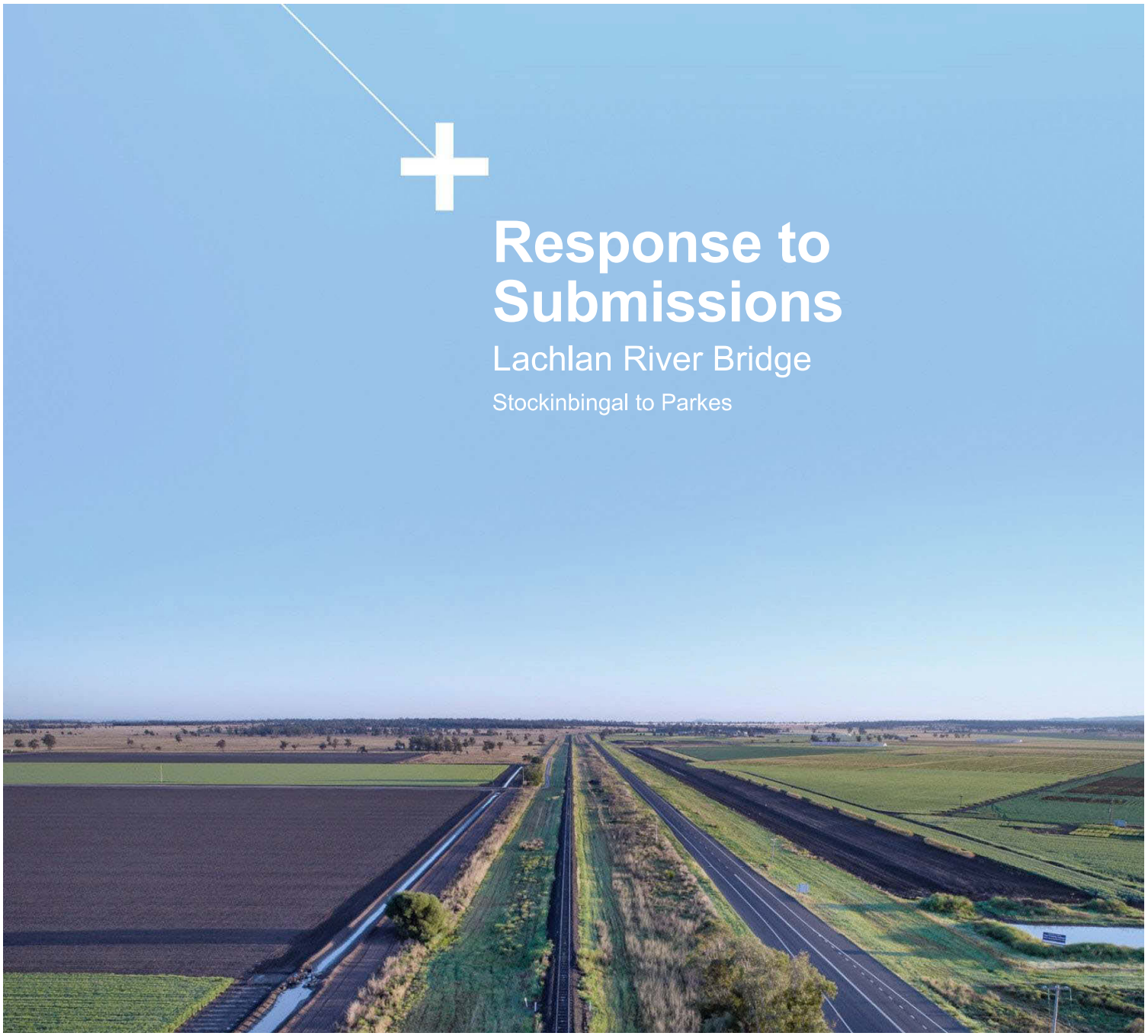
Response to Submissions

Lachlan River Bridge

Stockinbingal to Parkes



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Glossary

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

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

1 Introduction

1.1 Inland Rail

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

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

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

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

1.2 Overview of the proposal

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

The proponent is seeking to modify the Lachlan River Bridge in Forbes, NSW, to provide the clearance required for double-stacked freight trains (the proposal). The proposal site is located to the south of the Forbes township, approximately two kilometres to the south-east of the Forbes Railway Station.

The existing bridge at the proposal site has a truss structure that spans the Lachlan River. The height of the truss structure does not provide sufficient vertical clearance for double-stacked freight trains. The proposal involves modifying the truss structure of the Lachlan River Bridge by removing metal sections from along the top of the structure and installing new angled frames to maintain structural integrity.

Ancillary works include adjustment of utilities on the bridge and establishing construction compounds, laydown areas, a crane pad and environmental controls. Patch painting would also be required where lead-based paint has been disturbed by the works.

1.3 Review of environmental factors

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

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

- loss of 0.1 ha of native vegetation
- a minor increase in local traffic movements during construction with potential for minor delays on the local road network during material delivery
- temporary visual, noise and air quality impacts during the construction period
- increase in trains along the rail corridor during operation, which would have minor noise, air quality, and visual impacts.

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

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

- Forbes Shire Council
- Forbes Library.

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

1.4 Purpose of the report

The purpose of this report is to

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

2 Submissions received

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

Table 2-1 Submissions received and key themes

STAKEHOLDER	THEMES OF THE SUBMISSION
Transport for NSW	▸ No objections ▸ Dilapidation of State roads ▸ Ongoing consultation request.
Biodiversity, Conservation and Science team (BCS) (within the NSW Department of Planning and Environment)	▸ Disturbance of microbats ▸ Rehabilitation of disturbed areas.

3 Actions taken since exhibition

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

3.1 Community and stakeholder engagement

3.1.1 Request for submissions

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

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

3.1.2 Community information sessions

Two online community public information sessions were scheduled for 4 February and 8 February 2022. These sessions were designed to specific to the proposal and present the findings and the purpose of the REF. The 4 February 2022 session was attended by one person whilst no one registered or attended the 8 February 2022 session.

3.1.3 Agency engagement

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

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

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

3.2 EPBC referral

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

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

4 Response to submissions

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

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

Table 4-1 Issues raised in submissions and associated response

THEME	ISSUE RAISED	RESPONSE
Transport for NSW		
No objection	Transport has no objections to the proposal.	Noted.
Dilapidation of State roads	Dilapidation has not been specified in the REF. Transport expects dilapidation reports for construction traffic access routes that impact State-controlled roads. These should be included as part of the required Construction Traffic Management Plan.	The proposal would be accessed via the surrounding road network including The Escort Way and Flint Street which are State-controlled roads and also identified by the National Heavy Vehicle Regulator (NHVR) as a 25/26 m B-double route. Construction of the proposal is expected to last around three months and include on average three heavy vehicle movements a day. Due to the low number of heavy vehicle movements anticipated to be generated by the proposal, impacts to State-controlled roads is expected to be negligible and a dilapidation survey is not considered necessary.
Ongoing consultation request	Transport requests that ARTC continue to consult on matters that are relevant to the transport network throughout the construction period.	Consultation with Transport for NSW would be ongoing as required prior to and during construction of the proposal.
BCS		
Disturbance of microbats	BCS recommends completion of microbat exit surveys undertaken by a suitably trained ecologist, immediately prior to construction to ensure that no microbats are occupying the Lachlan River Bridge. It also recommends an unexpected threatened species finds protocol which details management practices if micro bats are found.	Microbat surveys were performed during the assessment and found no evidence of bats using the structure. Mitigation B3 in Appendix B has been amended to include a microbat exit survey of the Lachlan river Bridge to be undertaken immediately prior to construction. Mitigation B3 has also been amended to ensure the unexpected finds protocol specifically capture actions in the event microbats are roosting on the bridge prior to construction.
Rehabilitation	BCS recommend the proposed rehabilitation strategy mitigation measure is updated to include reference to reinstating and improving temporarily disturbed native vegetation via active and assisted regeneration strategies.	Mitigation measure B7 has been amended to reference incorporation of active and assisted regeneration strategies in the proposed rehabilitation strategy (refer to Appendix B).

5 Updated project justification

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

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

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

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

References

WSP (2021), *Stockinbingal to Parkes (S2P) – Lachlan River Bridge: Review of Environmental Factors*.

Appendix A Submissions

NSW GOVERNMENT | Transport for NSW

24 February 2022

WST19/00270 | SF2019/222428

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

Emailed: MMeadowcroft@artc.com.au

RE: Stockinbingal to Parkes Lachlan River Bridge Proposal Review of Environmental Factors

Dear Ms Meadowcroft

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

Dilapidation has not been specified in the REF. Transport reminds ARTC that dilapidation reports will be expected for construction traffic access routes that impact State-controlled roads. These should be included as part of the required Construction Traffic Management Plan.

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

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

Yours sincerely

Alistair Lunn
Regional Director West
Transport for NSW

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

Figure 1-1: TfNSW submission letter

NSW GOVERNMENT

Department of Planning and Environment

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

Our ref: DOC22/94951

Dear Wayne

Inland Rail Stockinbingal to Parkes – Lachlan River Bridge Modification – Review of Environmental Factors

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

BCS has reviewed the REF including all associated appendices and note that the proposed activities involve the modification of the Lachlan River Bridge via removing metal sections from the top of the structure and installing new angled frames to provide the clearance required for double-stacked freight trains.

Construction of the proposal will impact approximately 0.1 hectares of native vegetation. The location of a crane pad for construction will also require the trimming of some mature trees.

Surveys for threatened microbats occupying potential habitat within the Lachlan River Bridge were conducted and no microbats were identified to be entering or exiting the structure. However, Section 7.1.4 of the biodiversity assessment states that "*Although microbats were not observed to be using the Lachlan River Bridge during the site inspection, there is possibility that microbats may intermittently use the structure under suitable seasonal conditions…. Modification works to the existing Lachlan River Bridge has the potential to disturb roosting microbats. Requirements for an inspection of the structure will be implemented prior to commencing modification works to the Lachlan River Bridge*".

BCS recommends that the abovementioned strategy for mitigating microbat disturbance is referenced within Section 8 of the biodiversity assessment report and detailed within the flora and fauna management subplan. The mitigation strategy should include, as a minimum, follow-up microbat exit surveys undertaken by a suitably trained ecologist, immediately prior to construction, to ensure that no microbats are occupying the Lachlan River Bridge. The strategy should also be supported by an Unexpected Threatened Species Finds Protocol which specifically details the actions that will be undertaken if the bridge is identified to be occupied by roosting microbats.

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

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

Yours sincerely

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

15 February 2022

Figure 1-2: BCS submission letter

Appendix B Updated mitigation measures

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

Amendment to the mitigations measures as identified in the Response to submissions report are shown with additional wording in **bold** and removed wording ~~struck out~~. Two mitigation measures, B3 and B7, include additional wording and no mitigation measures have been removed.

Table B-1 Summary of site-specific control measures

ID	CONTROL MEASURES	STAGE
Noise and vibration		
CNV1	Prior to the commencement of construction, noise and vibration impacts would be confirmed based on the final project design.	Detailed design/ pre-construction
CNV2	If vibration levels are predicted to exceed the screening criteria for a particular structure as a result of detailed design, a more detailed assessment of the structure and vibration monitoring would be carried out in accordance with the Inland Rail NSW Construction Noise and Vibration Management Framework, to ensure vibration levels remain below appropriate limits for that structure.	Detailed design/ pre-construction
CNV3	A Construction Noise and Vibration Management Plan would be prepared and implemented as part of the CEMP in accordance with the Inland Rail NSW Construction Noise and Vibration Management Framework and ARTC EPL3142. The plan would have measures, processes and responsibilities to manage and monitor noise and vibration and minimise the potential for impacts during construction. This plan will include: ▸ construction noise and vibration criteria for the proposal ▸ location of sensitive receivers in proximity to the construction area ▸ specific management measures for activities that could exceed the construction noise and vibration criteria. Notification of impacts would be undertaken in accordance with the Communication Management Plan for the proposal.	Pre-construction/ construction
CNV4	An out of hours work protocol would be developed to define the process for considering, approving and managing out of hours work, including implementation of feasible and reasonable measures and communication requirements. Where noise impacts are identified, these would be reduced through pro-active communication and engagement with potentially affected receivers, selection of quieter equipment, provision of respite periods and/or alternative accommodation for defined exceedance levels. All work outside the primary proposal construction hours would be undertaken in accordance with ARTC EPL3142 and the Inland Rail NSW Construction Noise and Vibration Management Framework and in accordance with the out of hours work protocol. The protocol would provide guidance for the preparation of out of hours work plans for each construction work location and for key works. Out of hours work plans would be prepared in consultation with key stakeholders and the community and incorporated into the construction Noise and Vibration Management Plan.	Pre-construction/ construction

ID	CONTROL MEASURES	STAGE
ONV1	Operational noise and vibration compliance monitoring would be undertaken, once Inland Rail has commenced operation, at representative locations to compare actual noise performance the RING.	Operation
ONV2	Feasible and reasonable mitigation measures would be identified where exceedances of operational noise and vibration criteria are confirmed. Measures would be identified in accordance with the *Inland Rail Noise and Vibration Strategy*. Where at-property noise treatment is identified as the preferred mitigation option, these would be developed in consultation with individual property owners.	Operation
Non-Aboriginal heritage		
H1	The detailed design would minimise the potential for impacts on Lachlan River Bridge, and would have regard to, and be sympathetic with, its heritage significance.	Detailed design/ pre-construction
H2	Modification of the truss structure and strengthening of the vertical and deficient members would be undertaken in a sympathetic style to reduce the impact to the aesthetic values of the bridge. The 'like for like' principle would be applied where feasible.	Detailed design/ construction
H3	Archival photographic recording of Lachlan River Bridge would be carried out prior to works in accordance with *Photographic Recording of Heritage Items Using Film or Digital Capture* (Heritage Council of NSW, 2006) and *How to prepare archival records of heritage items* (NSW Heritage Office, 1998).	Pre-construction
H4	An Interpretation Plan would be prepared for Lachlan River Bridge to ensure information regarding the bridge is preserved.	Detailed design/ pre-construction
H5	Patch painting and other ancillary works should similarly be conducted in a stylistically sympathetic way so as to also not affect the aesthetic heritage values of the bridge.	Detailed design/ construction
H6	A Heritage Management Plan would be developed as part of the CEMP, and comply with relevant regulatory requirements and state or Commonwealth guidelines. This plan should include appropriate criteria, directives and processes on: ▸ requirements and protocols for heritage clearances ▸ unexpected finds procedure ▸ requirements for inspections and corrective actions during construction and other activities in vicinity of heritage items ▸ heritage management actions to be undertaken by suitably qualified persons ▸ requirements for training, inspections, corrective actions, notification and classification of incidents, record keeping, monitoring and performance objectives for handover on completion of construction ▸ any necessary regulatory requirements.	Pre-construction/ construction

ID	CONTROL MEASURES	STAGE
Biodiversity		
B1	Construction planning would avoid or minimise the need to remove and/or disturb native vegetation and fauna habitat.	Detailed design/ pre-construction
B2	Vegetation clearing would be limited to the minimum necessary to construct the proposal and allow for its effective operation.	Detailed design/ pre-construction/ construction
B3	A Biodiversity Management Plan would be prepared prior to construction and implemented as part of the CEMP. The plan would include measures to manage biodiversity and minimise the potential for impacts during construction. The plan would be prepared in accordance with relevant legislation, guidelines and standards. The plan would include, but not be limited to: ▸ locations and requirements for pre-clearing surveys, including breeding habitats (including burrows and hollow-bearing trees/logs, Lachlan River Bridge) ▸ **microbat exit surveys to be undertaken by a suitably trained ecologist, immediately prior to construction, to ensure that no microbats are occupying the Lachlan River Bridge** ▸ clearing extents/site boundary/limit of works is clearly defined with flagging or marking tape, signage or other suitable means to delineate no-go areas ▸ establishing protocols for the staged clearing of vegetation and safe tree felling and log removal to reduce the risk of fauna mortality ▸ establishing daily checks in machinery and excavations for presence of fauna to reduce the risk of fauna mortality ▸ animal handling protocols, including relocation and emergency care ▸ measures to avoid and minimise the clearing of hollow-bearing trees ▸ unexpected finds protocol **which identifies actions that will be undertaken if the bridge is identified to be occupied by roosting microbats** ▸ measures to manage biosecurity risks in accordance with the *Biosecurity Act 2015* and *ARTC's Biosecurity Management Strategy* ▸ erosion and sediment control measures.	Pre-construction/ construction
B4	The trimming of canopy trees along the Lachlan River would be completed in consultation with qualified arborist and minimised were possible.	Construction
B5	Exclusion areas would be established and maintained around native vegetation to be retained, particularly areas of biodiversity value adjoining the proposal site that are located in close proximity to work areas.	Construction
B6	Compounds and stockpile sites would be located outside of riparian habitat.	Construction
B7	A rehabilitation strategy would be based on the Inland Rail Landscape and Rehabilitation Strategy, the Inland Rail Landscape and Rehabilitation Framework and property-specific reinstatement commitments. This would guide the approach to rehabilitation of disturbed areas following the completion of construction. The strategy would include: ▸ clear objectives and timeframes for rehabilitation works (including the biodiversity outcomes to be achieved) ▸ **outline of active and assisted regeneration strategies, where appropriate, for temporarily disturbed native vegetation** ▸ details of the actions and responsibilities to progressively rehabilitate, regenerate, and/or revegetate areas, consistent with the agreed objectives ▸ identification of flora species and sources ▸ procedures for monitoring the success of rehabilitation ▸ corrective actions should the outcomes of rehabilitation not conform to the objectives adopted.	Pre-construction/ construction

ID	CONTROL MEASURES	STAGE
Landscape character and visual amenity		
LVA1	Detailed design and construction planning would seek to minimise the construction and operation footprints and avoid impacts on mature native vegetation, as far as reasonably practicable.	Detailed design/ pre-construction
LVA2	In consultation with the owner of the adjoining residential property to the east of Lachlan River Bridge, vegetation screening would be included where practicable, to mitigate the visual impact of the rail line without affecting operational rail safety.	Detailed design/ pre-construction
LVA3	Detailed design of the bridge would consider *Bridge aesthetics: design guidelines to improve the appearance of bridges in NSW* (TfNSW, 2019).	Detailed design/ pre-construction
LVA4	Any rehabilitation works would be completed in accordance with the *ARTC Landscape Rehabilitation Strategy*.	Detailed design/ pre-construction
LVA5	Temporary lighting would be designed and sited to minimise light spill in accordance with *AS 4282-2019 Control of the Obtrusive Effects of Outdoor Lighting* (Standards Australia, 2019).	Pre-construction/ construction
Surface water (flooding and hydrology)		
SW1	Detailed construction planning would consider flood risk at construction areas. This would include identification of measures to not worsen flood impacts downstream and on other property and infrastructure during construction up to and including the 1% AEP flood event, and review of site layout (e.g. waste) and staging of construction works to avoid or minimise obstruction of overland flow paths and to limit the extent of flow diversion required.	Detailed design/ pre-construction
Waste		
W1	Where possible offsite fabrication of new bridge sections is to occur to minimise generation of waste onsite.	Detailed design/ pre-construction
W2	Investigate opportunities to re-use or recycle metal sections removed from the Lachlan River Bridge.	Detailed design/ pre-construction

ID	CONTROL MEASURES	STAGE
W3	A Construction Waste Management Plan would be prepared and implemented as part of the CEMP. The plan would adopt the waste hierarchy principles contained in the *Waste Avoidance and Resource Recovery Act 2001*, and detail processes, responsibilities and measures to manage waste and minimise the potential for impacts during construction. This plan would include: ▸ general protocols and performance objectives for keeping the worksite clean and tidy ▸ processes for monitoring, documenting and reporting waste types, volumes and how these arisings compare to waste targets (e.g. Describe waste streams and estimated volumes, temporary waste storage areas and disposal locations on and off-site) as well as waste disposal and National Environmental Protection Measures (NEPM) criteria for disposal sites ▸ requirements for waste segregation ▸ requirements for secure temporary storage, collection frequency and disposal/recycling requirements ▸ effluent management for construction staff amenities ▸ procedures and reporting/documentation requirements for ensuring waste transporters and receivers are appropriately licenced according to the type of waste ▸ requirements for training, inspections, audits, corrective actions, notification and classification of environmental incidents, record keeping, monitoring and performance objectives for handover on completion of construction. ▸ any other regulatory requirements.	Pre-construction/ construction
W4	All waste generated would be classified in accordance with the *NSW Waste Classification Guidelines* (EPA, 2014) and disposed of in accordance with the relevant requirements of the Protection of the Environment Operations (Waste) Regulation 2014.	Construction
Traffic and access		
TA1	Detailed design and construction planning would avoid or minimise the potential for impacts on the surrounding road and transport network, and property accesses, as far as reasonably practicable.	Detailed design/ pre-construction
TA2	A Traffic, Transport and Access Management Plan would be prepared and implemented as part of the CEMP. It would include measures to minimise the potential for impacts on the community and the operation of the surrounding road and transport environment. It would address all the aspects of construction relating to the movement of vehicles, pedestrians and cyclists, and the operation of the surrounding road network, including: ▸ construction site traffic control, parking and access arrangements away from property access points and driveways ▸ construction material, equipment and spoil haulage, including arrangements for heavy vehicles ▸ road pavement and access road condition management ▸ management of impacts on public transport, including school buses, pedestrian and cyclist access, and safety ▸ traffic controls to manage deliveries ▸ ensure adequate sight lines to allow for safe entry and exit from the site ▸ road and driver safety. The plan would be developed in consultation with Forbes Shire Council and public transport/bus operators. As appropriate, additional reasonable and feasible measures identified as an outcome of consultation would be detailed in the plan.	Pre-construction/ construction

ID	CONTROL MEASURES	STAGE
TA3	A Marine Transport Management Plan would be prepared and implemented as part of the CEMP. The plan would be developed in accordance with Transport for NSW requirements. As appropriate, additional reasonable and feasible measures identified as an outcome of consultation with Transport for NSW would be detailed in the plan. The plan would include: ▸ Layout of the project area and exclusion zone (including navigation marks, buoyage and signage as required) ▸ Details of the appropriate conditions of use, activity and/or operation within the exclusion zone ▸ Access management measures ▸ Inspection requirements for the exclusion zone ▸ The incident notification process.	Pre-construction/ construction
Soils and contamination		
C1	A Contamination and Hazardous Materials Plan would be prepared and implemented as part of the CEMP. It would include measures, processes and responsibilities to minimise the potential for contamination impacts on the local community, workers, and the environment, and procedures for incident management and managing unexpected contamination finds (an unexpected finds protocol). The plan would include protocols for the capture of lead paint (e.g. using a membrane fixed around the work area, vacuum sheathed equipment and wet paint removal) along with undertaking the paint removal work in stages to reduce the scale of any potential impacts.	Pre-construction/ construction
C2	An erosion and sediment control plan and a Soil and Water Management Plan (SWMP) would be prepared as part of the CEMP. The SWMP would comply with the existing EPL3142 and be in accordance with best onsite practice, reflected in *Managing Urban Stormwater–Soils and Construction, Volume 1* (Landcom, 2004) and Volumes 2A and 2C (DECC, 2008) also known as 'The Blue Book'. The SWMP and erosion and sediment control plan would include: ▸ surface controls to promote ground stability, limit runoff lengths and reduce runoff velocities within the construction areas ▸ sediment and erosion controls would be built to a design standard that will ensure non-erodible velocities ▸ inspection and maintenance of erosion and sediment controls throughout the works to ensure they are operating effectively ▸ rainfall monitoring requirements ▸ management protocols of problem soils (e.g. erosive, dispersive, reactive, acidic, saline, sodic, alkaline soils) ▸ management protocols for any contaminated soils ▸ vehicle, machinery and imported fill hygiene protocols and documentation ▸ measures to prevent/minimise mud and dirt being tracked onto public roadways by trucks and any equipment leaving the site ▸ spill management procedures and provision of a spill containment kit ▸ requirements for training, inspections, corrective actions, notification and classification of environmental incidents, record keeping, monitoring and performance objectives for handover on completion of construction.	Pre-construction/ construction

ID	CONTROL MEASURES	STAGE
Socio-economic		
CS1	ARTC would continue to manage and deliver program-wide community and stakeholder engagement for Inland Rail in accordance with the Inland Rail Communications and Engagement Strategy. A proposal-specific Communication Management Plan would be developed, in accordance with the Inland Rail Communications and Engagement Strategy, and implemented prior to and during construction, to ensure: ▸ the community and key stakeholders are provided opportunities for input to the design and construction planning, where appropriate ▸ landholders and community members with the potential to be affected by construction activities are notified in a timely manner about the timing of activities and potential for impacts, and the measures that would be implemented to minimise the potential for impacts on individual properties ▸ enquiries and complaints are managed and a timely response is provided for concerns raised ▸ accurate and accessible information is made available ▸ feedback from the community is encouraged. The Communication Management Plan would define the requirements for the complaints management system to be implemented during construction.	Pre-construction/ construction
CS2	ARTC would continue to support local employment in accordance with the *Australian Jobs Act 2013* and Australian Industry Participation National Framework, and through the Inland Rail Skills Academy, to leverage training programs, upskill local residents and young people, and connect businesses with Inland Rail opportunities and key regional industries.	Pre-construction/ construction
CS3	A project specific Industry Participation Plan would be developed which: ▸ complies with the IR AIPP, Australian Government Aboriginal Procurement Policy and Inland Rail Sustainable Procurement Policy ▸ proposes targets for procurement with local and Indigenous Businesses and Social Enterprises ▸ reports to ARTC on local and Indigenous business and Social Enterprise participation, including achievements against targets. The local Industry Participation Plan would be provided to Forbes Shire Council.	Pre-construction/ construction
CS4	A Workforce Management Plan would be developed and implemented during construction to manage: ▸ potential impacts of the non-resident construction workforce ▸ local business and employment opportunities (including Indigenous employment opportunities) ▸ health and wellbeing needs of the temporary construction workforce, including medical, allied health and wellbeing services. The plan would include measures to manage potential impacts of the non-resident construction workforce on local and regional communities, including: ▸ a code of conduct for workers, including a zero-tolerance policy relating to anti-social behaviour ▸ strategies to promote wellbeing of the workforce ▸ a monitoring mechanism for use of local tourist accommodation and rental housing by workers ▸ consultation with local health and emergency services to establish processes for managing potential increased demands due to the non-resident workforce. The Workforce Management Plan would be developed in consultation with local councils and service providers, including local and regional health and emergency services providers.	Pre-construction/ Construction

ID	CONTROL MEASURES	STAGE
CS5	Complaints during construction would be managed in accordance with the complaints management system defined by the Communication Management Plan. The complaints management system would be maintained throughout the construction period and for a minimum of 12 months after construction finishes.	Construction/ operation
Aboriginal heritage		
AH1	Work crews would undergo cultural heritage induction to ensure they recognise Aboriginal artefacts and are aware of the legislative protection of Aboriginal objects under the NPW Act and the contents of the unexpected finds protocol.	Construction
AH2	An unexpected finds protocol would be developed and included in the CEMP to provide a consistent method for managing any unexpected Aboriginal heritage items discovered during construction, including potential heritage items or objects, and human skeletal remains.	Pre-construction and construction
Water quality		
WQ1	Dangerous goods, hazardous material and chemicals would be stored in a designated and bunded area (with 110% storage capacity) away from the Lachlan River within the proposal site in accordance with relevant standards.	Construction
WQ2	Capture any potential release of lead based paint into the Lachlan River in accordance with *AS/NZS 4361.1:2017 Guide to hazardous paint management* (Standards Australia, 2017).	Construction
WQ3	Waste materials including any stockpiles to be retained away from the Lachlan River.	Construction
WQ4	Refuelling of plant and equipment is to occur in impervious bunded areas located a minimum of 20 m from Lachlan River otherwise a double bund is required.	Construction
Air quality		
AQ1	Dust management measures would be prepared and implemented as part of the CEMP, including processes and responsibilities to minimise the potential for dust impacts on the local community and environment during construction, as far as practicable.	Construction
Land use and property		
LU1	Where construction is located immediately adjacent to private properties and has the potential to affect farm operational arrangements/properties, property-specific measures would be identified and implemented in consultation with landholders. The measures would include, as appropriate, arrangements in terms of works timing and practices; and any required adjustments to fencing, access, and farm infrastructure.	Detailed design/ pre-construction
LU2	Utility and service providers would continue to be consulted during detailed design to identify possible interactions and develop procedures to minimise the potential for service interruptions and impacts on existing land uses.	Detailed design/ pre-construction

ID	CONTROL MEASURES	STAGE
Hazard and risk		
HR1	A Flood and Emergency Response Plan would be prepared and implemented as part of the CEMP. The plan would include measures, process and responsibilities to minimise the potential impacts of construction activities on flood behaviour as far as practicable. It would also include measures to manage flood and bushfire risks during construction including the evacuation protocol of personnel and monitoring of weather forecasts. The plan would be developed in consultation with emergency services and key affected landholders/managers.	Pre-construction/ construction
HR2	Construction would be undertaken in accordance with the procedure outlined in *AS/NZS 4361.1:201 Guide to hazardous paint management*.	Construction
HR3	Dangerous goods and hazardous materials will be stored in accordance with supplier's instructions and relevant legislation, Australian Standards, and applicable guidelines and may include chemical storage cabinets/containers or impervious bunds.	Construction

Lachlan River Bridge Response to Submission Report

Final Audit Report 2022-04-29

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