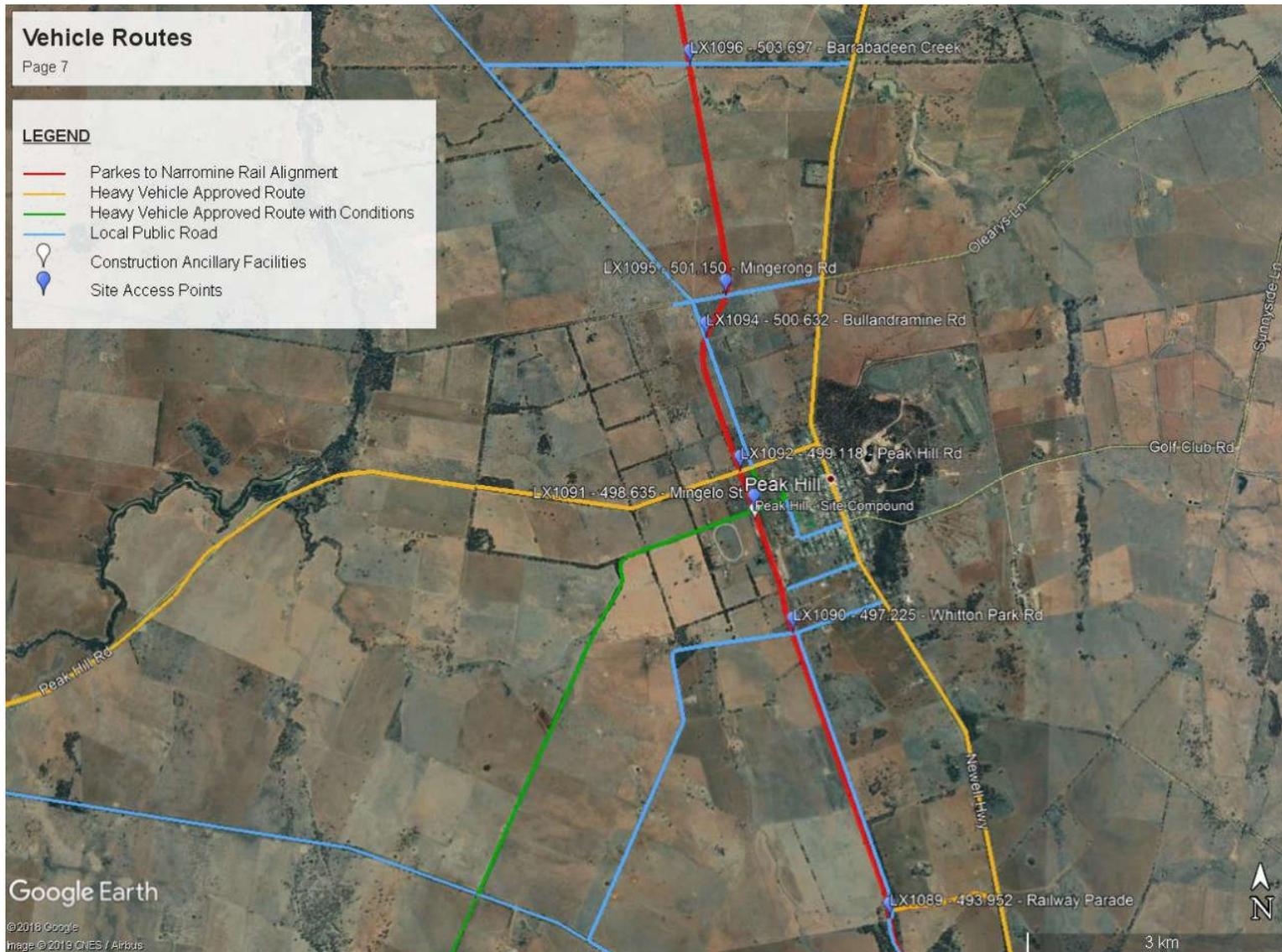
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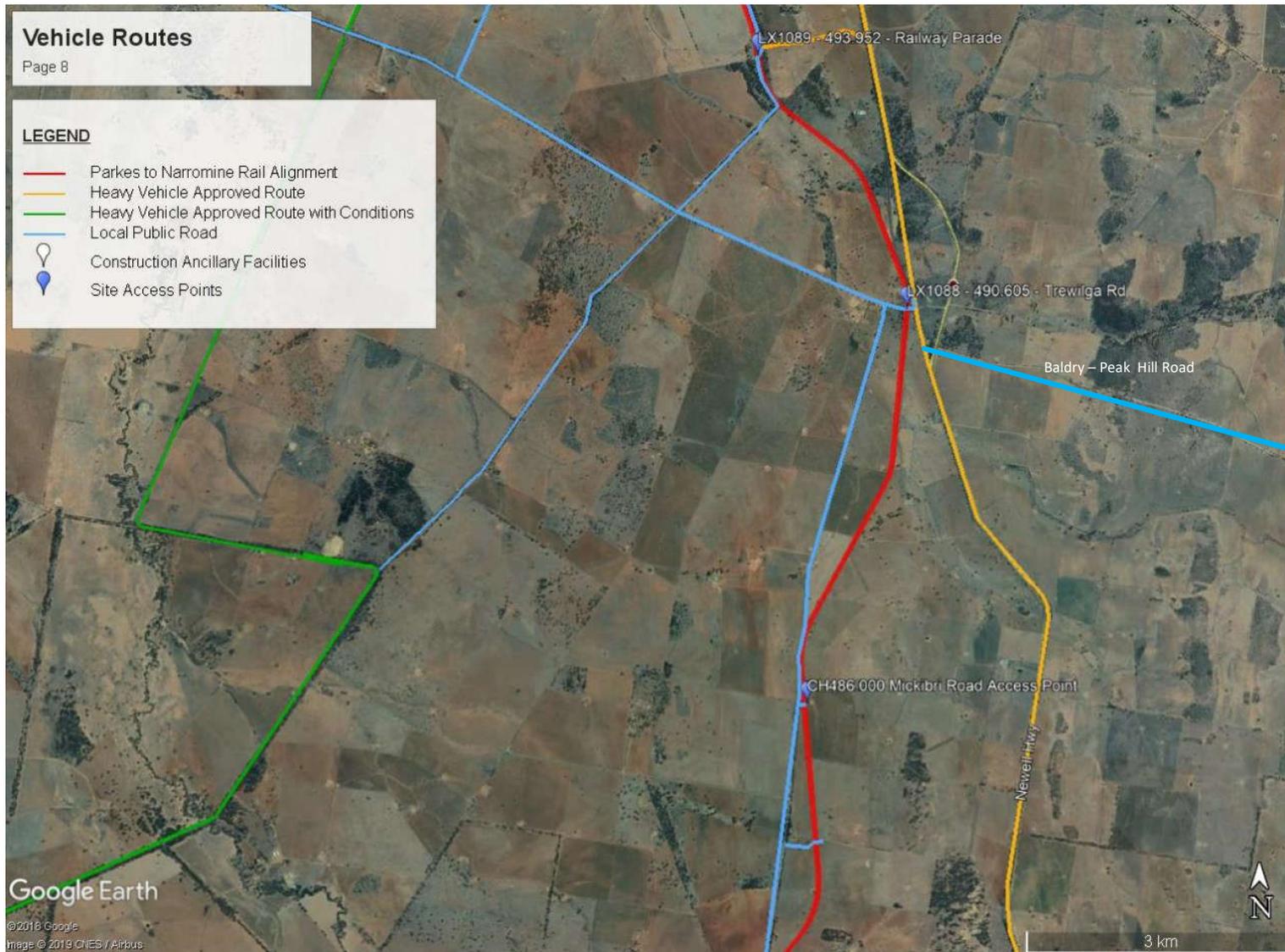
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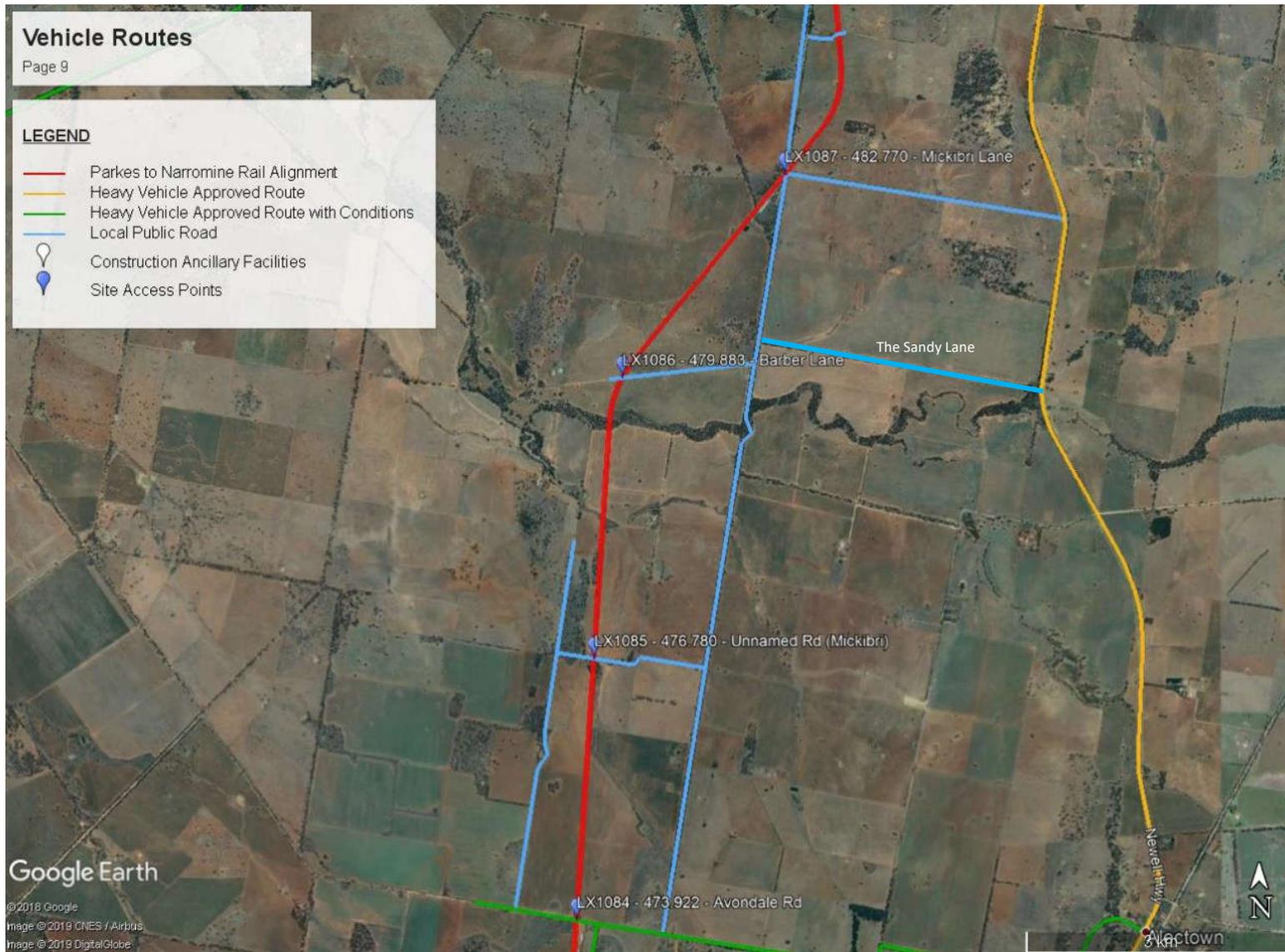
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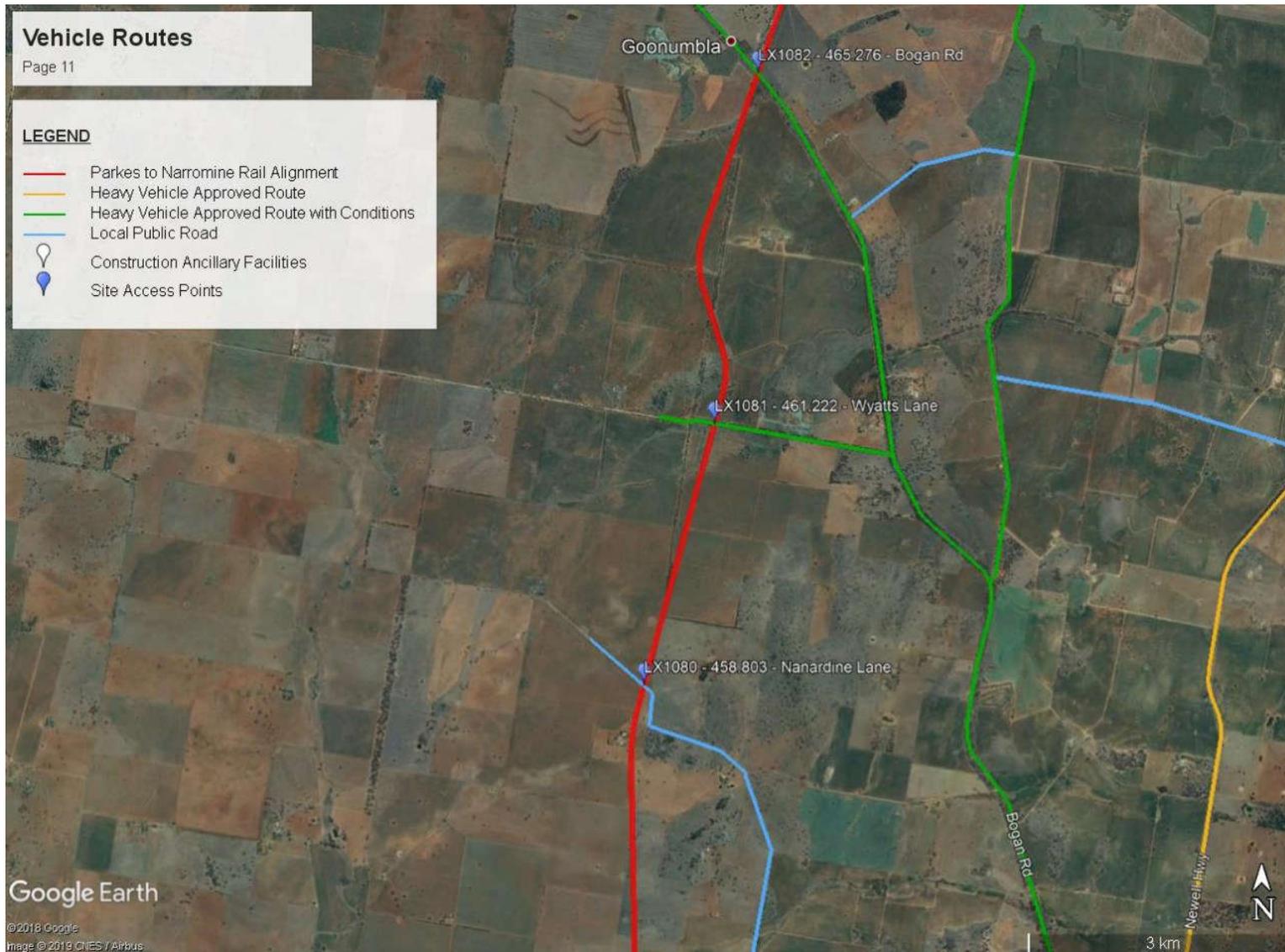






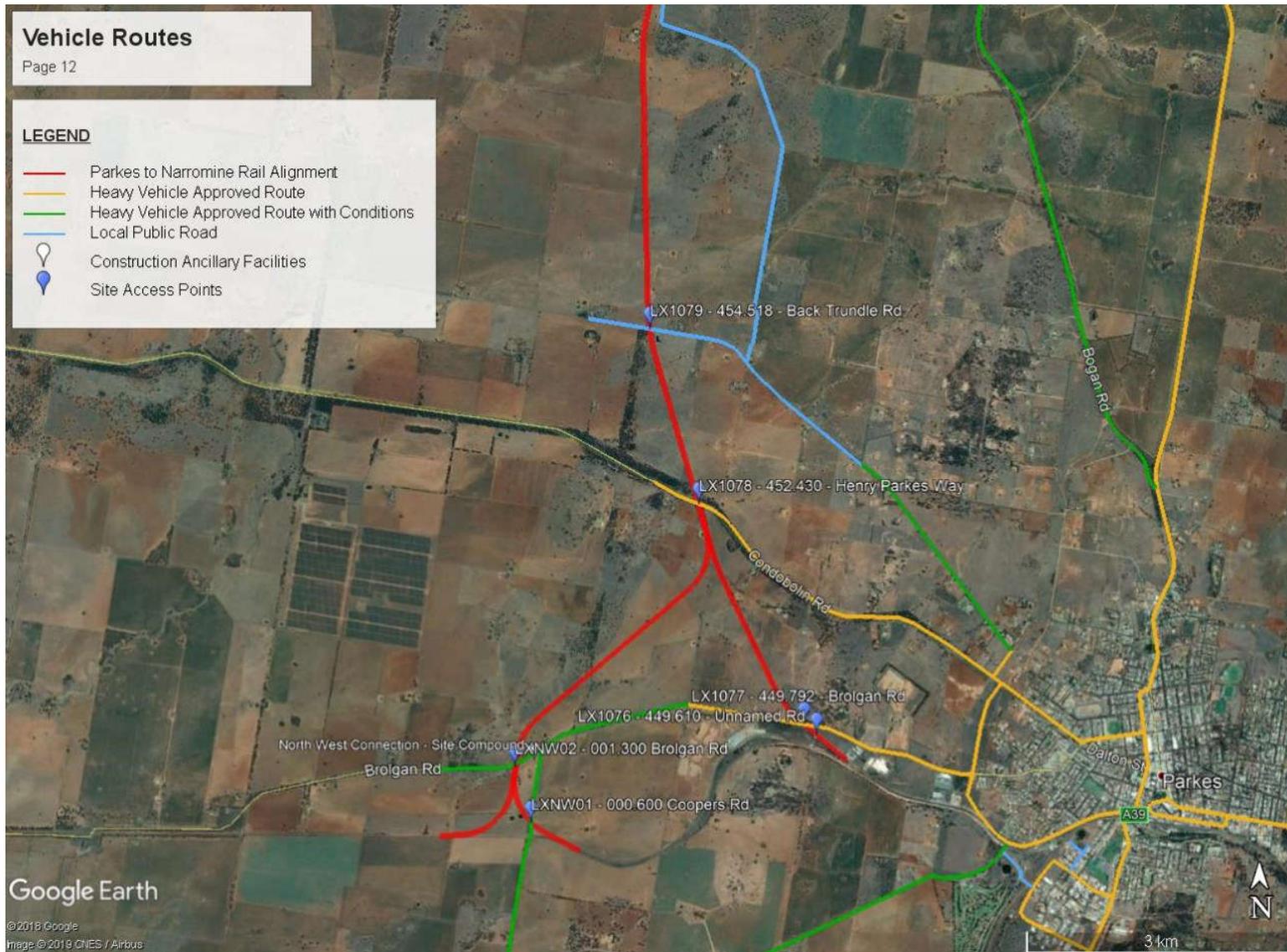
Traffic Transport and Access Management Plan

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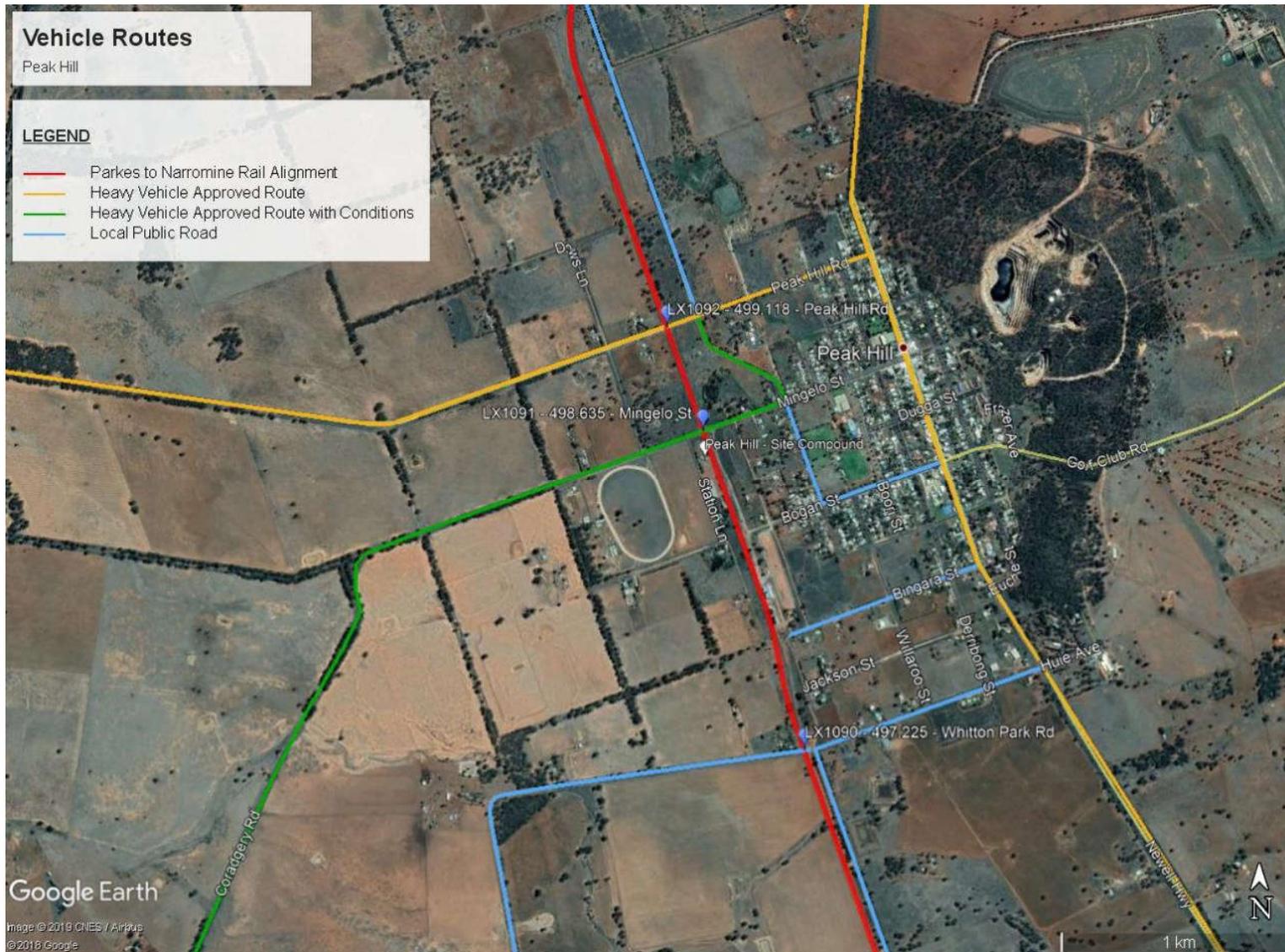
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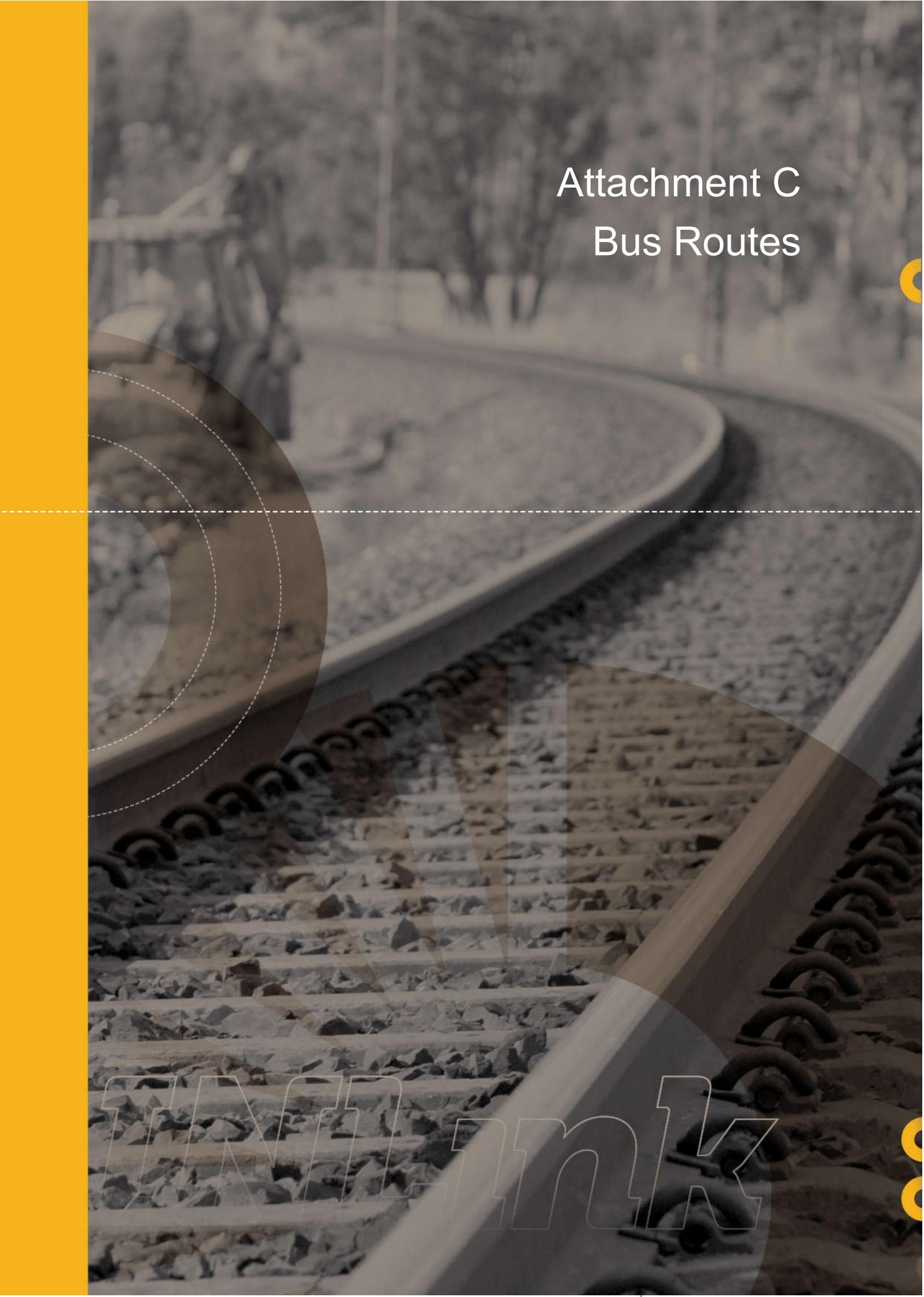
Parkes to Narromine Inland Rail Project



Traffic Transport and Access Management Plan

Parkes to Narromine Inland Rail Project





Attachment C
Bus Routes

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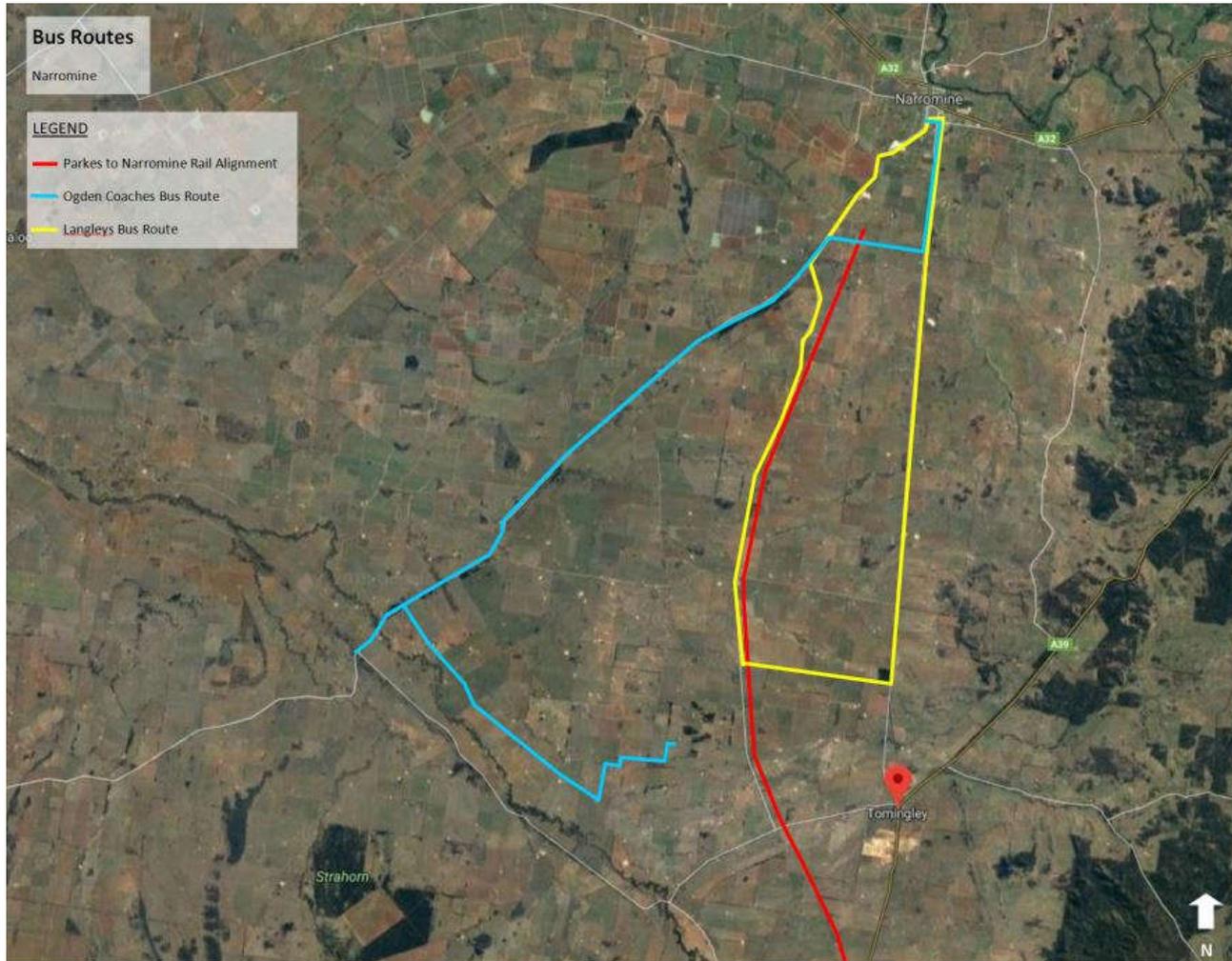
Traffic Transport and Access Management Plan

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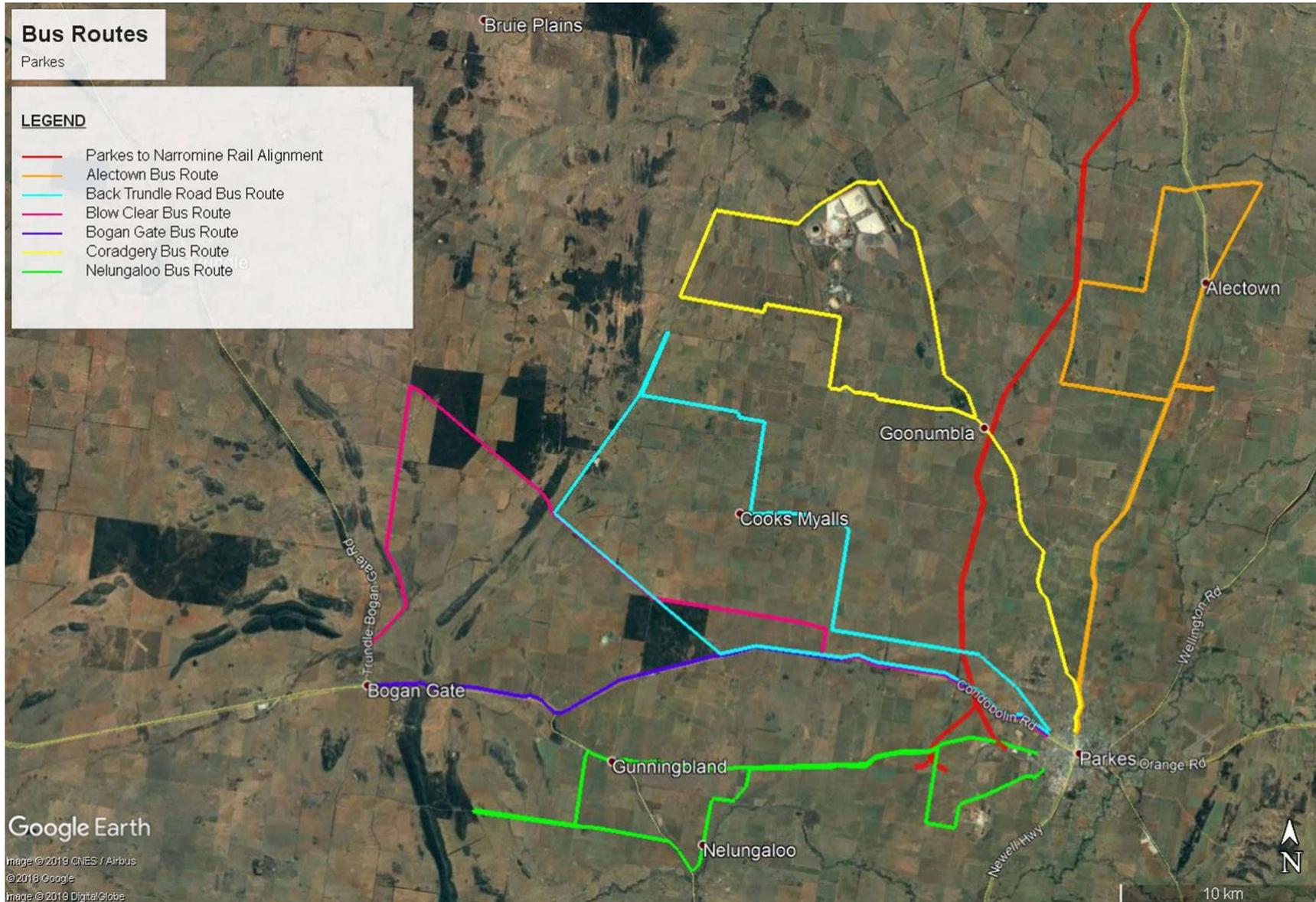
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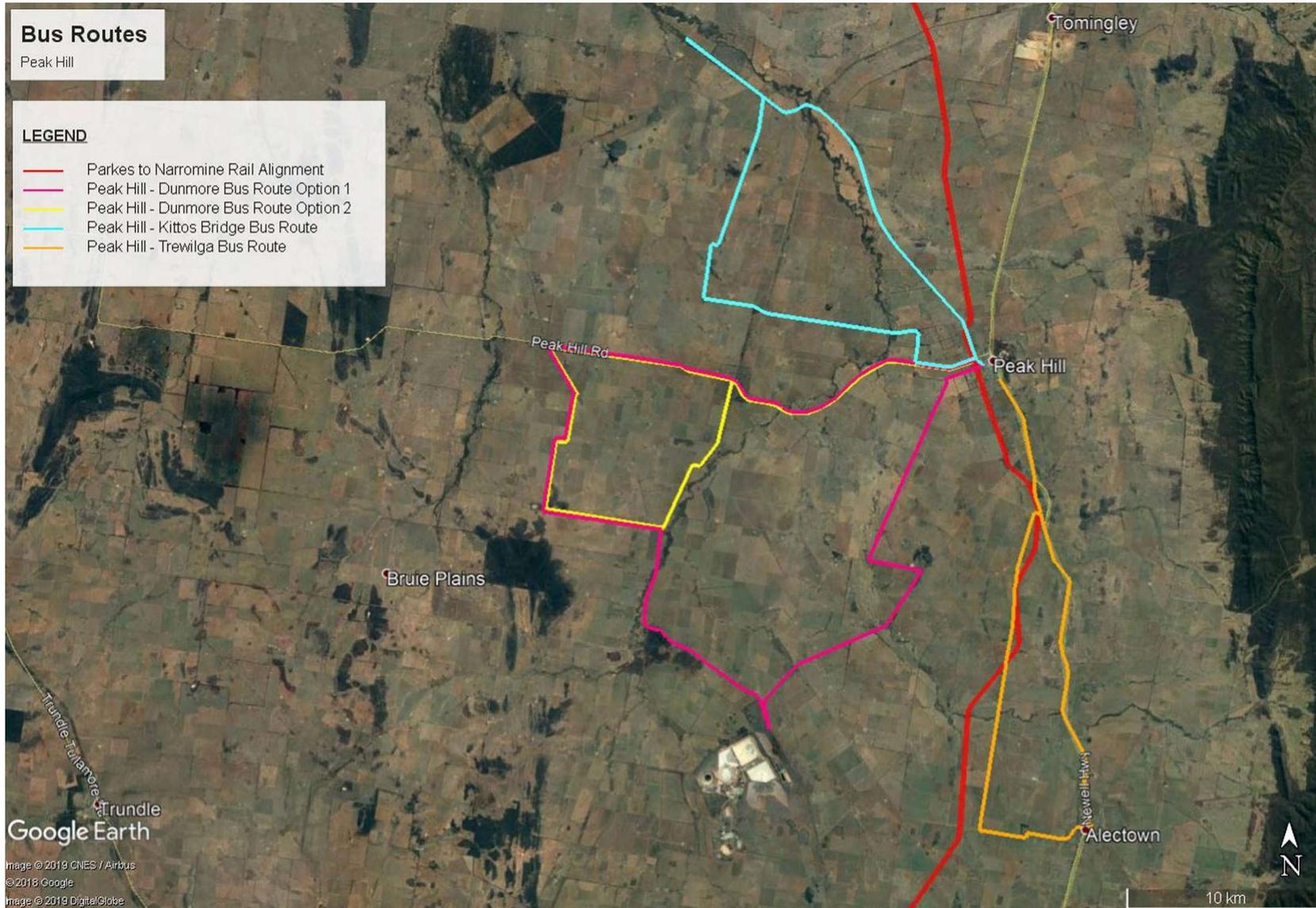
Traffic Transport and Access Management Plan

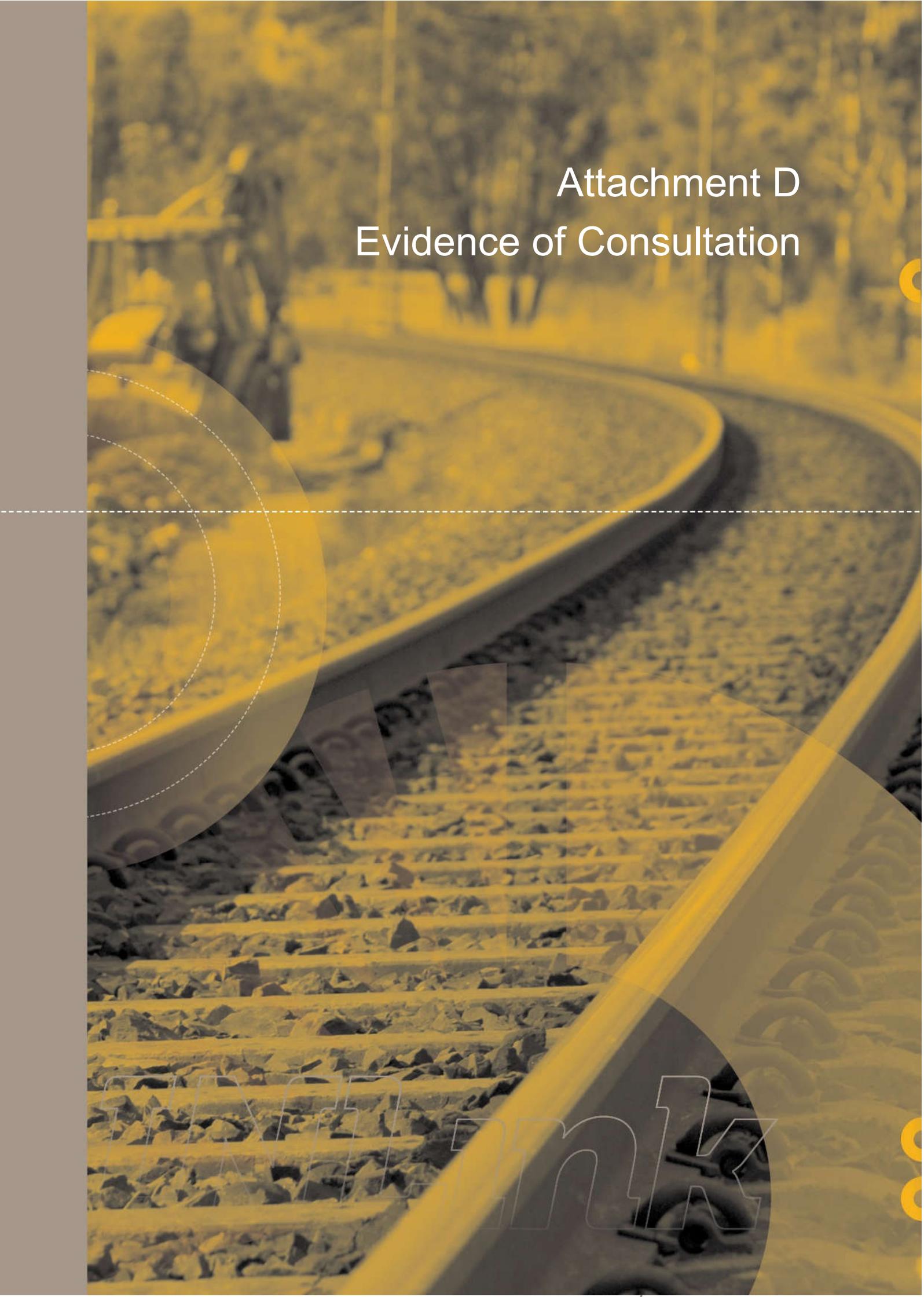
Parkes to Narromine Inland Rail Project



Traffic Transport and Access Management Plan

Parkes to Narromine Inland Rail Project





Attachment D
Evidence of Consultation

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Erica van den Honert

Director Infrastructure Management
Department of Planning, Industry and Environment
Level 29, 320 Pitt Street
Sydney NSW 2001
erica.vandenhonert@planning.nsw.gov.au

WolfPeak Pty Ltd

Suite 2 | Level 10
189 Kent Street
Sydney 2000

21 January 2020

Inland Rail - Parkes to Narromine (SSI 7475)

ER endorsement of Traffic Transport & Access Management Plan

Dear Erica,

Condition of Approval (CoA) A19(d) requires that the Environmental Representative (ER) review the Traffic and Transport Access Management Plan (TTAMP) to ensure it is consistent with requirements of the CoA and, if so, make a written statement to this effect before its submission to the Secretary for approval. CoA C6 requires that the TTAMP be endorsed by the ER and then submitted to the Secretary for approval.

It is understood that, in around August of 2019, Roads and Maritime Services (RMS) indicated that they had not been consulted with in the preparation of the TTAMP as required by CoA C4. This is despite evidence of consultation being provided to both the ER and the Department in late 2018. In response, the Department recommended ARTC undertake further consultation with RMS and update the TTAMP as may be required.

ARTC undertook consultation with RMS and updated the TTAMP. Evidence of this was provided in Appendix A of the ER's previous endorsement letter of 29 December 2019.

The Department provided ARTC with further comments on the TTAMP on 23 January 2020 to which ARTC have responded and provided additional information and documentation in support including, but not limited to, TCPs for Henry Parkes Way, TMP for Stage B, Desktop Road Safety Audits, Road Occupancy Licence from RMS, Parkes and Narromine Shire Council's weekly update correspondence and an example email to Parkes Shire Council in support of a road permit.

We have reviewed ARTC's response and the additional supporting documentation provided and note that the TTAMP has not been modified since our last endorsement of it on 29 December 2019. The responses and supporting information provided by ARTC appear reasonable and as the TTAMP has not been modified, I confirm that the ER's endorsement of the TTAMP still stands.



Should you have any queries or require further information please do not hesitate to contact me on 0417 170 645 or at sfermio@wolfpeak.com.au

Yours sincerely,



Steve Fermio
Environmental Representative – Parkes to Narromine Project
21 February 2020



16 December 2019



5-0000-240-CXR-00-LT-0001

Andrew McIntyre
Inland Rail Co-ordinator
Regional & Outer Metropolitan Division | Transport for NSW
Level 1, 51-55 Currajong Street
Parks, NSW, 2870

Email: Andrew.MCINTYRE@rms.nsw.gov.au

Dear Andrew

CSSI 7475 INLAND RAIL – PARKES TO NARROMINE – TRAFFIC, TRANSPORT AND ACCESS MANAGEMENT PLAN – TfNSW CONSULTATION.

Thank for your input into the revision of the Traffic and Transport Access Management Plan (TTAMP) for the Parkes to Narromine Project.

In accordance with Condition of Approval (CoA) C4, ARTC are required to consult with Transport for NSW (TfNSW) formerly Road and Maritime Services (RMS) and relevant local councils regarding the development of the TTAMP. Consultation with TfNSW was previously undertaken and completed prior to Department of Planning, Industry and Environment (DPIE) providing approval of the original TTAMP.

A review of the TTAMP has since been undertaken by ARTC during August 2019, and TfNSW were further consulted during the review process. TfNSW provided numerous comments in late August 2019, followed by additional comments provided in your email dated 21 October 2019.

ARTC Inland Rail acknowledge TfNSW's comments and concerns raised, and these have been considered in the revision of the TTAMP. As such, consultation with TfNSW and other relevant stakeholders is now deemed to have been adequately completed such as to satisfy the requirements of CoA A5. ARTC will now finalise the TTAMP for endorsement by the Project Environmental Representative (ER). Once the TTAMP is endorsed by the ER, the revised plan becomes effective and will implemented on the project in accordance with CoA C12. Until such time the revised TTAMP has been endorsed, the current approved TTAMP will continue to be implemented.

If you have any questions, please do not hesitate to contact the undersigned via Aconex.

Yours sincerely

A handwritten signature in black ink, appearing to read "Colin Forde". The signature is stylized and somewhat cursive.

Colin Forde
ARTC Project Manager

Stakeholder Comment					INLink Response		
#	Management Plan	Date	Comment	Stakeholder	Date	Response	Where addressed in Document
4	Traffic, Transport and Access Management Plan	26/09/2018	Any works on local roads requires an approval from Council under Section 138 Roads Act 1993. Section 138 Permit Application Forms can be obtained from Council.	Parke Council	12/10/2018	Changed 'appropriate authority' to 'Council'.	Section 3.3
5	Traffic, Transport and Access Management Plan	26/09/2018	All local roads that will be used for construction purposes should be listed in the management plan (including roads linking to extractive industries that are contracted to supply materials to the project).	Parke Council	12/10/2018	Agreed.	Section 4.4.1
6	Traffic, Transport and Access Management Plan	26/09/2018	Dilapidation reports should be prepared for all local roads used at construction phase.	Parke Council	12/10/2018	Has been completed.	Section 4.4.1
7	Traffic, Transport and Access Management Plan	26/09/2018	Local roads servicing the Parke and Peak Hill Major Construction Ancillary Facility that will accommodate the mainstay of construction traffic should be bitumen sealed. Road intersections should comply with Austroads.	Parke Council	12/10/2018	Agreed. Please refer to Site Establishment Management Plan for further details.	Na.
8	Traffic, Transport and Access Management Plan	26/09/2018	Section 3.3 dealing with Permits, Licenses and Approvals states that Speed Zone Approvals (SZA) may be required. Speed Zone Approvals are not a responsibility of Council and all should be directed to RMS, which should be noted in this section.	Parke Council	12/10/2018	Agreed. Changed 'the appropriate road authorities' to 'RMS'.	Section 3.3
9	Traffic, Transport and Access Management Plan	26/09/2018	Section 4.1.2 dealing with Regional Public Transport only refers to a small amount of bus routes. PSC is currently obtaining all designated bus routes for roads and potential road diversions, which will be furnished to ARTC as soon as possible. All bus routes should be included in this section.	Parke Council	12/10/2018	Affected bus routes have been identified.	Attachment C
10	Traffic, Transport and Access Management Plan	26/09/2018	A site specific Crossing Traffic Management Plan is required for each crossing which should clearly identify all affected roads (including vegetation, drainage and other assets within road corridors) as well as adjoining residents affected. The management plan should detail and options for traffic control / road closure at each crossing site (including full closure, detours, side tracks).	Parke Council	12/10/2018	Construction Method Statement (CMS) - 01 Level Crossings has been developed and approved by ARTC.	Na.
26	Traffic Transport and Access Management Plan	8/10/2018	Section 1.1 remove draft from first dot point	Narromine Council	12/10/2018	Updated.	Section 1.1
27	Traffic Transport and Access Management Plan	8/10/2018	Section 3.1 correction first sentence AND	Narromine Council	12/10/2018	Updated.	Section 3.1
28	Traffic Transport and Access Management Plan	8/10/2018	Section 3.4.1 Remove draft and amend to June 2018	Narromine Council	12/10/2018	Updated.	Section 3.4
29	Traffic Transport and Access Management Plan	8/10/2018	Table 3-1 Ref ID C5 c) rectify formatting error	Narromine Council	12/10/2018	Formatting checked.	All document.
30	Traffic Transport and Access Management Plan	8/10/2018	Table 3-1 Ref ID C24 and C25 include glossary term of SEMP and AFMP	Narromine Council	12/10/2018	Reference has been removed during review process so glossary has not been updated.	Section 3.4 Table 3-1
31	Traffic Transport and Access Management Plan	8/10/2018	Table 3-3 update formatting errors in "where addressed" column	Narromine Council	12/10/2018	Formatting checked.	All document.
32	Traffic Transport and Access Management Plan	8/10/2018	Section 5.1.1 Traffic Controllers and Training - include reference to ensure that for all works within Council road network, Site Inductions shall be undertaken by the project foreman / leading hand / key personnel with Council prior to traffic control being undertaken	Narromine Council	12/10/2018	Updated: 'For all works on Local Controlled roads site inductions shall be undertaken by the project foreman / leading hand / key personnel with Council prior to traffic control being undertaken'.	Section 5.1.1
33	Traffic Transport and Access Management Plan	8/10/2018	Section 5.1.3 community engagement - include provision for all complaints received on traffic, transport and access to also be provided to Council for our records and for follow up action required for our community	Narromine Council	12/10/2018		Na.
34	Traffic Transport and Access Management Plan	8/10/2018	Section 5.1.5 Traffic Management Planning Documentation under heading TCPs include provision for Council induction by key personnel is a Council requirement prior to implementation of the TCP and works within Council's road network	Narromine Council	12/10/2018	Updated: 'Provision for Council induction by key personnel as a Council requirement prior to implementation of the TCP and works within Council's road network.'	Section 5.1.5
35	Traffic Transport and Access Management Plan	8/10/2018	Section 5.1.7 under road authority conditions to the approval paragraph, include vehicle movement plan, pedestrian plan and traffic control plan and reference "in the case of an emergency refer to the Local Emergency Management Plan (LEMP) for Narromine".	Narromine Council	12/10/2018	Included in STMP.	Section 5.1.5
36	Traffic Transport and Access Management Plan	8/10/2018	Table 5-1 Ref ID TTA38 - Mitigation Measure - Use of barriers, remove reference to 0.3m as all placement / offset distances must be approved by the relevant road authority.	Narromine Council	12/10/2018	Updated: 'as approved by relevant road authority'.	Section 5.2 Table 5-1 TTA38

EVIDENCE OF CONSULTATION

Inland Rail Parkes to Narromine Project – Traffic, Transport and Access Management Plan

Initial Engagement with Stakeholder

From: Nelson Wallis
Sent: Wednesday, 19 September 2018 4:51 PM
To: Anna Wyllie
Cc: Sam Blanco; council@parkes.nsw.gov.au; Ben Howard; Andrew Francis
Subject: ARTC Inland Rail Traffic, Transport and Access Management Plan
Attachments: INLink Traffic, Transport and Access Management Plan.pdf; 180919 ARTC Inland Rail Traffic, Transport and Access.pdf

Categories: Blue Category

Hi Anna

Please find attached our Traffic, Transport and Access Management Plan and cover letter. See you on Friday.

Regards
Nelson

Nelson Wallis
Stakeholder Engagement Lead NSW, Parkes to Narromine
Inland Rail

ARTC

M. 0447 817 142
E. NWallis@ARTC.com.au

Australian Rail Track Corporation
Level 15, 60 Carrington Street
Sydney NSW 2000

artc.com.au

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Anna Wyllie
Economic & Business Development Manager
Parkes Shire Council
2 Cecile Street
PARKES NSW 2870

Email: Anna.Wyllie@parkes.nsw.gov.au

19 September 2018

RE: Parkes to Narromine – Traffic, Transport and Access Management Plan

Dear Anna

Following my email on 29 August, ARTC is planning to engage INLink, a joint venture between Fulton Hogan and BMD Constructions to start construction on the Parkes to Narromine (P2N) Project. In accordance with our Environmental Impact Statement, Condition of Approval (CoA) C4 a Traffic, Transport and Access Management Plan (TMP) is to be developed in consultation with relevant councils, as part of the preparation and endorsement of the P2N Project Construction Environmental Management Plan.

INLink has prepared a draft TMP for construction of the P2N Project and we invite Parkes Shire Council to provide feedback on this plan. We would also like to offer a meeting with INLink, ARTC and the relevant Council officers to discuss this and other upcoming plans related to our work on the P2N project.

Could Parkes Shire Council please provide feedback on the plan attached on or before close of business on 4 October 2018. In the event that this timeframe is not achievable please contact myself or Sam Blanco on 0409 510 555 as soon as practicable.

We look forward to your feedback. If you have any queries or would like to discuss further, please do not hesitate to contact me.

Yours sincerely,



Nelson Wallis
Parkes to Narromine Stakeholder Lead
Inland Rail

Sam Blanco

From: Nelson Wallis
Sent: Wednesday, 19 September 2018 4:43 PM
To: Mick Bell
Cc: Sam Blanco; Jane Redden; Sarah Masonwells
Subject: RE: Parkes to Narromine Inland Rail
Attachments: INLink Traffic, Transport and Access Management Plan.pdf; 180919 ARTC Traffic, Transport and Access Management Plan.pdf

Categories: Blue Category

Hi Mick

Please find attached our Traffic, Transport and Access Management Plan and cover letter.

Sorry for the delay in getting this plan through to you.

See you tomorrow.

Regards
Nelson

Nelson Wallis
Stakeholder Engagement Lead NSW, Parkes to Narromine
Inland Rail

ARTC

M. 0447 817 142
E. NWallis@ARTC.com.au

Australian Rail Track Corporation
Level 15, 60 Carrington Street
Sydney NSW 2000

artc.com.au

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Mick Bell
Acting Director Infrastructure & Engineering Services
Narromine Shire Council
124 Dandaloo Street
Narromine NSW 2821

Email: mbell@narromine.nsw.gov.au

19 September 2018

RE: Parkes to Narromine – Traffic, Transport and Access Management Plan

Dear Mick

Following on from our meeting on 6 September 2018, ARTC are planning to engage INLink, a joint venture between Fulton Hogan and BMD Constructions to start construction on the Parkes to Narromine (P2N) Project.

In accordance with our Environmental Impact Statement, Condition of Approval (CoA) C4 a Traffic, Transport and Access Management Plan (TMP) is to be developed in consultation with relevant councils, as part of the preparation and endorsement of the P2N Project Construction Environmental Management Plan.

INLink has prepared a draft TMP for construction of the P2N Project and we invite Narromine Shire Council to provide feedback on this plan. We would also like to offer a meeting with INLink, ARTC and the relevant Council officers to discuss this and other upcoming plans related to our work on the P2N project.

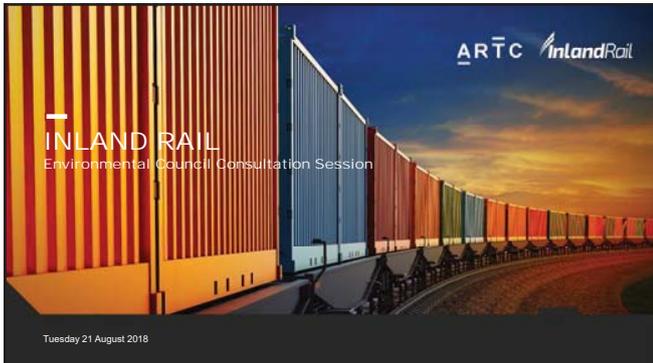
Could Narromine Shire Council please provide feedback on the plan attached on or before close of business on 4 October 2018. In the event that this timeframe is not achievable please contact myself or Sam Blanco on 0409 510 555 as soon as practicable.

We look forward to your feedback. If you have any queries or would like to discuss further, please do not hesitate to contact me.

Yours sincerely,



Nelson Wallis
Parkes to Narromine Stakeholder Lead
Inland Rail



PRESENTATION OUTLINE

- Project approval update - ARTC
- Relevance of today's discussion to the Project Conditions of Approval - ARTC
- Management plan development process – ARTC
- Discuss management plans - INLink
- Next Step - ARTC
- Council feedback - Council

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PROJECT APPROVAL UPDATE

- State and Federal Governments have given consent for the Inland Rail - Parkes to Narromine Project (the Project) to go ahead
- State and Federal Conditions of Approval (CoA) have been provided outlining requirements with which the Project must comply
- The CoA include several post approval deliverables that must be addressed before site works can commence
- ARTC is now working towards fulfilling the relevant CoA



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CoA FOR DISCUSSION – CEMP Sub-plans

- Construction Environmental Sub-plans (CEMP Sub-plans)
- Condition C4: "...construction environmental management sub-plans (CEMP Sub-plans) must be prepared in consultation with the relevant government agencies and councils..."

Required Plan	Stakeholder to be engaged
CEMP Sub-plan: Traffic, transport and access	RMS and relevant councils (as appropriate)
CEMP Sub-plan: Noise and Vibration	EPA and relevant councils
CEMP Sub-plan: Flora and Fauna	OEH and relevant councils
CEMP Sub-plan: Air quality	Relevant Councils
CEMP Sub-plan: Soil and Water	Relevant councils and Crown Lands & Water
Site establishment management plan	Relevant Councils

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CoA FOR DISCUSSION - CEMP Sub-plans

- Under C5 in the CoA, CEMP Sub-plans must state how:
 - The environmental performance outcomes identified in the EIS and Submissions Report, as modified by the CoA, will be achieved;
 - The mitigation measures identified in the EIS and Submissions Report, as modified by the CoA will be implemented;
 - The relevant terms of the CoA will be complied with; and
 - Issues requiring management during construction, as identified through ongoing environment risk analysis will be managed.



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POST APPROVAL DELIVERABLE PROCESS

Document Development

Consult with Councils

Env. Rep. Review

Approve Plans

Steps

- INLink develop plans in line with CoA
- Documents reviewed by ARTC Environmental Representative (ER)
- INLink address feedback identified by review process to update plans
- Share and discuss plans with stakeholders listed for consultation
- Receive feedback from stakeholders
- Display how plans address feedback (or amend accordingly)
- Capture evidence of consultation in plans
- Submit plans to Environmental Representative (ER) as necessary
- ER completes final review
- Address feedback provided by ER
- Share and discuss plans with DPE
- Receive feedback from DPE
- Address feedback provided by DPE
- Re-submit plans to DPE for approval
- DPE approve plans

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CONSULTATION OUTCOMES

- Deliver the project in compliance with the CoA
- Gain regionally valuable feedback to support successful implementation of the Project
- Provide transparency around how environmental impacts potentially associated with the Project will be managed
- Continue building effective and valuable relationships with councils associated with the Project
- To following deliverables will support the Project being able to exemplify compliance with the CoA:
 - A list of comments/queries from councils supplied to ARTC to which ARTC will respond
 - Meeting minutes drafted by ARTC and shared councils

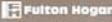
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Environmental Council Consultation Session

PARKES TO NARROMINE - INLAND RAIL PROGRAMME

NARROMINE 20 September 2018
PARKES 21 September 2018

Environmental Council Consultation Session
PARKES TO NARROMINE - INLAND RAIL PROGRAMME



Who are we?

- INLink is a joint venture between BMD Constructions and Fulton Hogan.
- This JV has been selected as the preferred Contractor for the P2N contract and will deliver the first section of the Inland Rail programme.
- Construction is expected to start in mid-September and continue until mid-2020.

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Environmental Management Overview

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Environmental Council Consultation Session
PARKES TO NARROMINE - INLAND RAIL PROGRAMME



INLink's Commitment

INLink is committed to minimising the environmental and community impact of the Inland Rail – Parkes to Narromine Project through understanding the complex surroundings and utilising new and best practice techniques for management.

INLink have a suite of management plans covering the environmental requirements for the Project. The plans are set out by environmental aspect:

- **Flora and Fauna**
- **Pest and Weed**
- **Heritage**
- **Air Quality**
- **Noise and Vibration**
- **Soil and Water**
- **Primary Erosion and Sediment Control**
- **Waste**
- **Pollution and Incident Response**
- **Flood**
- **Hazardous and Contaminated Materials**
- **Landscape and Visual Amenity**
- **Traffic Transport and Access**

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PARKES TO NARROMINE - INLAND RAIL PROGRAMME



Structure of Plans

The plans are structured in the following manner:

- Purpose and Objectives
- Existing Environment
- Mitigation Measures
- Inspection Training Audits Monitoring
- Reporting Records Review

INLink welcome local knowledge about the existing conditions and proven mitigation measures.

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Environmental Council Consultation Session
PARKES TO NARROMINE – INLAND RAIL PROGRAMME

Traffic Transport and Access Management Plan

Traffic Transport & Access

The objective of the management plan is to minimise disruption to the local community and ensure safe access through/past/around the work site during the construction. Reviews of interactions with external stakeholders will be completed in detail however some of the typical methods to reduce the impact on the local road network are:

- Reduction of construction vehicles
- Utilising assigned routes
- Working inside the Project corridor
- Providing alternative access to local stakeholders

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PARKES TO NARROMINE – INLAND RAIL PROGRAMME

Noise Vibration & Air Quality Management Plan

Management

During the construction of the Project impacts will occur to the surrounding community in the form of noise, dust and vibration.

Mitigation measures have been used to ensure that this impact is minimised:

- Comply with the conditions of the Project approvals
- Noise, vibration and dust monitoring in sensitive areas and in response to complaints

Investigations will occur in relation to exceedance of noise, vibration and dust limits or in response to a community complaint.

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PARKES TO NARROMINE – INLAND RAIL PROGRAMME

Noise Vibration & Air Quality Management Plan

Hours of Work

All construction activities must be undertaken between 7:00 am and 6:00 pm Monday to Friday and between 8:00 am and 1:00 pm on Saturday.

Out of Hours Works including Sundays, public holidays and nightshift must be approved by ARTC with the appropriate notification to sensitive receivers undertaken by the INLink Community Relations Team.

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PARKES TO NARROMINE – INLAND RAIL PROGRAMME

Flora and Fauna Management Plan

Flora & Fauna

Flora and fauna is managed by identifying areas of significance that are listed under the State and Federal legislation.

This is undertaken through the EIS process and built in to the design of the Project.

In some locations the corridor can be minimised or changed to reduce the impact on Threatened habitat.

During the construction of the Project all clearing will be reviewed by the Environmental Team to prior to works being undertaken. Fauna spotters will be present to undertake pre clearance surveys and relocate any fauna that is present in the clearing locations.

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PARKES TO NARROMINE – INLAND RAIL PROGRAMME

Soil and Water Management Plan

Soil and Water

During the construction of the Project material is required to be moved and replaced in different locations within the Project boundaries. When material is excavated it will be inspected to ensure that no contaminated material is present. Contaminated material will be treated or disposed of in accordance with relevant legislation and guidelines.

Soil and water will be managed for the duration of the Project by the use of designed erosion and sediment controls. These controls will be designed by a Certified Professional in Erosion and Sediment Control.

Erosion and sediment controls must be managed before and after every rain event to ensure that are operating correctly. This will be done by undertaking inspections and if required rectification works.

18

From: Sam Blanco
Sent: Wednesday, 3 October 2018 9:03 AM
To: renee.massurit@rms.nsw.gov.au
Cc: Stephanie Mifsud; Colin Seery
Subject: Request for Feedback - Inland Rail Parkes to Narromine Construction Management Plans
Attachments: INLink Traffic, Transport and Access Management Plan.pdf; 5-0000-240-EAP-00-LT-0021 Letter to RMS - Traffic Transport Access Plan - 031018.pdf

Hello Renee,

As per our conversation yesterday afternoon, please see attached a copy of our Traffic, Transport and Access Construction Environmental Management Sub-plan for the Parkes to Narromine Project (the Project) section of the Inland Rail Programme. I have also attached a corresponding cover letter outlining the current status of the Project and link to the EIS conditions of approval as endorsed by the DPE (see below).

[NSW Gov. Conditions of Approval](#)

It would be excellent if ARTC could get feedback on this plan by the end of this week (5th October). Given this short timeframe, I will point that both ARTC and INLink (the Principal Contactor responsible for construction of the Project), will be on hand to address any queries RMS may have and are more than willing to discuss such matters in person to expedite this consultation process.

I will give you call on Friday to discuss progress and appreciate your understanding around the importance of completing this task in an efficient manner.

Regards,

Sam Blanco
Project Environmental Advisor - NSW
Inland Rail

ARTC

P. 07-3727 3437
M.
E. SBlanco@ARTC.com.au

Australian Rail Track Corporation
Level 9, 40 Creek Street
Brisbane QLD 4000

artc.com.au

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Renee Massurit
Project Engineer
NSW Roads and Maritime Services
51-55 Currajong Street
PARKES NSW 2870

Email: renee.massurit@rms.nsw.gov.au

3 October 2018

RE: Parkes to Narromine – Traffic, Transport and Access Construction Environmental Management Sub-Plan

Dear Renee,

ARTC has engaged INLink, a joint venture between Fulton Hogan and BMD Constructions to start construction on the Parkes to Narromine (P2N) project. In accordance with our Environmental Impact Statement Condition of Approval (CoA) C4, a Traffic, Transport and Access Construction Environmental Management Sub-plan (TMP) is to be developed in consultation with the relevant government agencies identified, as part of the preparation and endorsement of the P2N project Construction Environmental Management Plan.

INLink has prepared a draft TMP for construction of the P2N project and we invite Roads and Maritime Services to provide feedback on this plan. We would also like to offer a meeting with INLink, ARTC and the relevant Roads and Maritime officers to discuss this plan related to our work on the P2N project.

Please provide your feedback on the plans attached on or before close of business on 5 October 2018. In the event that this timeframe is not achievable please contact myself or Stephanie Mifsud on 0429 146 814 as soon as practicable.

We look forward to your feedback. If you have any queries or would like to discuss further, please do not hesitate to contact me.

Yours sincerely,



Sam Blanco
P2N Project Environmental Advisor
Inland Rail

Correspondence from Stakeholder

From: Anna Wyllie <Anna.Wyllie@parkes.nsw.gov.au>

Sent: Wednesday, 26 September 2018 5:03 PM

To: Nelson Wallis <NWallis@ARTC.com.au>

Cc: Michael Carter <Michael.Carter@parkes.nsw.gov.au>; Andrew Francis <Andrew.Francis@parkes.nsw.gov.au>; Ben Howard <Ben.Howard@parkes.nsw.gov.au>

Subject: [EXT] Document review for Inland Rail, Parkes to Narromine

Hi Nelson,

Thank you for the opportunity to comment on the following Construction Environmental Management Plan (CEMP) Sub-plans, as per condition C4 of Development Consent No SSI 7475, granted by the Minister for Planning on 7 June 2018:

- Traffic, Transport and Access Management Plan
- Noise and Vibration Management Plan
- Flora and Fauna Management Plan
- Air Quality Management Plan
- Soil and Water Management Plan

It is noted that a Site Establishment Management Plan has also been submitted to Council for comment, as per condition C22 of the consent.

The above documents provide a comprehensive suite of environmental management plans for the progressive construction of the ARTC Inland Railway Parkes to Narromine Project in accordance with the development consent and associated Environmental Impact Statement prepared by GHD dated June 2017. Council generally supports the finalisation of these plans subject to the following comments:

- Site Establishment Management Plan
 - Local roads servicing the Parkes and Peak Hill Major Construction Ancillary Facility that will accommodate the mainstay of construction traffic should be bitumen sealed to the existing bitumen sealed road network (for dust mitigation and road safety reasons).
 - That ARTC needs to investigate any approvals needed for any transportable structures and on-site sewage management systems and waste management systems including but not limited to Section 68 Local Government Act 1993. Section 68 Approval Application Forms can be obtained from Council.
 - Dust mitigation, noise control and sediment control will be key management issues at Major Construction Ancillary Facilities.
- Traffic, Transport and Access Management Plan
 - Any works on local roads requires an approval from Council under Section 138 Roads Act 1993. Section 138 Permit Application Forms can be obtained from Council.
 - All local roads that will be used for construction purposes should be listed in the management plan (including roads linking to extractive industries that are contracted to supply materials to the project).
 - Dilapidation reports should be prepared for all local roads used at construction phase.
 - Local roads servicing the Parkes and Peak Hill Major Construction Ancillary Facility that will accommodate the mainstay of construction traffic should be bitumen sealed. Road intersections should comply with Austroads.
 - Section 3.3 dealing with Permits, Licenses and Approvals states that Speed Zone Approvals (SZA) may be required. Speed Zone Approvals are not a responsibility of Council and all should be directed to RMS, which should be noted in this section.
 - Section 4.1.2 dealing with Regional Public Transport only refers to a small amount of bus routes. PSC is currently obtaining all designated bus routes for roads and potential road diversions, which will be furnished to ARTC as soon as possible. All bus routes should be included in this section.

- A site specific Crossing Traffic Management Plan is required for each crossing which should clearly identify all affected roads (including vegetation, drainage and other assets within road corridors) as well as adjoining residents affected. The management plan should detail and options for traffic control / road closure at each crossing site (including full closure, detours, side tracks).
- Noise and Vibration Management Plan
 - Document not yet received.
 - Document should aim to ensure dwellings near the railway at construction phase are not subjected to noise exceedances as per the NSW Interim Construction Noise Guideline 2009.
 - Document should aim to ensure dwellings near the railway at operational phase are not subjected to noise exceedances as defined under the NSW Noise Policy for Industry 2017.
 - The construction of the new rail link to the Broken Hill Railway Line is located in close proximity to dwellings, and noise issues should thoroughly investigated at this location. It is understood Pacific National is currently undertaking similar studies at their site adjoining the Goobang Junction.
 - Council would appreciate being informed of the outcome of any noise mitigation measures / negotiated settlements involving residents in the Parkes Shire.
 - Comments above may change subject to further consideration of Plan.
- Flora and Fauna Management Plan
 - Supported.
 - No specific comments.
- Soil and Water Management Plan
 - Awaiting detail in Appendices to finalise comments.
 - Concerned about increased stormwater impacts on properties downslope of railway drainage infrastructure, especially the velocity of stormwater entering properties / drainage systems from severe storm events.
 - Recommend the development of site specific stormwater management plans for sub-catchments.
 - Recommend the inclusion of robust drainage facilities to cope with stormwater in severe storm events (e.g. catch dams).
 - Comments above may change subject to further consideration of Appendices.
- Air Quality management Plan
 - Supported.
 - No specific comments.

Please do not hesitate to contact me if you require any additional information.

Kind Regards

Anna

Anna Wyllie

Economic & Business Development Manager | Parkes Shire Council

P 02 6861 2333 **M** 0409 739 001 **F** 02 6862 3946

E anna.wyllie@parkes.nsw.gov.au

W parkes.nsw.gov.au

2 Cecile Street Parkes NSW 2870

From: Kayla Robson <krobson@narromine.nsw.gov.au>

Sent: Monday, 8 October 2018 3:37 PM

To: Nelson Wallis <NWallis@ARTC.com.au>

Cc: Jane Redden <jredde@narromine.nsw.gov.au>; Mick Bell <mbell@narromine.nsw.gov.au>; Jordan Richardson <jrichardson@narromine.nsw.gov.au>

Subject: [EXT] Construction Management Plans: Narromine Shire Council Response

Hi Nelson

I refer to your previous emails and the P2N construction management plans provided to date.

Please find attached our response to each management plan noting that whilst we are not required by the CoA to be consulted on the Flood Emergency Management Plan, we felt it was critical to ensure that all flood impacts are identified and have subsequently provided specific comments on this plan. If there is anything within the attachment that is unclear, please do not hesitate to contact me directly and we can discuss further.

Please also let me know as soon as possible when your design team can meet with us to discuss the level crossing designs provided to ensure that we are able to have all relevant staff available.

Thank you.

Kind regards

Kayla Robson
Executive Manager Planning

Narromine Shire Council
124 Dandaloo Street
(PO Box 115)
NARROMINE NSW 2821
Ph: 6889 9954
Fax: 6889 9998
Mob: 0437 680 623
Email: krobson@narromine.nsw.gov.au
Web: www.narromine.nsw.gov.au



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Sam Blanco

From: MASSURIT Renee E <renee.massurit@rms.nsw.gov.au>
Sent: Wednesday, 3 October 2018 9:22 AM
To: Sam Blanco
Cc: Stephanie Mifsud; Colin Seery
Subject: [EXT] RE: Request for Feedback - Inland Rail Parkes to Narromine Construction Management Plans

Hi Sam,

Just confirming I've received your email. I'll look over the plans this week, and I've also passed them along to my manager and the environmental team for their input.

Cheers,

Renee Massurit

Project Engineer
Regional Maintenance Delivery Western | Regional and Freight
T 02 6861 1668 F 02 6861 1415 M 0437 839 305
www.rms.nsw.gov.au
Every journey matters

Roads and Maritime Services
51-55 Currajong Street Parkes NSW 2870
PO Box 334 Parkes NSW 2870

From: Sam Blanco [mailto:SBlanco@ARTC.com.au]
Sent: Wednesday, 3 October 2018 9:03 AM
To: MASSURIT Renee E
Cc: Stephanie Mifsud; Colin Seery
Subject: Request for Feedback - Inland Rail Parkes to Narromine Construction Management Plans

Hello Renee,

As per our conversation yesterday afternoon, please see attached a copy of our Traffic, Transport and Access Construction Environmental Management Sub-plan for the Parkes to Narromine Project (the Project) section of the Inland Rail Programme. I have also attached a corresponding cover letter outlining the current status of the Project and link to the EIS conditions of approval as endorsed by the DPE (see below).

[NSW Gov. Conditions of Approval](#)

It would be excellent if ARTC could get feedback on this plan by the end of this week (5th October). Given this short timeframe, I will point that both ARTC and INLink (the Principal Contactor responsible for construction of the Project), will be on hand to address any queries RMS may have and are more than willing to discuss such matters in person to expedite this consultation process.

I will give you call on Friday to discuss progress and appreciate your understanding around the importance of completing this task in an efficient manner.

Regards,

Sam Blanco
Project Environmental Advisor - NSW

Inland Rail



P. 07-3727 3437

M.

E. SBlanco@ARTC.com.au

Australian Rail Track Corporation

Level 9, 40 Creek Street

Brisbane QLD 4000

artc.com.au

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Sam Blanco

From: MASSURIT Renee E <renee.massurit@rms.nsw.gov.au>
Sent: Wednesday, 10 October 2018 3:57 PM
To: Sam Blanco
Cc: Stephanie Mifsud; Colin Seery
Subject: [EXT] RE: Request for Feedback - Inland Rail Parkes to Narromine Construction Management Plans

Hi Sam,

Apologies for the delay in getting our response back to you. Just wanted to let you know that this is still under review, but I hope to have it back very shortly.

I have read through the report myself, and have also sent on to our environmental team to take a look.

Cheers,

Renee Massurit

Project Engineer
Regional Maintenance Delivery Western | Regional and Freight
T 02 6861 1668 F 02 6861 1415 M 0437 839 305
www.rms.nsw.gov.au
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51-55 Currajong Street Parkes NSW 2870
PO Box 334 Parkes NSW 2870

From: Sam Blanco [mailto:SBlanco@ARTC.com.au]
Sent: Wednesday, 3 October 2018 9:03 AM
To: MASSURIT Renee E
Cc: Stephanie Mifsud; Colin Seery
Subject: Request for Feedback - Inland Rail Parkes to Narromine Construction Management Plans

Hello Renee,

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[NSW Gov. Conditions of Approval](#)

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I will give you call on Friday to discuss progress and appreciate your understanding around the importance of completing this task in an efficient manner.

Regards,

Sam Blanco
Project Environmental Advisor - NSW
Inland Rail



P. 07-3727 3437
M.
E. SBlanco@ARTC.com.au

Australian Rail Track Corporation
Level 9, 40 Creek Street
Brisbane QLD 4000

artc.com.au

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Correspondence back to Stakeholder

From: Nelson Wallis
Sent: Monday, 15 October 2018 9:17 AM
To: Katrina Dwyer
Cc: Anna Wyllie; Sam Blanco
Subject: RE: Document review for Inland Rail, Parkes to Narromine
Attachments: 5-0012-240-EEC-00-CS-0014 (1).xlsx

Hi Katrina

I hope you had a good weekend. Please find attached our response to comments received by Parkes Shire Council on our construction management plans.

If you have any areas where there are still questions please let me know. Once we receive final comments on the Noise and Vibration Management Plan we will update the attached to include these.

Regards
Nelson

Nelson Wallis
Stakeholder Engagement Lead NSW, Parkes to Narromine
Inland Rail

ARTC

M. 0447 817 142
E. NWallis@ARTC.com.au

Australian Rail Track Corporation
Level 15, 60 Carrington Street
Sydney NSW 2000

artc.com.au

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From: Nelson Wallis
Sent: Friday, 2 November 2018 3:29 PM
To: Kayla Robson
Cc: Andre Pretorius; Jordan Richardson; Sam Blanco
Subject: Inland Rail Construction Management Plan comments
Attachments: 5-0012-240-EEC-00-CS-0015 (1).xlsx

Hi Kayla

Thanks again for spending the time in reviewing our construction management plans.

Please find attached our responses to Narromine Shire Council's comments. We would be more than happy to discuss anything further. Once our plans are approved by DPE we will provide you a copy for your records. If there is anything else you would like to discuss please let me know.

Once our work starts, we would like to offer Monthly Construction Briefings to provide you an update on our work. At these meetings we could also brief you on the relevant information Narromine Council has requested such as details about complaints received etc.

As you are aware, our work will start in Parkes. We would be more than happy to provide a tour of our construction site to share with you how Inland Rail will be built early next year.

If you would like to discuss anything further, please don't hesitate to give me a call.

Regards
Nelson

Nelson Wallis
Stakeholder Engagement Lead NSW, Parkes to Narromine
Inland Rail

ARTC

M. 0447 817 142
E. NWallis@ARTC.com.au

Australian Rail Track Corporation
Level 15, 60 Carrington Street
Sydney NSW 2000

artc.com.au

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From: MASSURIT Renee E <renee.massurit@rms.nsw.gov.au>
Sent: Thursday, 18 October 2018 4:00 PM
To: Sam Blanco
Subject: [EXT] RE: Request for Feedback - Inland Rail Parkes to Narromine Construction Management Plans

Hi Sam,

That is correct.

Cheers,

Renee Massurit

Project Engineer
Regional Maintenance Delivery Western | Regional and Freight
T 02 6861 1668 F 02 6861 1415 M 0437 839 305
www.rms.nsw.gov.au
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51-55 Currajong Street Parkes NSW 2870
PO Box 334 Parkes NSW 2870

From: Sam Blanco [mailto:SBlanco@ARTC.com.au]
Sent: Thursday, 18 October 2018 4:32 PM
To: MASSURIT Renee E
Subject: RE: Request for Feedback - Inland Rail Parkes to Narromine Construction Management Plans

Hi Renee,

Thanks for confirming. I take your email as indication that RMS have no comments to make on said plan at this point in time? Please confirm.

Thanks again.

Sam Blanco
Project Environmental Advisor
Inland Rail

M. 0409 510 555
E. SBlanco@ARTC.com.au

Australian Rail Track Corporation
Level 9, 40 Creek Street
Brisbane QLD 4000

artc.com.au

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From: MASSURIT Renee E <renee.massurit@rms.nsw.gov.au>
Sent: Thursday, 18 October 2018 2:55 PM
To: Sam Blanco <SBlanco@ARTC.com.au>
Cc: Stephanie Mifsud <SMifsud@ARTC.com.au>; Colin Seery <CSeery@ARTC.com.au>
Subject: [EXT] RE: Request for Feedback - Inland Rail Parkes to Narromine Construction Management Plans

Hi Sam,

Thank you for sending this through.

The Traffic, Transport and Access Construction Environmental Management Sub-plan has been noted by RMS.

Cheers,

Renee Massurit

Project Engineer
Regional Maintenance Delivery Western | Regional and Freight
T 02 6861 1668 F 02 6861 1415 M 0437 839 305
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From: Sam Blanco [<mailto:SBlanco@ARTC.com.au>]
Sent: Wednesday, 3 October 2018 9:03 AM
To: MASSURIT Renee E
Cc: Stephanie Mifsud; Colin Seery
Subject: Request for Feedback - Inland Rail Parkes to Narromine Construction Management Plans

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I will give you call on Friday to discuss progress and appreciate your understanding around the importance of completing this task in an efficient manner.

Regards,

Sam Blanco
Project Environmental Advisor - NSW
Inland Rail



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