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**CONSTRUCTION  
CULTURAL HERITAGE  
MANAGEMENT PLAN –  
STAGE A**

**A2I | Albury to Illabo**


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## GLOSSARY

TERM	DEFINITION
AHIMS	Aboriginal Heritage Information Management System
ARTC	Australian Rail Track Corporation
ACHAR	Aboriginal Cultural Heritage Assessment Report
CCHMP	Construction Cultural Heritage Management Plan (this Plan)
CCS	Community Communication Strategy
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CoA	Conditions of Approval
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
Construction boundary	The area physically affected by work as defined in the Project Description as described in the documents listed in Condition A1.
CSSI	Critical State Significant Infrastructure
DCCEEW	Department of Climate Change, Energy, the Environment and Water
Division 5.2 Approval	Approval issued by the NSW Minister for Planning for the Albury to Illabo project
DPE	NSW Department of Planning and Environment
DPHI	Department of Planning, Housing and Infrastructure
EAD	Environmental Assessment Documentation that includes: <ul style="list-style-type: none"> <li>Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022);</li> <li>Albury to Illabo Response to Submissions (ARTC, November 2023);</li> <li>Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023);</li> <li>Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024);</li> <li>Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024);</li> <li>Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);</li> <li>Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).</li> </ul>
EHG	Environment and Heritage Group (a part of NSW DPE)
EIS	Environmental Impact Statement
Environmental aspect	Defined by AS/NZS ISO 14001:2015 as an element of an organisation's activities, products or services that can interact with the environment.



TERM	DEFINITION
Environmental impact	Defined by AS/NZS ISO 14001:2015 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects.
Environmental incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.
Environmental objective	Defined by AS/NZS ISO 14001:2015 as an overall environmental goal, consistent with the environmental policy, that an organisation sets itself to achieve.
EPA	Environmental Protection Authority (NSW)
EPBC Act	<i>Commonwealth Environment Protection and Biodiversity Conservation Act 1999</i> (Federal)
EPL	Environment Protection Licence
Environmental Representative (ER)	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
ISC	The Infrastructure Sustainability Council
km	Kilometre
LEP	Local Environment Plan
LALC	Local Aboriginal Land Council
m	metre
MR	Martinus Rail
MR ESM	Martinus Rail Environment, Approvals and Sustainability Manager
NSW	New South Wales
PAD	Potential Archaeological Deposit
Planning Secretary	Secretary of the NSW Department of Infrastructure, Housing and Infrastructure, or delegate
PIR	Preferred Infrastructure Report
Primary CoA/UMM	CoA and/or UMMs that are specific to the development of this Plan
RAP	Registered Aboriginal Party
SAP	Sensitive Area Plan
SuMP	Sustainability Management Plan
TfNSW	Transport for New South Wales (formerly Roads and Maritime Services)
UMM	Updated Mitigation Measures
Unexpected heritage finds	An object or place that is discovered during the carrying out of the CSSI and which may be a heritage item but was not identified in the documents listed in Condition A1 or suspected to be present. An unexpected heritage find does not include human remains

# 1 INTRODUCTION

## 1.1 Project overview

Inland Rail is an approximate 1,600 kilometres (km) freight rail network that will connect Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland. The Inland Rail route would involve using approximately 1,000 km of existing track (with enhancements and upgrades where necessary) and 600 km of new track, passing through 30 local government areas (LGAs). Inland Rail will accommodate double-stacked freight trains up to 1,800 metres (m) long and 6.5 m high.

The Australian Government has confirmed that Inland Rail is an important project to meet Australia's growing freight task, improve road safety and help decarbonise the economy. Inland Rail will enhance our national freight and supply chain capabilities, connecting existing freight routes through rail, roads and ports, and supporting Australian's growth. Inland Rail is being delivered by Australian Rail Track Corporation (ARTC).

Comprising 12 sections, a staged approach is being undertaken to deliver Inland Rail. Each of these projects can be delivered and operated independently with tie-in points to the existing railway. Work south of Parkes has been prioritised, which will enable Inland Rail to initially connect to existing rail networks between Melbourne, Sydney, Perth and Adelaide via Parkes and Narromine. The Parkes to Narromine (P2N) and Narrabri to North Star Phase 1 (N2NS P1) sections are complete.

The project will enable enhancement works to structures and sections of track along 185 km of the existing operational standard-gauge railway in the Albury to Illabo (A2I) section of the Inland Rail program. Enhancement works are required to provide the increased vertical and horizontal clearances required for double-stacked freight trains. Works would include track realignment, lowering and/or modification within the existing rail corridor, modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges), raising or replacing signal gantries, level-crossing modifications and other associated works.

A detailed project description is provided in Section 4 of the Construction Environmental Management Plan (CEMP).

## 1.2 Planning context

The Inland Rail – Albury to Illabo project (the project) is declared State significant infrastructure (SSI) and critical State significant infrastructure (CSSI) under Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act). The project is permissible without development consent and is subject to assessment and approval by the NSW Minister for Planning and Public Spaces.

An environmental impact statement (EIS) was prepared to support ARTC's application for approval of the project in accordance with the requirements of the EP&A Act and the environmental assessment requirements of the Secretary of the (then) NSW Department of Planning, Industry and Environment (the SEARs) (now the Department of Planning, Housing and Infrastructure (DPHI)).

The EIS was placed on public exhibition from 17 August 2022 to 28 September 2022. During the exhibition period, interested stakeholders and members of the community were able to review the EIS online, participate in consultation and engagement activities held by ARTC, and make a written submission to the DPE for consideration in its assessment of the project.

In accordance with section 5.17(6)(b) of the EP&A Act, on 13 April 2023 the Planning Secretary directed ARTC to submit a Preferred Infrastructure Report (PIR) that provides further assessment of traffic and transport, noise and vibration, and air quality impacts. The PIR was also prepared to consider changes to the exhibited project that have arisen as a consequence of these further assessments and related submissions.

## 1.3 Statutory context and approval

The Inland Rail – Albury to Illabo project was assessed as part of the following documents:

- Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022);
- Albury to Illabo Response to Submissions (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024);
- Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024);
- Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);
- Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);



Together these documents are referred to as the Environmental Approvals Documentation (EAD).

Approval for the project under the EP&A Act was granted by the Minister for Planning on 8 October 2024.

## 1.4 Scope of this Stage A Plan

The scope of this Construction Cultural Heritage Management Plan (CCHMP or this Plan) is to describe how Martinus Rail will manage potential impacts to Aboriginal and non-Aboriginal heritage during Stage A construction of the project.

This Plan addresses the requirements of the EAD including incorporating the relevant updated mitigation measures (UMMs), and CoAs. SMART (Specific, Measurable, Achievable, Realistic and Timely) principles have been considered and applied during the preparation of this Plan which will be implemented for the duration of construction.

This Plan is applicable to all activities during Stage A construction of the project, including all areas where physical works will occur or areas that may otherwise be impacted by the Stage A construction works, and under the control of Martinus Rail. All Martinus Rail staff and sub-contractors are required to comply with and operate fully under the requirements of this Plan and related environmental management plans, over the full duration of the Stage A construction program.

A copy of this CCHMP will be made available in accordance with the requirements of CoA B18 for the duration of Stage A construction with a copy made available on site at all times. CoA B18 requires that this Plan (excluding confidential, private, commercial information or any other information that the Planning Secretary has approved to be excluded) must be published before the relevant work commences and maintained on the project website.

### 1.4.1 Staging

The Staging Report describes how the construction and operation of the project will be staged in accordance with CoA A9, A10 and A11. A staged approach has been primarily adopted for the project to prioritise critical activities that are reliant upon infrequent and fixed rail possessions. It overall de-risks the construction program for the project, ensuring that the project is operational within the timeframe committed to by the NSW Government.

As required by CoA A14 and C16, a Construction Environmental Management Framework (CEMF) has been prepared to be consistent with the Staging Report. The CEMF has been prepared to facilitate the preparation and approval of CEMPs, Sub-plans, and construction monitoring plans (CMPs) during the construction phase of the project. It includes a guide to the general environmental, stakeholder and community management requirements which will be implemented during construction and provides a road map for environmental management documentation.

In accordance with CoA C16, the CEMF must be endorsed by the Environmental Representative (ER) and then submitted to the Planning Secretary (for approval) no later than one (1) month before the lodgement of any CEMP, CEMP Sub-plan, or Construction Monitoring Program (CMP).

This Plan has been prepared to be consistent with the Staging Report and the CEMF, as required by CoA A11 and A12, as well as C16. This Plan has therefore been prepared to address how Martinus Rail will manage potential Aboriginal and non-Aboriginal heritage impacts during construction of the first stage of the project – Stage A.

Stage A, as described in Section 2.1.2 of the Staging Report will comprise preparation activities for the March 2025 rail possession (Substage A1), the rail possession activities themselves (Substage A2), and post-possession activities (Substage A3). No construction works will occur at the following enhancement sites as part of Stage A:

- Murray River Bridge;
- Albury Station pedestrian bridge;
- Albury Yard clearances;
- Riverina Highway bridge;
- Billy Hughes bridge;
- Culcairn pedestrian bridge;
- Culcairn Yard clearances;
- Uranquinty Yard clearances;
- Wagga Wagga Station pedestrian bridge;
- Wagga Wagga Yard clearances;
- Bomen Yard clearances;
- Kemp Street bridge;
- Junee Station pedestrian bridge.

Utility works will occur at Pearson Street bridge, Cassidy Parade pedestrian bridge and Edmondson Street bridge enhancement sites. No other construction work will occur in these enhancement sites during Stage A.

This plan applies to the entirety of Stage A.

Based on the approved CEMF approach, this Plan will be endorsed for use by the ER.

Construction work during Stage A will generally include:

- Utility works, including drainage;
- Ancillary facility and laydown establishment and operation;
- Traffic management and access, including material haulage;
- Minor clearing, grubbing and topsoil strip;
- Earthworks including preparation of pads and stockpiling;
- Track work including realignment and lowering;
- Gantry and signalling work.

## 1.5 Interactions with other managements plans and strategies

This Plan has the following interrelationships with other management plans and documents:

- The Construction Noise and Vibration Management Plan (CNVMP) (Appendix B4 of the CEMP) detailing the assessment and monitoring of potential vibration impacts, including on heritage structures;
- Heritage sites to be retained in close proximity to construction worksites are included on the example Sensitive Area Plans detailed in Appendix A8 of the CEMP;
- Community Communication Strategy (CCS) details the procedures and processes for community notification, consultation and complaints management, including with Aboriginal stakeholders;
- Urban Design and Landscape Plan will document and illustrate the permanent built works and landscape design of the project, including relevant heritage requirements from the project approval;
- Heritage Interpretation Plan identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI;
- Unexpected Heritage Finds and Human Remains Procedure.
- The Sustainability Management Plan (SuMP) which outlines the required sustainability goals and deliverables of the project, and how the Contractor intends to achieve these outputs during design, delivery and operation of the project under the Infrastructure Sustainability Council (ISC) rating system.

## 1.6 Consultation

### 1.6.1 Consultation for this Plan

In accordance with CoA C6(e), CoA C6(f) and CoA E66, this Plan has been prepared in consultation with:

- Heritage NSW;
- Heritage Council of NSW (Unexpected Heritage Finds and Human Remains Procedure only);
- Albury City Council;
- Greater Hume Council;
- Junee Shire Council;
- Lockhart Shire Council;
- Wagga Wagga Council;
- Registered Aboriginal Parties (RAPs).

The consultation report prepared for this Plan in accordance with CoA A8 outlines what feedback was provided (if any), and where stakeholders' responses have been addressed in this Plan. CoA A8 states that where consultation is required to be undertaken in accordance with the CoA, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation. The evidence must include:

- a) Documentation of the engagement with the identified party in the condition of approval that has occurred before submitting the document for approval;
- b) A log of the dates of engagement or attempted engagement with the identified party;
- c) Documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations;
- d) Outline of the issues raised by the identified party and how they have been addressed; and

e) A description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.

Table 1 summarises consultation undertaken and outlines how stakeholders' responses have been addressed.

**TABLE 1: CONSULTATION SUMMARY – STAGE A**

Stakeholder	Dates	Feedback provided	How Addressed
<b>Heritage NSW</b>	4/11/2024 – Comments received regarding Aboriginal cultural heritage. 7/11/2024 – correspondence received that HNSW has no comments regarding Environmental Heritage.	<ul style="list-style-type: none"> <li>HNSW recommends leaving the names of the RAPs in the plan.</li> <li>Following RAP consultation, MR is to provide a summary of any comments received to HNSW.</li> <li>Add contact details of DPHI compliance team to UFP.</li> </ul>	<ul style="list-style-type: none"> <li>The names of RAPs have been retained in the plan.</li> <li>MR did not receive any written comments from the RAPs on the CCHMP.</li> <li>DPHI compliance team contact details have been added to the Plan.</li> </ul>
<b>RAPs</b>	9/10/2024 – invitation to RAPs to attend a workshop on the CCHMP 11/10/2024 – CCHMP issued to RAPs for comment. 15/10/2024 – meeting with Albury LALC 16/10/2024 – meeting with Wagga Wagga LALC and Bidya Marra 21/10/2024 – meeting with Narrandera LALC	One comment received asking for an Indigenous person/s or organisation be engaged to develop the cultural heritage awareness training.	Section 7.2 has been updated to state that cultural heritage training has been developed in consultation with an Indigenous person/s or organisation.
<b>Albury City Council</b>	11/10/2024 – CCHMP issues to Council. 14/10/2024 – briefing held with Albury Council. 22/10/2024 to 12/11/2024 – 9 follow up attempts made to Council to provide comment on the Plan.	No comments on the CCHMP.	N/A
<b>Greater Hume Shire Council</b>	13/11/2024 – email received from Council	Council confirmed they had no comments on the CCHMP.	N/A
<b>Junee Shire Council</b>	12 November 2024 – comments received from Junee Council.	<ul style="list-style-type: none"> <li>The report appeared to be in draft due to reviewer's notes left in the document.</li> <li>Consultation undertaken with RAPs to determine Aboriginal heritage places and sites should be identified.</li> <li>What vibration impact will there be on heritage items?</li> <li>What are the operational impacts on viewsheds and</li> </ul>	<ul style="list-style-type: none"> <li>The reviewer's notes have been removed as the missing information is now available.</li> <li>Consultation with RAPs to determine Aboriginal heritage places and sites is outlined in Chapter 10 of the EIS.</li> <li>Vibration impacts are covered in Section</li> </ul>

Stakeholder	Dates	Feedback provided	How Addressed
		vistas e.g. a raised bridge structure.	5.3.2 and the CNVMP. <ul style="list-style-type: none"> <li>Operational impacts are outlined in the EIS.</li> </ul>
Lockhart Shire Council	13/11/2024 – email received from Council	Council confirmed they had no comments on the CCHMP.	N/A
Wagga Wagga Council	13/11/2024 – email received from Council	Council confirmed they had no comments on the CCHMP.	N/A

## 1.6.2 Ongoing consultation during construction

Ongoing consultation between Martinus Rail, Inland Rail, other construction projects, stakeholders, the community and relevant agencies regarding the management of impacts on Aboriginal and non-Aboriginal heritage values (including an awareness of any exclusion zones or sensitive areas, as necessary) will be undertaken during the construction of the project as required.

The process for consultation is described in the CCS and partially outlined below.

### Aboriginal stakeholder consultation

In accordance with CoA E59, the RAPS and the LALC, will be kept regularly informed about the project. The following RAPs and LALCs were consulted with during the environmental assessment phase of the project:

- Miyagan Culture and Heritage, Narrandera;
- Bangerang Aboriginal Corporation (BAC);
- Bidya Marra Consultancy;
- Albury and District LALC;
- Mawang Gaway Aboriginal Consultative Group;
- Wagga Wagga LALC;
- Narrandera LALC;
- Other RAPs consulted on during project development.

Consultation will generally follow the process outlined below in the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* guideline. This will include:

1. Notification of project and registration of interest.

This step was completed as part of the environmental assessment and approval process. The list of RAPs and LALC will be communicated with as outlined in the steps below.

2. Presentation of information about the project.

Stakeholders that have registered their interest under Step 1 will be notified where consultation on an item is required. This may include:

- Providing a copy of this Plan should it be updated in accordance with Section 8;
- In the event of any unexpected finds associated with the project (in accordance with UMM AH4);
- Consultation on the Heritage Interpretation Plan (CoA E55);
- Prior to test excavation at the Murray River Bridge and Billy Hughes Bridge Enhancement sites (CoA E60)
- Consultation on the Archaeological Test Excavation Methodology and Archaeological Salvage Excavation Methodology prior to any test or salvage excavation (CoA E63),
- Consultation on the Aboriginal Cultural Heritage Excavation Report at the completion of test and salvage excavations (CoA E64)
- The opportunity to be consulted on the Urban Design and Landscape Plan (CoA E108), particularly the incorporation of Indigenous plantings and artwork into the design.

If interest is expressed in further consultation, Martinus Rail will commit to undertaking engagement:

- On a three-monthly basis during ground disturbance works;
- On a six-monthly basis during construction where no ground disturbance works are occurring;
- On an as-needs basis.

3. Gathering information about cultural significance.  
Consultation with these stakeholders about the project may include face-to-face meetings, or other mutually agreeable arrangements where appropriate. Records of engagement will be kept in accordance with the CCS.

## 1.7 Endorsement and approval

In accordance with CoA C3, CEMP(s) (and relevant CEMP sub-plans) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage. The CEMPs (and relevant CEMP sub-plans) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in CoA A1.

Construction will not commence until the relevant CEMP(s) and Sub-plans have been endorsed by the ER (as applicable and as identified in the CEMF approved under CoA C16), in accordance with CoA C15, and approved by the Planning Secretary in accordance with CoA C3 and C4.

Additionally, the CEMP and CEMP Sub-plans, as endorsed by the ER or approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of Stage A of construction.

## 2 PURPOSE

### 2.1 Purpose

The purpose of this Plan is to describe how Aboriginal and non-Aboriginal heritage will be protected and managed during Stage A construction of the project.

### 2.2 Objectives

The key objective of the CCHMP is to ensure that Aboriginal and non-Aboriginal cultural heritage impacts are managed appropriately throughout the construction of the project. To aid in achieving this objective this CCHMP incorporates the relevant heritage management requirements from the following sources:

- The project EAD;
- Inland Rail – Albury to Illabo Infrastructure Approval CoA (SSI-10055);
- All relevant legislation and other requirements described in Section 3.1 of this Plan.

As discussed further in Section 3.1.5, sustainability is integral to the project. The Sustainability Management Plan (SuMP) (5-0052-210-PMA-00-PL-0001) includes environment and heritage theme targets. In relation to heritage, the relevant target is that Aboriginal and non-Aboriginal heritage values impacted by Martinus will be interpreted. This will be in accordance with the Heritage Interpretation Plan.

In addition to the above, a Social Impact Management Plan (SIMP) has been developed for the project. The SIMP identifies desired outcomes for the project, including ‘amenity impacts are minimised through monitoring, engagement and continuous improvement initiatives’. The implementation of this CCHMP supports the desired outcome through the implementation of the identified management measures and monitoring activities.

### 2.3 Targets

Targets for the management of Aboriginal and non-Aboriginal cultural heritage impacts during the project include:

- Ensure full compliance with the relevant legislative requirements, including CoAs and UMMs;
- Avoid or minimise disturbance, possible damage to heritage items or loss of Aboriginal and non-Aboriginal cultural heritage;
- Follow correct procedures and ensure appropriate notification and long and short-term management of any Aboriginal heritage objects / places uncovered during construction of the project;
- Ensure training is provided in the form of inductions to all project personnel on heritage items, protection measures and unexpected heritage items procedures before they begin work on site;
- Ensure appropriate controls and procedures are implemented during construction activities to avoid or minimise potential adverse or inadvertent impacts to Aboriginal and non-Aboriginal heritage;
- Minimise impacts on, and complaints from, the community and stakeholders.

### 2.4 Performance outcomes

Performance outcomes identified in Chapter 27 of the EIS that are relevant to the management of Aboriginal and non-Aboriginal heritage impacts during construction of the project are identified in Table 2.

TABLE 2: PERFORMANCE OUTCOMES FOR ABORIGINAL AND NON-ABORIGINAL HERITAGE

Performance outcomes	How performance outcome will be achieved
Minimises the construction and operational footprint to minimise heritage impacts.	The project site has been minimised, where practicable, with focus on using existing disturbed areas during construction and avoiding of heritage structures.
Design is sympathetic to retained and adjacent heritage items, and, where practicable, avoids and minimises impacts on built or archaeological heritage.	Detailed design of project elements will be sympathetic to retained and adjacent heritage items, as required under the project approval.
Impacts are managed in accordance with relevant legislation, including the <i>Heritage</i>	Impacts have been assessed and would be managed in accordance with CoAs and the relevant legislation.



Performance outcomes	How performance outcome will be achieved
<i>Act 1977 (NSW) and the National Parks and Wildlife Act 1974 (NSW).</i>	
Avoids or minimises impacts to areas of moderate or higher archaeological potential and significance, where feasible and reasonable.	Areas of Aboriginal heritage potential and Aboriginal objects have been avoided to the extent that potential impacts have been identified.
Salvage of Aboriginal heritage objects with the potential to be impacted by the project, in accordance with the salvage methodology.	No salvage measures are proposed as impacts to Aboriginal heritage objects have been avoided to the extent that potential impacts have been identified.
Implements practicable and reasonable measures to minimise impacts from construction and operational vibration, including environmental heritage.	Mitigation measures have been proposed to minimise vibration impacts at heritage items. Procedures for monitoring vibration levels during construction would be developed and implemented during construction, as per the CNVMP.

## 2.5 SMART principles

This Plan has been developed with the consideration of SMART principles. This was achieved as follows:

- **Specific:** The measures listed this Plan are specific to Aboriginal heritage and non-Aboriginal heritage management during construction. They include the development and implementation of plans and procedures tailored to address Aboriginal heritage and non-Aboriginal heritage impacts, identification, and management of specific issues;
- **Measurable:** The document provides specific measures, requirements, and references that enable the evaluation and measurement of the effectiveness of each control measure. Monitoring program and reporting requirements are outlined;
- **Achievable:** The control measures outlined in the document are practical and achievable within the construction context. They involve the implementation of plans, investigations, and management strategies that can be feasibly executed during the construction phase;
- **Relevant:** The measures are directly relevant to Aboriginal heritage and non-Aboriginal heritage management during construction. They address potential impacts, such as those associated with vibration impacts, as well as cultural heritage interpretation. These measures are designed to mitigate or prevent Aboriginal heritage and non-Aboriginal heritage impacts;
- **Time-bound:** The document specifies when each measure should be implemented, such as prior to and during construction. It also assigns responsibilities to specific roles, indicating the timeline and accountability associated with each measure.

## 3 ENVIRONMENTAL REQUIREMENTS – STAGE A

### 3.1 Legislation

Legislation and regulations relevant to the management of Aboriginal and non-Aboriginal heritage includes:

- *Environmental Planning and Assessment Act 1979* (EP&A Act);
- *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)
- *National Parks and Wildlife Act 1974* (NPW Act);
- *Heritage Act 1977* (Heritage Act);
- *Coroner's Act 2009* (NSW);
- *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* (Commonwealth).

A register of legal requirements for the project is contained in Appendix A1 of the CEMP.

### 3.2 Guidelines and standards

The main guidelines, specifications, and policy documents relevant to this Plan include:

- Albury to Parkes (A2P) Construction Environment Management Framework (CEMF) (ARTC);
- Assessing Vibration: a technical guideline (NSW Department of Environment and Conservation, 2006);
- Environmental Management Plan Guideline – Guideline for Infrastructure Projects (DPIE, April 2020);
- Department of Infrastructure, Planning and Natural Resources Guideline for the Preparation of Environmental Management Plans (DIPNR, 2004);
- Significant Impact Guidelines 1.2 - Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies (Department of Sustainability, Environment, Water, Population and Communities, 2013);
- Commonwealth Heritage Management Principles (Department of the Environment and Water Resources, 2007);
- NSW Government Policy on Aboriginal Participation in Construction (released 1 May 2015, updated 1 August 2016);
- Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (Department of Environment, Climate Change and Water NSW (DECCW), 2010);
- Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW, 2010);
- Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (OEH, 2011);
- Altering Heritage Assets (Heritage Office and DUAP, 1996);
- Archaeological Assessment Guidelines (NSW Heritage Office and NSW Department of Urban Affairs and Planning, 1996);
- Investigating Heritage Significance (Heritage Council of NSW, 2021);
- Assessing Heritage Significance (NSW Department of Planning and Environment, 2023);
- Assessing Significance for Historical Archaeological Sites and “Relics” (NSW Heritage Branch, Department of Planning, 2009);
- Photographic Recording of Heritage Items Using Film or Digital Capture (Heritage Branch, 2006);
- The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance (2013);
- Skeletal Remains-Guidelines for Management of Human Remains under the Heritage Act 1977 (NSW Heritage Office, 1998)
- NSW Heritage Manual (NSW Heritage Office 1996)
- How to prepare archival records of heritage items (NSW Heritage Office, 1998).
- Inland Rail Sustainability Strategy (0-0000-900-ESS-00-RP-0003)
- Inland Rail Sustainability Requirements – Albury to Parkes, sustainability requirements specified in 3-0000-210-ESS-00-SP-0001

### 3.3 Minister's Conditions of Approval

The requirements of the CoA relevant to the development of this Plan are shown in Table 3. Secondary CoA not specifically related, but relevant to this Plan and have been listed in Appendix A. A cross reference is also included to indicate where the CoA is addressed in this Plan or other project management document.

**TABLE 3: COA RELEVANT TO THIS PLAN**

No.	Requirement	Where addressed									
A15	Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 can only be established and used in each case if: c) they have no impacts on heritage items (including areas of archaeological sensitivity)...beyond the impacts approved under the terms of this approval;	CEMP Section 4									
C3	CEMP(s) (and relevant CEMP Sub-plans) must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMP approved by the Planning Secretary under Condition C16.	Section 1.7									
C4	Where a CEMP (and relevant CEMP Sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP Sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	Section 1.7									
C5	CEMP(s) (and relevant CEMP Sub-plans) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage. The CEMPs (and relevant CEMP Sub-plans) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	Section 1.7									
C6	<p>Except as provided by Condition C16 the following CEMP Sub-plans must be prepared and implemented in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A8.</p> <table border="1"> <tr> <td></td><td>Required CEMP Sub-plan</td><td>Relevant government agencies to be consulted for each CEMP Sub-plan</td></tr> <tr> <td>(e)</td><td>Non-Aboriginal heritage</td><td>Heritage NSW and relevant councils</td></tr> <tr> <td>(f)</td><td>Aboriginal heritage</td><td>Heritage NSW, RAPs and relevant councils</td></tr> </table>		Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan	(e)	Non-Aboriginal heritage	Heritage NSW and relevant councils	(f)	Aboriginal heritage	Heritage NSW, RAPs and relevant councils	This Plan Section 1.6
	Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan									
(e)	Non-Aboriginal heritage	Heritage NSW and relevant councils									
(f)	Aboriginal heritage	Heritage NSW, RAPs and relevant councils									
C7	The CEMP Sub-plans must state how:	-									
	a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved;	Section 2.4									
	b) the mitigation measures identified in the documents listed in Condition A1 will be monitored and implemented;	Section 6									
	c) the relevant terms of this approval will be complied with; and	Table 3 Appendix A									

No.	Requirement	Where addressed
	d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	Section 5 Section 2.5 (SMART principles)
C9	The Construction Noise and Vibration Sub-plan must include, but not limited to: e) the location of all heritage items, non-heritage structures and infrastructure likely to be impacted by vibration and measures to manage vibration impacts at those items and structures;	CNVMP Appendix E
C11	The Non-Aboriginal Heritage Management Sub-plan must be prepared by a suitably qualified and experienced heritage expert and include:	This Plan was prepared in consultation with a suitably qualified and experienced heritage expert – Dr Jodie Benton (Director, OzArk)
	a) all exclusion zones, archival recording requirements, baseline, and periodic monitoring protocols (including before and during construction;	Section 6
	b) measures to avoid or minimise impacts to the broad-gauge track in Albury Station and Yard Group identified in accordance with Condition E52 to the greatest extent practicable; and	Not applicable to Stage A
	c) items to be salvaged, relocated or reused including Signal Box 1A at Albury and any items identified in the documents listed in Condition A1, Condition E51 and Condition E52.	Not applicable to Stage A
C12	The Aboriginal Cultural Heritage Management Sub-plan must be prepared by suitably qualified and experienced persons and include:	This Plan was prepared by a suitably qualified and experienced heritage expert – Dr Jodie Benton (Director, OzArk)
	a) measures to avoid and protect the Aboriginal objects, sites and Potential Archaeological Deposits identified within or adjacent to the project footprint, including fencing of areas to be avoided prior to Work commencing;	Section 6.4
	b) updated mapping of all areas that have been or will be subject to monitoring and salvage excavations;	Section 6.3.5
	c) procedures for monitoring, salvaging and relocating the Aboriginal objects and sites located within the approved development footprint;	Section 6.1
	d) procedures to ensure RAPs and LALC are consulted on Aboriginal cultural heritage management throughout construction;	Section 1.6 Community Communication Strategy
	e) procedures for short- and long-term management of any salvaged Aboriginal objects in consultation with the RAPs and LALC	Section 6.1
	f) a contingency plan and reporting procedure for the management of Unexpected Heritage Finds and Human Remains that is prepared by suitably qualified and experienced heritage specialist in relation to Aboriginal cultural heritage, in consultation with the RAPs, LALCs and in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010); and	Appendix B

No.	Requirement	Where addressed
	g) heritage induction and training for construction personnel.	Section 6.1.1 Section 7.2
C15	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning 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 Planning Secretary or ER.	Section 1.7

### 3.4 Updated Mitigation Measures

There are no primary UMMs presented in the EAD relevant to the development of this Plan. Secondary UMMs not specifically related, but relevant to this Plan and have been listed in Appendix A.

### 3.5 Infrastructure Sustainability

Martinus Rail will aim to achieve a certified minimum rating of 'Excellent' under the Infrastructure Sustainability Council (ISC) IS Technical Manual version 1.2. For further details please refer to the SuMP.

The specific IS heritage target is provided in Section 2.2. TABLE 4 below lists the relevant IS credits and indicates where they are addressed in this plan or references external documents that fulfill the ISC credit criteria. Further details on compliance with the ISC credits are provided in Appendix E.

TABLE 4: HERITAGE ISC CREDITS

ISC Credit	Where addressed
<b>HERITAGE ASSESSMENT AND MANAGEMENT (HER-1)</b>	
<b>Level 1</b>	
Community heritage values have been identified through consultation and integrated into studies.	<ul style="list-style-type: none"> <li>Section 1.6</li> </ul>
Measures to minimise adverse impacts to heritage during construction and operation have been identified and implemented.	<ul style="list-style-type: none"> <li>Section 2.2</li> <li>Section 5.2</li> <li>Section 5.3</li> <li>Section 5.4</li> <li>Section 6.4</li> </ul>
<b>Level 2</b>	
Community and key stakeholders have participated in the heritage studies	<ul style="list-style-type: none"> <li>Section 1.2</li> <li>Section 1.5</li> <li>Section 1.6</li> </ul>
Heritage values beyond those listed in government registers have been identified, considered and addressed.	<ul style="list-style-type: none"> <li>Section 5</li> </ul>
Heritage has been interpreted to promote local heritage values.	<ul style="list-style-type: none"> <li>Section 6.3.3</li> </ul>
<b>MONITORING OF HERITAGE (HER-2)</b>	
<b>Level 1</b>	
Monitoring of heritage is undertaken at appropriate intervals during construction.	<ul style="list-style-type: none"> <li>Section 7.3</li> </ul>
<b>Level 2</b>	

ISC Credit	Where addressed
Monitoring and modelling demonstrate maintenance of heritage values.	<ul style="list-style-type: none"><li>▪ Section 6.3.5</li><li>▪ Section 6.3.10</li></ul>



## 4 EXISTING ENVIRONMENT – STAGE A

The following sections summarise what is known about Aboriginal and Non-Aboriginal heritage within and adjacent to the project. The key reference documents are:

- EIS Chapter 10 (Aboriginal heritage);
- EIS Chapter 11 (Non-Aboriginal heritage);
- EIS Technical Paper 2 (Aboriginal Cultural Heritage);
- EIS Technical Paper 3 (Non-Aboriginal heritage);
- EIS RtS Appendix E (Aboriginal Cultural Heritage);
- EIS RtS Appendix F (Non-Aboriginal Cultural Heritage).

The construction boundary and relevant content is shown on the example Sensitive Area Maps (SAPs) included as Appendix A5 of the CEMP.

### 4.1 Aboriginal cultural heritage

#### 4.1.1 Aboriginal historical and cultural context

The project falls within the traditional lands of the Wiradjuri language group. The Wiradjuri group occupies the largest geographic area of New South Wales (NSW) of all Aboriginal groups. Gunnedah and Albury mark the northern and southern boundaries of Wiradjuri Country, while the eastern boundary is the Great Dividing Range, and the western boundary is approximately in line with the present towns of Hay and Nyngan.

The name 'Wiradjuri' means 'people of the three rivers', with these rivers being the Macquarie, Lachlan and Murrumbidgee. These three rivers are key resources and provide a stable and abundant supply of food for the Wiradjuri people. The Wiradjuri people generally moved around in groups, using the river flats, open land and waterways with some regularity through the seasons.

#### 4.1.2 Aboriginal sites and places

The results of the Aboriginal Heritage Information Management System (AHIMS) search prior to the EIS studies indicated that there were no previously recorded Aboriginal cultural heritage sites within the project study area assessed for the EIS. There are, however, 925 Aboriginal sites and eight Aboriginal places within 20 km of the project site, and the mapping of these sites and places informed the predicted landscape model for the assessment. The most common site types in the search area are stone artefact sites and culturally modified trees. Of the Aboriginal places, two are located in the vicinity of the project study area:

- **Doodle Comer Wetland:** Located around 1 km to the south-west of the Henty Yard clearances enhancement site. This wetland is an important natural feature of the cultural landscape as a resource zone, as a refuge for wildlife and as a culturally important place. Buckaringah Creek drains to this wetland and is connected to a locally significant songline. A songline describes features and landmarks to guide travel to important sites and locations. A songline can also have ancestral stories attached to them. Buckaringah Creek is located over 150 metres (m) to the north of the project study area. In discussions of the cultural landscape, the RAPs did not disclose the specific cultural significance of the wetland and details of the songline;
- **The Bomen Axe Quarry:** Located around 750 m from the Bomen Yard clearances enhancement site. This site is a rock quarry and traditional axe manufacturing zone. It is an important cultural place for the Wiradjuri people due to its rarity, its demonstration of a range of Wiradjuri cultural practices and its potential as an educational resource. In general discussions of the cultural landscape, this site was not identified by the RAPs in relation to the project.

There are no Aboriginal places of heritage significance listed on the Local Environment Plans (LEPs) that apply to the study area.

Two isolated artefacts were identified within the EIS study areas at Yerong Creek along the rail corridor near Sandy Creek (Isolated artefact A2I-1 – AHIMS ID 56-1-0773) and Junees in a public park, near Junees town centre, (Isolated artefact A2I-2 – AHIMS ID 50-5-0292), although neither is within the construction boundary, and neither would be directly impacted by the project. One area of Potential Archaeological Deposit (PAD) was identified at the Murray River Bridge enhancement site. No works at the Murray River Bridge enhancement site are proposed under Stage A.

### 4.1.3 Cultural values and significance

#### Cultural places

The cultural values identified in the EAD were generally related to the importance of Wiradjuri country. There are two aspects from the cultural reporting regarding significance: one specific culturally important place, Doodle Comer Wetland at Henty, and a general concern on the environment surrounding the project.

Doodle Comer Wetland, described above in Section 4.1.2, is a place of both cultural and natural importance and is considered to be a cultural area of high significance by Wiradjuri people. The wetland is located around 1 km to the south-west of Henty Yard clearances site.

Reedy Creek is located within the Harefield Yard clearances enhancement site and leads to Houlaghans Creek. Houlaghans Creek is part of a significant Wiradjuri site that comprises a number of creeks and wetlands. Houlaghans Creek is located approximately 6 km to the west of the enhancement site.

Cultural places near Illabo include Billabong Creek and its tributary Jeralgambeth Creek, which are both cultural waterways.

Generally, the significance of the natural landscape was expressed by all RAPs during the survey work. This significance revolves around caring for Country and ensuring that the project does not inadvertently impact the natural environment. This includes impacts to native fauna and flora, and surface water quality.

## 4.2 Non-Aboriginal heritage items

The EAD shows that there are 42 registered heritage listed items, including five conservation areas, with curtilages that overlap with 20 enhancement sites. Stage A involves works at a reduced number of enhancement sites, as outlined in Section 1.4.1. Several of these sites have multiple listings on state, local and section 170 registers. The majority of these heritage items were established with, or followed the construction of, the railway network and their heritage values form part of the fabric of the Main South Line rail corridor and/or are associated with the railway's history. This includes the establishment of railway stations, the agricultural and commercial purposes of the railway network, and vehicle and pedestrian access over and within the railway precincts. Several unregistered potential heritage items were also identified during the targeted field survey within four enhancement sites, being the Albury Railway Station Yard, Edmondson Street bridge at Wagga Wagga, the Yerong Creek Station archaeological site and the Kemp Street bridge at Junee. Of these, only two are relevant to Stage A, being the Edmondson Street bridge at Wagga Wagga and the Yerong Creek Station archaeological site. Additional investigations at the Yerong Creek Station archaeological site were undertaken as part of the RtS Report which concluded that:

- the likelihood of significant archaeological deposits remaining intact at the site is low; and
- further investigation is not recommended but an Unexpected Finds Protocol should be in place during construction works.

An additional 86 heritage listed items were identified within 200 m of the project study area, including the Junee Post Office near the Junee Station pedestrian bridge enhancement site that is on the Commonwealth Heritage List (CHL ID 105500) and the State Heritage Register. No heritage items included on the National Heritage List were identified within the project study area; likewise, there were no world heritage items identified in the project area or within 200 m of the rail corridor. No heritage items overlap with the Billy Hughes bridge, Table Top Yard clearances, Olympic Highway underbridge and the Junee to Illabo clearances enhancement sites.

The heritage items identified in the EAD within areas subject to Stage A works are described in Table 5. These items are shown in Figure 2 to Figure 8.





FIGURE 1: HENTY YARD CLEARANCES LOCAL AND STATE HERITAGE





**FIGURE 2: YERONG CREEK YARD LOCAL HERITAGE**



FIGURE 3: THE ROCK YARD LOCAL AND STATE HERITAGE





FIGURE 4: PEARSON ST BRIDGE LOCAL HERITAGE





FIGURE 5: CASSIDY PARADE AND EDMONSON STREET BRIDGE LOCAL AND STATE HERITAGE





FIGURE 6: JUNEY YARD CLEARANCES LOCAL AND STATE HERITAGE OF JUNEY PRECINCT





FIGURE 7: OLYMPIC HIGHWAY UNDERBRIDGE LOCAL AND STATE HERITAGE ITEMS





FIGURE 8: OLYMPIC HIGHWAY UNDERBRIDGE LOCAL HERITAGE ITEMS

TABLE 5: NON-ABORIGINAL HERITAGE ITEMS AND POTENTIAL HERITAGE ITEMS RELEVANT TO STAGE A WORKS

Precinct	Heritage Item	Listing	ID	Description
Albury	Table Top Yard clearances			
	There are no registered or potential heritage items within the enhancement site			
Greater Hume-Lockhart	Henty Yard clearances enhancement site			
	Henty Railway Station and Yard Group	State heritage register	01169	The Henty Railway Station is a weatherboard structure with a skillion roof clad in corrugated iron sheets. The platform is of brick construction—stretcher bond capped with four corbelled courses. Two additional courses of bricks have been added to the surface of the platform to raise the height. The station building and platform appear to be in good condition.
		Local (Greater Hume LEP)	178	
		s170	4280285	The goods shed is a timber-framed structure with steel uprights and supports, a timber loading platform on the northern end, access platform on the track side, and steps on the southern end of the platform. The structure is clad with corrugated iron sheets, and it has a curved corrugated iron clad roof. The roof curve is supported internally by a king post extending from the centre of the collar-tie, without a diagonally braced truss structure, or rafters.  The roof and a number of the wall corrugated iron sheets have been replaced. Casement windows are set in both short walls and there are two sets of sliding doors on each long wall. The sliding doors are clad in timber set in a herringbone pattern and hung from steel rails with castors. The internal single room has been cordoned on the southeast corner by a wire mesh storage cage. The goods shed is largely in good condition, although the external timber platforms have deteriorated and there is evidence of vandalism and squatting. The original roof and wall corrugated iron sheets are present beneath the loading platform.
	Yerong Creek Yard clearances enhancement site			
	Yerong Creek Urban Conservation Area	Local (Lockhart LEP)	C3	The conservation area is partially located within and adjacent to the railway corridor. The conservation area includes a number of nineteenth and early twentieth century buildings.

Precinct	Heritage Item	Listing	ID	Description
	Yerong Creek Railway Station archaeological site	Unregistered potential heritage item	-	An area of exposed brick footings and surface artefacts (e.g. small sherds of ceramic) was identified adjacent to the nineteenth century brick railway platform. The platform is of brick construction—stretcher bond capped with four corbelled courses. This is likely the site and archaeological remnants of the old railway station (demolished in the 1980s). Additional investigation via Ground Penetrating Radar (GPR) was undertaken at this site to investigate its archaeological potential, and this study concluded that the likelihood of significant archaeological deposits remaining intact at the site was low.
	<b>The Rock Yard clearances enhancement site</b>			
	The Rock Station and Yard Group	State heritage register	01268	The Rock Station is a weatherboard structure with a gabled roof clad in corrugated iron sheets. The gantry crane is located in the centre of the railway yard. The Station Master's residence is a simple brick building, which has been rendered. Both buildings appear to be in good condition, although many of the rooms in the station building have been closed up.
		Local (Lockhart LEP)	I10	
		s170	4280256	
	The Rock Urban Conservation Area	Local (Lockhart LEP)	C2	The conservation area is partially located with and adjacent to the railway corridor. The conservation area includes a number of nineteenth and early twentieth century buildings
Wagga Wagga	<b>Pearson Street bridge enhancement site</b>			
	Wagga Wagga Showground, 'Kyeamba Smith' Hall, and grandstand	Local (Wagga Wagga LEP)	I246	The Wagga Wagga Showground includes a number of early and mid-20th century buildings, including the 'Neil Skeers' Grandstand, the 'Kyeamba Smith' Hall and several other contemporary buildings. The Grandstand and the Hall appear to be in fair condition. The small area within the Project site is used as a campground.
	<b>Cassidy Parade pedestrian bridge enhancement site</b>			
	Cassidy Parade and Brookong Avenue footbridge	ARTC s170	4280661	This pedestrian bridge has been constructed from cast concrete with a steel pipe and wire railing fence. The design of the pedestrian bridge has been identified as a unique feature of the NSW railway heritage landscape, with no comparable examples known. It was opened in 1965. The pedestrian bridge appears to be in good condition, although there is graffiti damage.



Precinct	Heritage Item	Listing	ID	Description
	Edmondson Street bridge, Wagga Wagga Station Pedestrian bridge and Wagga Wagga Yard clearances enhancement site			
	Wagga Wagga Conservation area	Local (Wagga Wagga LEP)	C9	Partially overlaps with, and adjacent to, the railway corridor, the conservation area includes a number of 19th and early 20th century buildings.
	Mount Erin Convent, Chapel, High School, and Grounds	Local (Wagga Wagga LEP)	I260	This complex comprises of a number of buildings, many of which date to the late 19th century and extensive mature plantings, which screen much of the site from external views.
	Edmonston Street bridge	Unregistered potential heritage item	-	The bridge is in the Wagga Wagga conservation area but has not been identified specifically as a contributory item. The bridge is a steel-framed girder bridge with red brick masonry. A significance assessment presented in section 4.5.3 of Technical Paper 3: Non-Aboriginal heritage concluded that it may meet two of the seven SHR criteria and has potential heritage significance at a local level. This item was identified as potentially having local significance as it shares a similar design and likely was part of a design template for bridges. It is unknown how many of these bridges remain.
	Wagga Wagga Railway Station and Yard Group	State heritage register	01279	<p>The Wagga Wagga Railway Station is a substantial and ornate structure, built in the Victorian Free Classical style. It comprises a highly symmetrical, single-storey building. West of the station building is the Wagga Wagga footbridge ('Mothers Footbridge'), which was built in 1936. It is a simple steel girder bridge with a steel post-and-rail safety barrier and straight lateral bracing post). The footbridge does not provide access to the Wagga Wagga Railway Station platforms but spans from the station carpark to the opposite side of the railway corridor. The footbridge is in fair condition.</p> <p>Immediately west of the station building is the Wagga Wagga Railway Museum. The museum is a single-storey brick building with a corrugated iron sheet clad roof.</p> <p>Southwest of the station building is the former Best Street gatehouse. It has a T-shaped floorplan and has been constructed from brick— English bond—with a corrugated iron roof (partially missing). It also has an external water closet and laundry structure. The building is in poor condition, with evidence of fire damage, ongoing squatting, and general disrepair.</p>
		s170	4280250	
	Best Street Railway Gatehouse (former)	State heritage register	01279	
		Local (Wagga Wagga LEP)	I98	
	Wagga Wagga Railway Station	State heritage register	01279	
		Local (Wagga Wagga LEP)	I8	
	Station Master's Residence (former)	State heritage register	01279	
		Local (Wagga Wagga LEP)	I99	

Precinct	Heritage Item	Listing	ID	Description
Junee	<b>Harefield Yard clearances enhancement site</b>			
	There are no registered or potential heritage items within the enhancement site			
	<b>Junee Station pedestrian bridge, Olympic Highway underbridge and Junee Yard clearances enhancement sites</b>			
	Junee Station, Yard, and Locomotive Depot	State heritage register	01173	The Junee Railway Station is a substantial and ornate structure, built in the Victorian Free Classical style. It comprises a highly symmetrical, single storey building. The Junee Locomotive Depot/Roundhouse comprises a circular brick building split into two 'halves', with the internal structure laid out in a radial pattern from a central turntable.
		s170	4280760	
	Junee Railway Station	State heritage register	01173	
		Local (Junee LEP)	I8	
	Junee Railway refreshment rooms	State heritage register	01173	
		Local (Junee LEP)	I10	
	Junee Station Railway Station moveable relics	State heritage register	01172	The moveable relics include a various array of items such as signage, benches, storm water grates, lamp posts and indoor furniture. The moveable relics were not assessed as part of the EIS Technical Paper 3.
	Junee Heritage conservation area	Local (Junee LEP)	C1	The conservation area is partially located within and adjacent to the railway corridor. The conservation area includes a majority late nineteenth century buildings, but some 1920s-1930s structures are present.
	<b>Junee to Illabo clearances enhancement site</b>			
	No registered heritage items			

## 5 ENVIRONMENTAL ASPECTS AND IMPACTS – STAGE A

### 5.1 Construction activities

Key aspects of Stage A activities that could result in adverse impact to Aboriginal and non-Aboriginal Heritage include:

- Direct -
  - Site establishment activities including demolition (no demolition of heritage items) and installation of temporary ground cover and access tracks;
  - Accidental damage due to construction work occurring within or adjacent to a heritage item;
  - Earthworks;
  - Utility works.
- Indirect -
  - Potential indirect impacts due to vibration;
  - At-property treatment to address operational rail noise;
  - Changes to viewsheds and vistas of existing heritage settings and curtilages.

### 5.2 Aboriginal cultural heritage impacts

#### 5.2.1 Direct impacts

During construction, the ground preparation works for construction compounds and access routes, and from earthworks for permanent infrastructure (including, but not limited to, track modifications, drainage and utility upgrades) have the potential to impact Aboriginal heritage. This section specifically addresses the enhancement sites that have been identified with known and potential Aboriginal cultural heritage values. The potential direct impacts for each area have been listed in Table 6. The remaining enhancement sites assessed had no known or potential Aboriginal cultural heritage values identified and had also been subject to substantial ground surface disturbance. No impacts are anticipated at these enhancement sites.

TABLE 6: POTENTIAL DIRECT IMPACTS TO ABORIGINAL CULTURAL HERITAGE – STAGE A WORKS

Enhancement site	Potential direct impacts
Yerong Creek Yard clearances enhancement site	The project would not impact the isolated artefact (A2I-1), which is located around 200 m from the Construction Boundary. Appendix E of the RtS concludes that there is no type or degree of harm to this item, and accordingly no loss of value.
Olympic Highway underbridge, Junee enhancement site	<p>The EIS states that there was one isolated artefact (A2I-2) found within 5 m of a construction ancillary facility, however, it is outside the enhancement sites. Inadvertent direct impacts (e.g. unintentional or accidental disturbance) would be managed via the implementation of UMM AH1 and AH3 whereby:</p> <ul style="list-style-type: none"> <li>▪ A2I-1 and A2I-2 will be marked on the environmental control maps, site plans, and avoided.</li> <li>▪ the location will be inspected by a suitably qualified person to reconfirm the artefact location;</li> <li>▪ the site will be demarcated with fencing (refer to Section 6.3.6 for mitigation);</li> <li>▪ Cultural and historic heritage awareness training will be carried out for all personnel working on the proposal. This training will provide information on known heritage site and places, along with specific requirements to avoid impacts and the heritage unexpected finds protocol (UFP). The training will specifically note the protection requirements of the A2I-2 site. For more information see Section 7.2</li> </ul> <p>The EIS notes that no further impacts are expected as the remainder of the zone had no archaeological potential. Furthermore, Appendix E of the RtS</p>

	concludes that there is no type or degree of harm to this item, and accordingly no loss of value.
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### 5.2.2

#### Indirect impacts

Indirect impacts from the project are largely centred around the idea that impacts to the broader environment also constitute cultural impacts based on 'Caring for Country' ideals. There are potential indirect impacts from erosion and sedimentation from the construction work area, including potential impacts to the water quality of downstream environments that have cultural values. RAP concerns were specifically raised at the following sites:

- Henty Yard clearances enhancement site is located over 150 m to the south of Buckaringah Creek. Buckaringah Creek has cultural values associated with a songline and with the downstream Doodle Comer Swamp to the south-west;
- Harefield Yard clearances enhancement site crosses Reedy Creek, which drains to Houlaghans Creek and is part of a significant Wiradjuri site. Works would be required on the existing bridge crossing as part of the project;
- Junee to Illabo clearances enhancement site crosses Jeralgambeth Creek, a tributary to Billabong Creek. Modifications to an existing culvert would be required as part of the project.

Changes in water quality, the removal of riparian or in-stream vegetation and works within a watercourse can impact the aquatic biodiversity of the receiving environment. Mitigation measures to minimise these impacts are contained in the Construction Soil and Water Management Plan.

The RAPs noted their concern about the possible impacts to habitat south of the Billy Hughes bridge located between the rail line and the Hume Highway. In doing so, RAPs observed the general value of biodiversity in the broader landscape at this location and impacts to these values by surrounding developments. This patch of habitat has been avoided by the project. Indirect impacts to native fauna and retained native vegetation by the project for Stage A have been considered in the Construction Biodiversity Management Plan (Stage A).

Indirect impacts due to construction vibration would not occur as the Aboriginal sites in proximity to the project site are not sensitive to vibration. Sites most likely to be sensitive to vibration would be rock shelters and none are located within 20 km of the project site. Landforms in the area suggest the likelihood of an undiscovered rock shelter within 200 m would be non-existent.

## 5.3 Non-Aboriginal heritage impacts

Stage A of the project may result in indirect impact to multiple heritage structures and two archaeological areas during construction. This includes potential impacts from vibration and changes to visual amenity, viewsheds and vistas.

### 5.3.1 Direct impacts

Direct impacts to heritage items and potential heritage items are overviewed in Table 7.



TABLE 7: DIRECT IMPACTS TO HERITAGE AND POTENTIAL HERITAGE ITEMS – STAGE A WORKS

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
Albury	Table Top Yard clearances enhancement site				
	There are no registered or potential heritage items within the enhancement site				
Greater Hume-Lockhart	Henty Yard clearances enhancement site				
	Henty Railway Station and Yard Group	State heritage register	01169	Stage A would have a negligible impact on the overall heritage significance of the Railway Station and Yard Group. There are no direct impacts anticipated to these items as part of Stage A.	There are no proposed Stage A works to the structures associated with the Henty Railway Station and Yard Group citation. The proposal has been designed in a manner that prevents impact to the goods shed.
		Local (Greater Hume LEP)	178		
		s170	4280285		
	Yerong Creek Yard clearances enhancement site				
	Yerong Creek Urban Conservation Area	Local (Lockhart LEP)	C3	There are no direct impacts anticipated to these items as part of Stage A. Works will occur within the curtilage however these will not impact the significance or values of the item.	There are no direct impacts anticipated to these items as part of Stage A. Stage A works do not include modifications to the level crossing at Plunkett Street and Cole Street.
	Yerong Creek Railway Station archaeological site	Unregistered potential heritage item	-	There are no direct impacts anticipated to these items as part of Stage A. Works will occur within the curtilage however these will not impact the significance or values of the item. Appendix F of the RtS concludes that the likelihood of significant archaeological deposits remaining intact at the site is low.	There are no direct impacts anticipated to these items as part of Stage A. No demolition of the remaining structures of the station will occur as part of Stage A.
	The Rock Yard clearances enhancement site				
	The Rock Station and Yard	State heritage register	01268	There are no direct impacts anticipated to these items as part of Stage A. Works will occur within the curtilage	There are no direct impacts anticipated to these items as part of Stage A. There are no proposed

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
		Local (Lockhart LEP)	I10	however these will not impact the significance or values of the item.	Stage A works to the structures associated with The Rock Station and Yard Group citation.
		s170	4280256		
	The Rock Urban Conservation Area	Local (Lockhart LEP)	C2	There are no direct impacts anticipated to these items as part of Stage A. Works will occur within the curtilage however these will not impact the significance or values of the item.	There are no direct impacts anticipated to these items as part of Stage A. The project would have a negligible impact to the heritage significance of the conservation area.
Wagga Wagga	<b>Pearson Street bridge enhancement site</b>				
	Wagga Wagga Showground, 'Kyeamba Smith' Hall, and grandstand	Local (Wagga Wagga LEP)	I246	No direct impacts as part of Stage A. Works will occur within the curtilage however these will not impact the significance or values of the item.	No works are proposed within this item as part of Stage A.
	<b>Cassidy Parade pedestrian bridge enhancement site</b>				
	Cassidy Parade and Brookong Avenue footbridge	ARTC s170	4280661	No direct impacts as part of Stage A. Utility works will occur within the curtilage however these will not impact the significance or values of the item.	No demolition of the footbridge will occur as part of Stage A. Utility works underneath the footbridge will occur, however, these are not anticipated to have a direct impact on the item. Indirect impacts from vibration are discussed in the sections below.
	<b>Edmondson Street bridge, Wagga Wagga Station Pedestrian bridge and Wagga Wagga Yard clearances enhancement site</b>				
	Wagga Wagga Conservation area	Local (Wagga Wagga LEP)	C9	No direct impacts as part of Stage A. Works will occur within the curtilage however these will not impact the significance or values of the item.	The proposal would have a minor impact to the heritage significance of the conservation area.
	Mount Erin Convent, Chapel, High School, and Grounds	Local (Wagga Wagga LEP)	I260	Stage A would remove a number of mature plantings on the northeastern extent of the Mount Erin Convent, chapel, high school, and grounds. A new easement for an	The removal of the mature plantings would alter the viewshed of the complex, however, the EAD concluded that the overall impact is expected to be minor.

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary		
				overhead powerline would also be created within the northeastern extent.			
	Edmondson Street bridge	Unregistered potential heritage item	-	Utility works will occur on and around the bridge, however, no demolition will occur under Stage A.	The EAD describes the major impacts to this item are from the demolition of the bridge. This will not occur under Stage A works and therefore the impact is minor.		
	Wagga Wagga Railway Station and Yard Group	State heritage register	01279	Utility works within the curtilage of this item are proposed as part of Stage A, however, there are no proposed works to the stationmaster's residence or Best Street railway gatehouse.  Works in the form of a temporary construction compound would occur within the curtilage of the Best Street railway gatehouse. However, these works would not alter the boundaries of the curtilage or impact the gatehouse.	Stage A would have a minor impact on the overall heritage significance of the Wagga Wagga Railway Station and Yard Group.		
		s170	4280250				
	Best Street Railway Gatehouse (former)	State heritage register	01279				
		Local (Wagga Wagga LEP)	198				
	Wagga Wagga Railway Station	State heritage register	01279				
		Local (Wagga Wagga LEP)	18				
	Station Master's Residence (former)	State heritage register	01279				
		Local (Wagga Wagga LEP)	199				
	Harefield Yard clearances enhancement site						
	There are no registered or potential heritage items within the enhancement site						

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
Junee	<b>Harefield Yard clearances enhancement site</b>				
	There are no registered or potential heritage items within the enhancement site				
	<b>Junee Station pedestrian bridge, Olympic Highway underbridge and Junee Yard clearances enhancement sites</b>				
	Junee Station, Yard, and Locomotive Depot	State heritage register	01173	There are no direct impacts anticipated to these items as part of Stage A. Works will not occur within the curtilage of items 01173, 4280760 or 001172.  Works will occur within the curtilage of locally listed items I8 and I10, however, these will not impact the significance or values of the item.	There are no direct impacts anticipated to locally listed items I8 and I10 as part of Stage A. Demolition of the footbridge is not proposed as part of Stage A works.
		s170	4280760		
	Junee Railway Station	State heritage register	01173		
		Local (Junee LEP)	I8		
	Junee Railway refreshment rooms	State heritage register	01173		
		Local (Junee LEP)	I10		
	Junee Station Railway Station moveable relics	State heritage register	01172	There are no impacts anticipated to item 01172 as part of Stage A as works will not occur within or adjacent to the curtilage of this item	There are no proposed works during Stage A that would impact the Junee Railway Station moveable relics as works are outside the curtilage of this item.
	Junee Heritage conservation area	Local (Junee LEP)	C1	There are no direct impacts anticipated to these items as part of Stage A. Works will occur within the curtilage however these will not impact the significance or values of the item.	The EAD concludes that there is a negligible impact on the heritage significance of the conservation area.



Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
	Junee to Illabo clearances enhancement site				
	No registered heritage items				

### 5.3.2 Indirect impacts

Indirect impacts to non-Aboriginal heritage items within and adjacent to Stage A construction are summarised below.

#### Vibration

The EAD identified vibration as an indirect impact that may occur to several heritage items, both within and outside the enhancement sites. A summary of the vibration impacts to heritage items within each Stage A enhancement site is contained in Table 8.

**TABLE 8 IMPACT ASSESSMENT FOR HERITAGE ITEMS WITHIN THE STAGE A ENHANCEMENT SITES**

Enhancement Site	Item	Impact
Henty Yard clearances enhancement site	Henty Railway Station and Yard Group Listings: <ul style="list-style-type: none"> <li>SHR 01169</li> <li>Greater Hume LEP 2012 I78</li> <li>ARTC and TfNSW s170 4280285</li> </ul>	During construction, vibration intensive works would occur within safe working distances, such as vibratory compaction. This has assumed a more stringent criterion (three mm/s), noting that heritage buildings should not be assumed as being structurally unsound, and that these structures would typically be exposed to high vibration levels on a daily basis (due to the movement of trains). Mitigation measures have been identified to manage these risks. This includes the selection of equipment and construction methods, pre-construction condition surveys and monitoring of these structures, where risk remains.
Edmondson Street bridge, Wagga Wagga Station Pedestrian bridge and Wagga Wagga Yard clearances enhancement site	Mount Erin Convent, Chapel, High School, and Grounds Listings: <ul style="list-style-type: none"> <li>Wagga Wagga LEP 2010 I260</li> </ul> Wagga Wagga Railway Station and Yard Group Significance—State Listings: <ul style="list-style-type: none"> <li>SHR 01279</li> <li>Multiple Wagga Wagga LEP 2010 items, refer to Table 4.2</li> <li>ARTC and TfNSW s170 4280250</li> </ul>	During construction, vibration intensive works would occur within safe working distances, such as vibratory compaction. This has assumed a more stringent criterion (three mm/s), noting that heritage buildings should not be assumed as being structurally unsound, and that these structures would typically be exposed to high vibration levels on a daily basis (due to the movement of trains). Mitigation measures have been identified to manage these risks. This includes the selection of equipment and construction methods, pre-construction condition surveys and monitoring of these structures, where risk remains
Junee Station pedestrian bridge, Olympic Highway underbridge and Junee Yard clearances enhancement sites	Junee Railway Station, Yard, and Locomotive Depot Listings: <ul style="list-style-type: none"> <li>SHR 01173</li> <li>Multiple Junee LEP 2012 listings, refer to Table 4.2</li> <li>ARTC and TfNSW s170 4280760</li> </ul>	During construction, vibration intensive works would occur within safe working distances, such as vibratory compaction. This has assumed a more stringent criterion (three mm/s), noting that heritage buildings should not be assumed as being structurally unsound, and that these structures would typically be exposed to high vibration levels on a daily basis (due to the movement of trains). Mitigation measures have been identified to manage these risks. This includes the selection of equipment and construction methods, pre-construction condition surveys and monitoring of these structures, where risk remains

Table 9 provides a summary of impacts for heritage items outside the Stage A enhancement sites.

TABLE 9 VIBRATION IMPACT RISK AT HERITAGE ITEMS OUTSIDE STAGE A ENHANCEMENT SITES

Enhancement site	Type of works	Registered heritage item	Vibration risk
Henty Yard clearances enhancement site	General construction impact	'Doodle Cooma Arms' Hotel (Greater Hume LEP 2012 I73)	Yes
		Former Methodist Church (Greater Hume LEP 2012 I82)	Yes
Cassidy Parade pedestrian bridge, Edmondson Street bridge, Wagga Wagga Railway Station pedestrian bridge, and Wagga Wagga Yard clearances enhancement sites	General construction impact	South Wagga Wagga Primary School (Wagga Wagga LEP 2010 I97)	Yes
		Former Corner Store (Wagga Wagga LEP 2010 I262)	Yes
		House (Wagga Wagga LEP 2010 I303)	Yes

During Stage A, the proposed construction works are of a smaller scale and nature to those assessed in the EAD. Accordingly, the vibration risks and impacts presented in Table 8 and Table 9 will be of a reduced nature. Vibration impacts to heritage items will be confirmed via implementation of the CNVMP. Where heritage items are within safe working distances, mitigation and management measures contained in the CNVMP would be implemented.

#### Changes to viewsheds and vistas of existing heritage settings and curtilages

The EAD concludes that the impact of the project on viewsheds or vistas is considered low to moderate. Indirect impacts to general viewsheds associated with heritage items located within 200 m of the enhancement sites may occur. During Stage A construction, views of construction activities would be temporary and short-term. This type of work would not have a material impact on heritage items that have views to the project.

Overall, Stage A would have a minor impact on the heritage items that overlap with the enhancement sites and the significance of the NSW railway network more broadly.

## 5.4 Cumulative impacts

The non-Aboriginal heritage items impacted by the Stage A and Stage B of the project represent approximately 140 years of railway heritage in NSW. They are associated with the establishment of the railway stations, the agricultural and commercial purposes of the railway network, and vehicle and pedestrian access over and within the railway precincts.

The majority of nearby projects identified in the EAD would not impact any identified heritage items or values; however, several non-A2I projects have the potential to cause impacts to both registered and unregistered heritage items. The non-A2I projects with the potential to impact similar heritage values include the Inland Rail projects directly to the north and south and Wagga Wagga Special Activation Precinct. The removal of two unregistered bridges (Edmondson Street bridge and Kemp Street bridge) and one section 170 heritage register bridge (Cassidy Parade bridge) as part of the project would add to the low cumulative impact on non-Aboriginal heritage in the region but is not expected to affect the wider cultural value of the rail line.

## 6 MANAGEMENT AND MITIGATION – STAGE A

### 6.1 Aboriginal heritage

#### 6.1.1 Specific management strategies

In accordance with CoA E58, the project will ensure that all reasonable steps are taken to not harm, modify or otherwise impact Aboriginal objects, values or places except as authorised by the CoA. These reasonable steps are outlined in the sections below.

##### RAP and LALC Consultation

As outlined in Section 1.6.2, ongoing consultation between Martinus Rail, Inland Rail, RAPs and LALCs regarding Aboriginal cultural heritage management throughout construction will be undertaken.

##### Aboriginal cultural and historical awareness training

In accordance with UMM AH3 and CoA C12(g), cultural and historical heritage awareness training will be carried out for all personnel working on the project. This training will provide information on known heritage sites and places, along with specific requirements to avoid impacts and the Unexpected Heritage Finds and Human Remains Procedure (Appendix B). The training provided will specifically note the protection requirements of the relevant Aboriginal sites including the A2I-2 site. Further details on this training are contained in Section 7.2.

##### Test excavation and salvage

It is relevant to note that the Stage A construction boundary as approved does not impact identified PADs and hence the following test and salvage excavation measures are outlined only as a precautionary measure to address CoAs E60, E62-64 and potential changes to the construction boundary that may impact areas of PAD. Should this eventuate, the below process will be followed.

In accordance with CoA E62, prior to the commencement of any work within areas identified as requiring archaeological investigation or salvage listed in the documents referenced in CoA A1, the project will prepare an Aboriginal Archaeological Test Excavation Methodology. Following analysis of the test excavation results, the project will prepare an Aboriginal Archaeological Salvage Excavation Methodology. This methodology will include procedures for short- and long-term management of artefacts.

The Aboriginal Archaeological Test Excavation Methodology and Aboriginal Archaeological Salvage Excavation Methodology will be prepared by a suitably qualified expert in consultation with Heritage NSW, LALC and RAPs, and provided to the Planning Secretary for approval prior to any test or salvage excavation commencing.

At the completion of Aboriginal cultural heritage test and salvage excavations, an Aboriginal Cultural Heritage Excavation Report(s) will be prepared by a suitably qualified expert. The Aboriginal Cultural Heritage Excavation Report will:

- Be prepared in accordance with the Guide to Investigation, assessing and reporting on Aboriginal cultural heritage in NSW, OEH 2011 and the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales, DECCW 2010;
- Document the results of the archaeological test excavations and any subsequent salvage excavations (with artefact analysis and identification of a final repository for finds).

The RAPs would be provided a minimum of 28 days to consider the report and provide comments before the report is finalised. The final report must be provided to the Planning Secretary, Heritage NSW, the relevant Councils, LALC and the RAPs within 24 months of the completion of the Aboriginal archaeological excavations (both test and salvage).

### 6.2 Non-Aboriginal heritage

#### 6.2.1 Specific management strategies

##### Heritage Photographic Archival Recording

The CoA and UMMs for the project identify requirements to undertake heritage photographic archival recordings of heritage items and potential heritage items identified for demolition, modification or alteration.

Photographic recording of items with a statutory listing will be undertaken in accordance with Heritage NSW guidelines. Photographic recording of items with potential heritage significance but not statutory listing will be undertaken in accordance with ARTCs Archival Recording Standard.

Archival recording for both Stage A and Stage B construction has been undertaken for the following listed items:

- Albury rail bridge over the Murray River (SHR 01020);



- External lever system adjacent to the North Signal Hut in the Albury Railway Station and Yard Group (SHR 01073);
- Pedestrian bridge (footbridge) in the Albury Railway Station and Yard Group (SHR 01073);
- Signal box 1a in the Albury Railway Station and Yard Group (SHR 01073);
- Slew track in the Albury Railway Station and Yard Group (SHR 01073);
- Pedestrian bridge (footbridge) in the Culcairn Railway Station and Yard Group (SHR 01126);
- Slew track in the Culcairn Railway Station and Yard Group (SHR 01126);
- Slew track in the Henty Railway Station and Yard Group (SHR 01169);
- Cassidy Parade and Brookong Avenue footbridge (ARTC s170 ID 4280661);
- Edmondson Street bridge in the Wagga Wagga Conservation Area (Wagga Wagga LEP 2010);
- Wagga Wagga (Mothers) footbridge in the Wagga Wagga Railway Station and Yard Group (SHR 01173);
- Slew track in the Wagga Wagga Railway Station and Yard Group (SHR 01173);
- Slew track in the Bomen Railway Station (SHR 01093);
- Pedestrian bridge (footbridge) in the Junee Railway Station, Yard, and Locomotive Depot (SHR 01173).

Archival recording was also undertaken for the following potential heritage items:

- Kemp Street bridge;
- Yerong Creek Railway Station Platform;
- Remnant broad gauge railway track between gantry roads 8 and 9 in the Albury Railway Station and Yard Group (SHR 01073).

## 6.3 Both Aboriginal and non-Aboriginal heritage

### 6.3.1 Urban Design and Landscape Plan

An Urban Design and Landscape Plan (UDLP) will be developed to address CoAs E108 to E110. The UDLP will document and illustrate the permanent built works and landscape design of the project and how these works are to be maintained. The UDLP will in part address the design objectives and design principles developed that minimise adverse visual impacts to the public domain and heritage. The UDLP will identify the design of permanent built elements, structures, landscaping and buildings demonstrating options to mitigate impacts, including visual impacts on heritage items within and outside of project boundaries and heritage interpretation as outlined in the Heritage Interpretation Plan (refer Section 6.3.3). The UDLP will be submitted to and approved by the Planning Secretary one month prior to the commencement of construction of permanent built surface works and/or landscaping, excluding those elements which for ecological or technical requirements as agreed by the Planning Secretary do not allow for alternate design outcomes.

### 6.3.2 Unexpected Heritage Finds and Human Remains Procedure

The Unexpected Heritage Finds and Human Remains Procedure (Appendix B) will be implemented for the duration of all project works. This procedure has been prepared by a suitably qualified and experienced heritage specialist in accordance with relevant guidelines and standards. The Unexpected Heritage Finds and Human Remains Procedure will be prepared in consultation with Heritage NSW and the Heritage Council of NSW. The procedure will be submitted to the Planning Secretary for information no later than one month prior to the commencement of project works (CoA E66).

### 6.3.3 Heritage Interpretation Plan

In accordance with CoA E55, the project will prepare and implement a Heritage Interpretation Plan (HIP) which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI. The HIP will inform the UDLP and will be prepared in accordance with the relevant Heritage NSW and Heritage Council of NSW guidelines and include, but not be limited to:

- A discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to Albury, Wagga Wagga and Junee Stations and Yard Groups, and bridges modified or removed by the project;
- Identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the CSSI including -
  - Use of interpretative hoardings during construction;
  - Community open days;
  - Community updates;

- Design of pedestrian and road bridges;
- Signal boxes and other items within Albury Station Yard.
- Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken.

The Heritage Interpretation Plan will be prepared in consultation with Heritage NSW, Heritage Council of NSW, relevant councils and RAPs, and will be submitted to the Planning Secretary before commencement of Stage A and Stage B construction.

### 6.3.4 Sensitive Area Plans

SAPs will be prepared prior to construction for broader construction zones to manage any Aboriginal and non-Aboriginal heritage risks during construction. The SAPs will clearly identify environmentally sensitive areas including known and previously identified sites within the vicinity of project works and Aboriginal and non-Aboriginal heritage no-go zones that require specific management measures.

Example SAPs can be found in Appendix A5 of the CEMP.

### 6.3.5 Updated mapping of monitoring and salvage areas

The scope of works under Stage A of the project do not require updated mapping for monitoring or salvage areas. The areas identified in the EAD that require monitoring or salvage fall under the scope of Stage B. Accordingly, updated mapping will be produced prior to Stage B works and included in Stage B CCHMP updated as required throughout construction.

### 6.3.6 Exclusion zones

In accordance with UMM AH1 and NAH10 exclusion zones would be established for retained heritage items or structures within the project site and will be marked on the SAPs and avoided, prior to construction. Prior to the commencement of construction, the location of these items and sites will be inspected by a suitability qualified person to reconfirm location and to confirm the appropriate demarcation measures. This will include isolated artefact A2I-2 (AHIMS ID 50-5-0292). Exclusion zones would be inspected regularly during construction to ensure protection of these heritage items.

### 6.3.7 Safe working distances

Safe working distances, vibration monitoring and reporting will be undertaken in accordance with the CNVMP. Recommended safe working distances, derived from the Construction Noise and Vibration Guideline – Public Transport Infrastructure (CNVG-PTI) (TfNSW, 2023), are presented in Table 10 and provide a conservative screening method for indicating buildings and structures where there is a risk of vibration impact. The minimum working distances below are indicative and will vary depending on the plant item, building types and foundations and local geotechnical conditions.

TABLE 10: MINIMUM WORKING DISTANCES (M) - COSMETIC DAMAGE

Vibration significant plant item	Rating/Description	Reinforced or frame structures (BS7385)	Unreinforced or light framed structures (BS7385)	Structurally unsound heritage structures (DIN 4150-3)
Vibratory Roller	<50 kN (1–2 tonne)	3 m	5 m	11 m
	<100 kN (2–4 tonne)	3 m	6 m	13 m
	<200 kN (4–6 tonne)	6 m	12 m	25 m
	<300 kN (7–13 tonne)	8 m	15 m	31 m
	>300 kN (13–18 tonne)	10 m	20 m	40 m
	>300 kN (>18 tonne)	12 m	25 m	50 m
Small hydraulic hammer	300 kg (5 to 12 t excavator)	1 m	2 m	5 m
Medium hydraulic hammer	900 kg (12 to 18 t excavator)	4 m	7 m	15 m

Vibration significant plant item	Rating/Description	Reinforced or frame structures (BS7385)	Unreinforced or light framed structures (BS7385)	Structurally unsound heritage structures (DIN 4150-3)
Large hydraulic hammer	1,600 kg (18 to 34 t excavator)	11 m	22 m	44 m
Vibratory pile driver	sheet piles	10 m	2 m to 20 m	5 m to 40 m
Piling rig – bored	≤ 800 mm	1 m	2 m (nominal)	5 m
Jackhammer	Handheld	1 m	1 m (nominal)	3 m

Vibration monitoring will be carried out when vibration intensive tasks are occurring within the minimum working distances to heritage structures. Further information is contained in Section 7.5 of the CNVMP. In accordance with CoA E81, if vibration monitoring equipment is required to be installed at heritage-listed structures, advice from a heritage specialist will be sought on methods and locations for installing the equipment.

Where the monitoring identifies exceedances in the relevant criteria, or where impacts are identified, additional mitigation measures will be identified and implemented to appropriately manage impacts. These include modifying plant specifications and/or work methodology and delineating additional exclusion areas around structures to restrict high-vibration activities occurring too close to sensitive structures. All required vibration monitoring and reporting will be undertaken in accordance with the Construction Noise and Vibration Monitoring Program (Appendix B of the CNVMP).

The information in this section is provided as a summary and does not contain information beyond what is covered by the CNVMP. The CNVMP is the governing document for all noise and vibration mitigation and management measures. The CNVMP is reviewed and endorsed by the ER and the AA in accordance with the timeframes contained in the relevant CoAs.

### 6.3.8 Site specific protection plans

In accordance with CoA E56, site specific protection plans will be prepared and implemented for all demolition and modification works adjacent to or within the curtilage of a state heritage item to ensure that any impacts arising are minimised.

Prior to any demolition and/or modification works adjacent to or within the curtilage of a state heritage item associated with Stage A construction, site specific protection plans will be prepared and included in this Plan for the ER's approval as a minor amendment (refer Section 1.7).

### 6.3.9 Heritage specialist advice

In accordance with CoA E81 and E57, advice from a heritage specialist will be obtained:

- Prior to installing equipment used for vibration, movement and/or noise monitoring at any heritage-listed structure, advice will be sought on methods and locations for the installation of such equipment;
- Advice from a heritage specialist will be obtained prior to conducting any at-property treatment at any heritage-listed item identified in the EAD to ensure such work does not have an adverse impact on the heritage significance of the item.

### 6.3.10 Periodic monitoring

Periodic monitoring will be undertaken as follows:

- Regular inspections of the identified exclusion zones before and during construction in line with Section 6.3.6 and Section 7.3;
- As identified in the Site Specific Protection Plans in Appendix B;
- Where recommended by a heritage or vibration specialist in response to the process outlined in Section 6.3.9.

Pre- and post-condition surveys of heritage structures will also be undertaken in accordance with CoA E120 and E121. These condition surveys will provide the project with an understanding of the condition of the heritage structure(s) prior to works commencing in that particular area. Where heritage structures are not at risk of damage as outlined in the documents listed in CoA A1, condition surveys will not be undertaken unless the scope of works change and work outside of the construction boundary is proposed. If such a change is proposed, the project will review whether additional condition surveys in accordance with CoA E20 and E21 are required.

CoA E120 requires that before commencement of any work, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified in the documents listed in CoA A1 as being at risk of damage. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the owners of the items surveyed, and no later than one (1) month before the commencement of construction.

CoA E121 requires that after completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with CoA E120 must be undertaken by a structural engineer. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than three (3) months following the completion of construction.

## 6.4 Management and mitigation measures

A range of environmental requirements and management measures are identified in the EAD and CoA. Specific measures and requirements to address impacts to Aboriginal and non-Aboriginal heritage are outlined in Table 11. The following mitigation measures have been developed with consideration of SMART (specific, measurable, achievable, relevant and time-based) principles.



TABLE 11: ABORIGINAL AND NON-ABORIGINAL HERITAGE MANAGEMENT AND MITIGATION MEASURES – STAGE A

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
<b>Aboriginal heritage</b>						
AH-1	The project will not destroy, modify or otherwise physically affect any heritage items outside of the CSSI construction boundary. Additionally, no impact is permitted beyond the existing disturbed area of the unformed road identified as Townsend Street in documents listed in CoA A1.	All	Pre-construction Construction	MR ESM MR Superintendent/Supervisor	CoA E47 CoA E61	Site inspection records Audit reports
AH-2	An ACHMP will be prepared and implemented as part of the CEMP. The ACHMP will include measures to manage, minimise and mitigate potential impacts on Aboriginal cultural heritage by the project.	All	Pre-construction Construction	MR ESM	CoA C12 EAD	This Plan Section 6
AH-3	Aboriginal objects, sites and Potential Archaeological Deposits identified within or adjacent to the project footprint will be marked on the environmental control maps, site plans, and avoided.  This includes the A2I-1 and A2I-2 stone artefacts which will be isolated from construction works via site boundary fencing and signage.	All	Pre-construction Construction	MR ESM	UMM AH1	SAPs
AH-3	Prior to the commencement of construction, the location of Aboriginal sites will be inspected by a suitability qualified person to reconfirm location and to demarcate the site with the exclusion measures.	Yerong Creek Yard clearances  Olympic Highway underbridge, Junee	Pre-construction Construction	MR ESM MR Superintendent/Supervisor	UMM AH1 CoA C12 (a)	Site inspection records Consultation records
AH-4	Cultural and historic heritage awareness training will be carried out for all personnel working on the project. This training will provide information on known heritage site and places, along with specific requirements to	All	Pre-construction Construction	MR ESM	UMM AH4 CoA C12 (g)	Induction records Toolbox talk records

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	<p>avoid impacts and the Unexpected Heritage Finds and Human Remains Procedure.</p> <p>The training will specifically note the protection requirements of the A2I-2 site.</p>					
AH-5	All reasonable steps will be taken so as not to harm, modify or otherwise impact Aboriginal objects or places of cultural significance except as authorised by the Planning Approval. Control measures from this Plan will be included in relevant EWMS.	All	Pre-construction Construction	MR ESM MR Superintendent/Supervisor MR Construction Manager	CoA E58	EWMS Audit reports
AH-6	Prior to the commencement of any work within areas identified as requiring archaeological investigation or salvage identified in CoA E60 and documents listed in CoA A1, an Aboriginal Archaeological Test Excavation Methodology will be prepared. Following analysis of the test excavation results, an Aboriginal Archaeological Salvage Excavation Methodology will be prepared.	All	Construction	MR Superintendent/Supervisor MR Construction Manager MR ESM	CoA E62 CoA E63	Aboriginal Archaeological Test Excavation Methodology and Aboriginal Archaeological Salvage Excavation Methodology (section 6.2.1)
AH-7	Procedures for monitoring, salvaging and relocating the Aboriginal objects and sites located within the approved development footprint will be developed. This will include procedures for short- and long-term management of any salvaged Aboriginal objects in consultation with the RAPs and LALC.	All	Pre-construction Construction	MR ESM MR Superintendent/Supervisor	CoA C12 (c) CoA C12 (e)	Aboriginal Archaeological Test Excavation Methodology and Aboriginal Archaeological Salvage Excavation Methodology (section 6.1.1)

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
AH-8	At the completion of Aboriginal cultural heritage test and salvage excavations, an Aboriginal Cultural Heritage Excavation Report(s) will be prepared by a suitably qualified expert.	All	Construction	MR Superintendent/Supervisor MR Construction Manager	CoA E64	Aboriginal Cultural Heritage Excavation Report (section 6.1.1)
AH-9	If at any time during the project works, any items of potential Aboriginal or Non-Aboriginal historical heritage significance or human remains are discovered they will be managed in accordance with the heritage unexpected finds protocol.	All	Construction	MR Superintendent/Supervisor MR Construction Manager IR Cultural Heritage Manager	UMM AH4 CoA C12 (f) CoA E66 CoA E67	Appendix B Unexpected finds register
AH-10	The Registered Aboriginal Parties (RAPs) and the LALC will be kept involved in the CSSI and will continue to be provided with regular opportunities to be consulted about the Aboriginal cultural heritage management of the CSSI	All	Construction	Community and Stakeholder Engagement Manager MR ESM IR Cultural Heritage Manager	CoA C12 (d) CoA E59	RAP consultation records
AH-11	A heritage interpretation plan for Aboriginal heritage will be prepared. This will provide a framework for interpreting the heritage items (listed and unregistered potential heritage items) impacted by the project, set out the key interpretative themes and identify communication strategies.	All	Pre-construction	MR Construction Manager MR ESM	CoA E59	Heritage Interpretation Plan (section 6.3.3)
<b>Non-Aboriginal heritage</b>						
NAH-1	A NAHMP will be prepared and implemented as part of the CEMP. The NAHMP will include measures to manage, minimise and mitigate potential impacts on heritage by the project.	All	Pre-construction Construction	MR ESM	CoA C11	This plan

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
NAH-2	<p>Exclusion zones for retained heritage items or structures within the project site will be marked on the environmental control maps, site plans, and avoided.</p> <p>Prior to the commencement of construction, retained heritage items will be inspected by a suitably qualified person to demarcate the exclusion measures (such as fencing).</p> <p>Items vulnerable to vibration or damage associated with the Junee Railway Station Moveable Relics (SHR 01172) would be temporarily relocated, or alternative measures implemented, to avoid impact.</p> <p>Exclusion measures would be inspected regularly during construction to ensure protection of these heritage items.</p>	Retained heritage items or structures within the project site	Pre-construction Construction	MR ESM MR Superintendent/Supervisor	UMM NAH10	<p>SAPs</p> <p>Consultation records</p> <p>Audit reports</p> <p>Inspection records</p>
NAH-3	Heritage awareness training will be carried out for all personnel working on the project. This training will provide information on known heritage site and places, along with specific requirements to avoid impacts and the Unexpected Heritage Finds and Human Remains Procedure.	All	Pre-construction Construction	MR ESM MR Superintendent/Supervisor	Best practice	Training records
NAH-4	The project will not destroy, modify or otherwise physically affect any heritage items outside of the CSSI construction boundary.	All	Pre-construction Construction	MR ESM MR Superintendent/Supervisor	CoA E47	<p>Site inspection records</p> <p>Audit reports</p>
NAH-5	Replacement, modification or new structures within or adjacent to listed heritage items, curtilages, or heritage conservation areas will be designed to be consistent with the Urban Design and Landscape Plan. This includes modifications to the rail bridge over the Murray River (SHR01020).	All	Pre-construction Construction	MR Construction Manager MR Superintendent/Supervisor	CoA E50 CoA E51	Urban Design and Landscape Plan (section 6.3.1)



ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
NAH-6	<p>Work within the Albury Railway Station and Yard Group will aim to avoid, to the greatest extent practicable, impacts to remaining broad gauge track/s and Signal Box 1A. An Albury Railway Station and Yard Group Report will be prepared to:</p> <ul style="list-style-type: none"> <li>confirming the location of the broad-gauge track/s;</li> <li>demonstrating how the Work will avoid, or minimise impacts to the greatest extent practicable, to the broad-gauge track/s and Signal Box 1A; and</li> <li>where impacts to the broad-gauge track/s or Signal Box 1A are unavoidable, determine appropriate mitigation measures, relocation, sympathetic reuse or display and/ or heritage interpretation in consultation with Heritage NSW.</li> </ul> <p>The Albury Railway Station and Yard Group Report will be submitted to and approved by the Planning Secretary prior to work commencing within Albury Railway Station and Yard Group.</p>	Albury Railway Station and Yard Group	Pre-construction Construction	MR Construction Manager MR ESM	CoA E52 UMM NAH2	Albury Railway Station and Yard Group Report (section 6.2.1)
NAH-7	<p>Detailed design and construction planning will seek to identify refinements that further minimise impacts on heritage items and areas of archaeological potential as far as reasonably practicable. This includes:</p> <ul style="list-style-type: none"> <li>Remnant broad-gauge railway track archaeological sites in the Albury Railway Station and Yard Group (SHR 01073);</li> <li>The Yerong Creek Railway Station archaeological site.</li> </ul>	<p>Albury Railway Station and Yard Group</p> <p>Yerong Creek Railway Station archaeological site</p>	Pre-construction Construction	MR Construction Manager MR Superintendent/supervisor	CoA E52 NAH5	Design reports
NAH-8	A heritage interpretation strategy for non-Aboriginal heritage will be prepared. This will provide a framework for interpreting the heritage items (listed	All	Pre-construction	MR Construction Manager MR ESM	CoA E55	Heritage Interpretation

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	and unregistered potential heritage items) impacted by the project, set out the key interpretative themes and identify communication strategies.					Plan (refer Section 6.3.3)
NAH-9	Prior to the commencement of construction, the project will undertake Heritage Photographic Archival Recordings of heritage items and potential heritage items which have been identified for demolition, modification or alteration in the documents listed in CoA A1.	All	Pre-construction	MR Construction Manager MR ESM	CoA E48 NAH7	Heritage Photographic Archival Recordings (refer Section 6.2.1)
NAH-10	If at any time during the project works, any items of potential Aboriginal or Non-Aboriginal historical heritage significance or human remains are discovered they will be managed in accordance with the heritage unexpected finds protocol.	All	Construction	MR Superintendent/Supervisor MR Construction Manager IR Cultural Heritage Manager	NAH11 CoA E66 CoA E67	Appendix B Unexpected finds register

## 7 COMPLIANCE MANAGEMENT

### 7.1 Roles and responsibilities

The project's organisational structure and overall roles and environmental responsibilities are outlined in Section 6.1 of the CEMP. Specific responsibilities for the implementation of heritage management are detailed in Section 6.4 of this Plan.

### 7.2 Training

#### 7.2.1 Inductions

All personnel who carry out works with the potential to impact Aboriginal or non-Aboriginal heritage sites/items including employees, contractors and utility staff will undergo site induction training relating to cultural heritage management issues prior to working onsite. The induction training will address site and/or construction activity specific impacts relating to cultural heritage management including:

- The requirements and contents of this Plan, including identified heritage items and their location;
- Relevant legislation and guidelines;
- The relevant management and mitigation measures;
- Making the personnel working on site aware of and explaining the procedures to follow in the event of any unexpected heritage finds or the discovery of human remains during construction works (Appendix B);
- Outlining responsibilities and obligations under the *National Parks and Wildlife Act 1974* and *Heritage Act 1977* relating to Aboriginal and non-Aboriginal cultural heritage management.

The induction includes an online module that has been developed in consultation with an Indigenous person.

An induction register will be maintained as a record of all environment inductions. Pre-start briefing records will be maintained and made available to demonstrate how environmental risks are being communicated to the site team on a daily basis where required.

Further details regarding staff induction and training are outlined in Section 6.2 of the CEMP.

#### 7.2.2 Daily pre-start meetings

Daily pre-start meetings conducted by the MR Area Manager, MR Site Supervisor (or other delegate) will inform the site workforce of any environmental issues relevant to heritage that may be impacted by, or impact on, the day's activities. This may include identifying exclusion zones.

Further details regarding staff induction and training are outlined in Section 6.2 of the CEMP.

### 7.3 Inspections and monitoring

The MR ESM or delegate will conduct regular inspections of sensitive areas, exclusion zones and activities with the potential to impact Aboriginal and non-Aboriginal heritage for the duration of the project works. The ER will also conduct independent inspections to confirm compliance with heritage management requirements.

Requirements and responsibilities in relation to monitoring and inspections are documented in Section 7.1 and Section 7.2 of the CEMP.

#### 7.3.1 Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of Aboriginal and non-Aboriginal heritage management measures, compliance with this Plan, CoA and other relevant approvals, licenses, and guidelines. Audit requirements are detailed in Section 9.1 and Section 9.2 of the CEMP.

#### 7.3.2 Reporting and identified records

General reporting requirements and responsibilities for the project's works are documented in Section 10.2 of the CEMP. Specific reporting requirements associated with heritage management are outlined in Table 12.

TABLE 12: REPORTING REQUIREMENTS RELEVANT TO THIS PLAN

Report	Source	When to implement	Timing of submission	Responsibility
Non-Aboriginal Heritage Report	CoA E53	Following completion of construction in relation to heritage items	No later than 12 months after the completion of construction	MR ESM / Heritage Specialist
Aboriginal Cultural Heritage Excavation Report(s)	CoA E64	At the completion of Aboriginal cultural heritage test and salvage excavations (if required)	Within 24 months of the completion of the Aboriginal archaeological excavations (both test and salvage)	MR ESM / Heritage Specialist
Unexpected Aboriginal heritage find registration in the Aboriginal Heritage Information Management System (AHIMS)	CoA E65	Following an unexpected Aboriginal heritage find	As per CoA E65 timing	MR ESM / Heritage Specialist

Environmental reports (refer to Section 10 of the CEMP) submitted to IR will include:

- A summary of any archaeological salvage or excavation activities;
- A summary of any unexpected heritage finds.

In the event of any unexpected find or discovery of human remains, all reporting will be undertaken as required in accordance with the Unexpected Heritage Finds and Human Remains Procedure (Appendix B).

Martinus Rail will maintain accurate records substantiating all construction activities associated with or relevant to the CoAs, including measures taken to implement this CCHMP. Records will be made available to DPHI upon request, within the timeframe nominated in the request.



## 8 REVIEW AND IMPROVEMENT

### 8.1 Continuous improvement

Continuous improvement of this Plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement.

Issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of environmental management and performance;
- Identify environmental risks not already included in the risk register;
- Determine the cause or causes of non-conformances and deficiencies;
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies;
- Verify the effectiveness of the corrective and preventative actions;
- Document any changes in procedures resulting from process improvement;
- Make comparisons with objectives and targets.

The MR ESM will be responsible for ensuring project environmental risks are identified and included in the risk register and appropriate mitigation measures implemented throughout the construction of the project as part of the continuous improvement process. The process for ongoing risk identification and management during construction is outlined in Section 10.4 of the CEMP.

### 8.2 Update and amendment

The processes described in Section 10.4 of the CEMP may result in the need to update or revise this Plan. This Plan will be updated prior to the commencement of a new stage identified in the Staging Report and follow the process outlined in Section 10.4 of the CEMP.

Any revisions to this Plan will be in accordance with the process outlined in Section 10.4 of the CEMP.

A copy of the updated Plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.



# APPENDICES

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# APPENDIX A

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## Secondary CoAs and UMMs

TABLE A1-A: SECONDARY COAS APPLICABLE TO THIS PLAN

No.	Requirement	Where addressed
E47	The Proponent must not destroy, modify or otherwise physically affect any heritage items, including Aboriginal objects, outside of the CSSI construction boundary.	Section 6.4
E48	<p>Prior to the commencement of construction, the Proponent must undertake Heritage Photographic Archival Recordings of heritage items and potential heritage items which have been identified for demolition, modification or alteration in the documents listed in Condition A1.</p> <p>The photographic recording of items with a statutory listing must be undertaken in accordance with Heritage NSW guidelines. The photographic recording of items with potential heritage significance but no statutory listing may be undertaken in accordance with ARTC's Archival Recording Standard.</p>	Section 6.2.1
E49	Modifications to the rail bridge over the Murray River (SHR 01020) must be consistent with the Urban Design and Landscape plan required by Condition E108 and reviewed by the State Design Review Panel (SDRP) established in Condition E100.	Not applicable to Stage A
E50	Replacement, modification or new structures within or adjacent to listed heritage items, curtilages, or heritage conservation areas must be designed to be consistent with the Urban Design and Landscape Plan required by Condition E108.	Not applicable to Stage A
E51	<p>The Proponent must assess options for the salvage, sympathetic reuse (including integrated heritage displays) or other options for repository, reuse and display of items or elements of heritage value from heritage listed buildings and structures to be demolished before demolition. This includes but is not limited to:</p> <ul style="list-style-type: none"> <li>a) street furniture associated with Kemp Street bridge in Junee;</li> <li>b) bridge construction materials associated with Edmondson Street bridge in Wagga Wagga; and</li> <li>c) footbridges in Albury, Wagga Wagga, Culcairn and Junee.</li> </ul> <p>Suitable repository or interim locations must be established in consultation with the relevant Council(s). Any State listed items or elements suitable for salvage must be determined in consultation with Heritage NSW. The items to be salvaged must be identified in the Heritage CEMP Sub-plan required by Condition C6.</p>	Not applicable to Stage A
E52	<p>Work within the Albury Railway Station and Yard Group must aim to avoid, to the greatest extent practicable, impacts to remaining broad gauge track/s and Signal Box 1A. The Proponent must prepare an Albury Railway Station and Yard Group Report:</p> <ul style="list-style-type: none"> <li>a) confirming the location of the broad gauge track/s;</li> <li>b) demonstrating how the Work will avoid, or minimise impacts to the greatest extent practicable, to the broad gauge track/s and Signal Box 1A; and</li> <li>c) where impacts to the broad gauge track/s or Signal Box 1A are unavoidable, determine appropriate mitigation measures, relocation, sympathetic reuse or display and/ or heritage interpretation in consultation with Heritage NSW.</li> </ul> <p>The Albury Railway Station and Yard Group Report must be submitted to and approved by the Planning Secretary prior to work commencing within Albury Railway Station and Yard Group.</p>	Not applicable to Stage A
E53	Following completion of all work described in the documents listed in Condition A1 in relation to heritage items and all work required by Conditions E47 to E52, a Non-Aboriginal Heritage Report including the details of any archival recording, further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds), must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW.	Not applicable to Stage A



No.	Requirement	Where addressed
E54	The Non-Aboriginal Heritage Report must be submitted to the Planning Secretary, the Heritage Council of NSW, Heritage NSW and relevant Councils, local libraries and historical societies in the respective local government area for information no later than 12 months after the completion of the work referred to in Condition E53.	Not applicable to Stage A
E55	<p>The Proponent must prepare and implement a Heritage Interpretation Plan which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI.</p> <p>The Heritage Interpretation Plan must inform the Urban Design and Landscape Plan required by Condition E108. The Heritage Interpretation Plan must be prepared in accordance with the relevant Heritage NSW and Heritage Council of NSW guidelines and include, but not be limited to:</p> <ul style="list-style-type: none"> <li>a) a discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to Albury, Wagga Wagga and Junee Stations and Yard Groups, and bridges modified or removed by the project;</li> <li>b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the CSSI including: <ul style="list-style-type: none"> <li>i. use of interpretative hoardings during construction</li> <li>ii. community open days</li> <li>iii. community updates</li> <li>iv. design of pedestrian and road bridges</li> <li>v. signal boxes and other items within Albury Station Yard; and</li> </ul> </li> <li>c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken.</li> </ul> <p>The Heritage Interpretation Plan must be prepared in consultation with Heritage NSW, Heritage Council of NSW, relevant Councils and Registered Aboriginal Parties, and must be submitted to the Planning Secretary before commencement of construction.</p>	Section 6.3.3
E56	Site specific protection plans must be prepared and implemented for all demolition and modification works adjacent to or within the curtilage of a state heritage item to ensure that any impacts arising are minimised and are included in the Heritage CEMP Sub-Plan as required by Condition C6.	Section 6.3.8
E57	Before conducting acoustic treatment at any heritage item identified in the documents listed in Condition A1, the advice of an independent and a suitably qualified and experienced built heritage expert must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item.	Section 6.3.9
E58	All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects, Aboriginal values or Aboriginal places except as authorised by this approval.	Section 6
E59	The Registered Aboriginal Parties (RAPs) and the Local Aboriginal Land Council (LALC) must be involved in the CSSI and must continue to be provided with regular opportunities to be consulted about the Aboriginal cultural heritage management of the CSSI. in accordance with the Aboriginal Cultural Heritage Management Sub-plan required by Condition C12 and Condition B1.	Section 1.6.2 CCS
E60	Test excavation and, if necessary, salvage, is required prior to any ground disturbance of the Potential Archaeological Deposit (PAD) located at the Murray River Bridge and Billy Hughes Bridge enhancement sites, as identified in documents listed in Condition A1 in consultation with RAPs and LALC.	Not relevant to Stage A

No.	Requirement	Where addressed
E61	No impact is permitted beyond the existing disturbed area of the unformed road identified as Townsend Street in documents listed in Condition A1.	Table 11 (AH-1)
E62	Prior to the commencement of any work within areas identified as requiring archaeological investigation or salvage identified in Condition E60 and documents listed in Condition A1, the Proponent must prepare an Aboriginal Archaeological Test Excavation Methodology. Following analysis of the test excavation results, the Proponent must prepare an Aboriginal Archaeological Salvage Excavation Methodology.	Section 6.1
E63	The Aboriginal Archaeological Test Excavation Methodology and Aboriginal Archaeological Salvage Excavation Methodology must be prepared by a suitably qualified expert in consultation with Heritage NSW, LALC and RAPs, and provided to the Planning Secretary for approval prior to any test or salvage excavation.	Section 6.1.1
E64	<p>At the completion of Aboriginal cultural heritage test and salvage excavations, an Aboriginal Cultural Heritage Excavation Report(s) must be prepared by a suitably qualified expert. The Aboriginal Cultural Heritage Excavation Report(s), must:</p> <ul style="list-style-type: none"> <li>a) be prepared in accordance with the Guide to Investigation, assessing and reporting on Aboriginal cultural heritage in NSW, OEH 2011 and the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010); and</li> <li>b) document the results of the archaeological test excavations and any subsequent salvage excavations (with artefact analysis and identification of a final repository for finds).</li> </ul> <p>The RAPs must be given a minimum of 28 days to consider the report and provide comments before the report is finalised. The final report must be provided to the Planning Secretary, Heritage NSW, the relevant Councils, LALC and the RAPs within 24 months of the completion of the Aboriginal archaeological excavations (both test and salvage).</p>	Section 6.1.1
E65	Where previously unidentified Aboriginal objects are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the Unexpected Heritage Finds and Human Remains Procedure required by Condition E66 and include registration in the Aboriginal Heritage Information Management System (AHIMS).	Section 6.3.2 Appendix B
E66	The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced heritage specialist in consultation with Heritage NSW and the Heritage Council of NSW and submitted to the Planning Secretary for information no later than one (1) month before the commencement of work.	Section 6.3.2
E67	<p>The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction.</p> <p><i>Note: Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.</i></p>	Appendix B

TABLE A1-B: SECONDARY UMMS APPLICABLE TO THIS PLAN

No.	Requirement	Where addressed
AH1	A2I-1 and A2I-2 will be marked on the environmental control maps, SAPs, site plans and will be avoided. Prior to the commencement of construction, the location of A2I-2 will be inspected by a suitability qualified person to reconfirm location and to demarcate the site with exclusion fencing.	Section 6.3.4 – MM AH-3
AH2	<p>Grading of the section of Townsend Street will be limited to the existing disturbed area of the unformed road. Controls will be implemented to exclude use of areas adjacent to the unformed road.</p> <p>Prior to the commencement of construction at the Murray River bridge enhancement site:</p> <ul style="list-style-type: none"> <li>The section of Townsend Street that requires grading will be inspected by a suitably qualified person, and the A2I Registered Aboriginal Parties (RAP) to confirm the absence of Aboriginal objects;</li> <li>A community collection methodology will be developed in consultation with the A2I RAPs.</li> </ul> <p>During the grading of Townsend Street, the works will be monitored by the suitably qualified person and the A2I RAPs. If any Aboriginal objects are found, the heritage unexpected finds protocol and community collection methodology will be implemented. The community collection methodology will be developed in consultation with Heritage NSW.</p>	Not relevant to Stage A
AH3	Cultural and historic heritage awareness training will be carried out for all personnel working on the project. This training will provide information on known heritage site and places, along with specific requirements to avoid impacts and the heritage unexpected finds protocol (UFP). The training will specifically note the protection requirements of the A2I-2 site.	Section 7.2
AH4	<p>In the event of an unexpected find, the following protocol will apply:</p> <ul style="list-style-type: none"> <li>all ground-disturbance work in the vicinity of the find must cease immediately</li> <li>the project manager must contact a suitably qualified heritage specialist to inspect the find, and to determine the need for further investigation or management</li> <li>if the find is an Aboriginal object, the project manager and/or heritage specialist will contact the RAPs to attend the site to inspect the find and to determine, in consultation, the next steps for management</li> <li>the project manager and/or heritage specialist will also contact Heritage NSW to confirm the next steps for management</li> <li>ground disturbance work in the vicinity of the find can only continue under supervision of a suitably qualified heritage specialist, having regard to any advice from Heritage NSW and RAPs.</li> </ul> <p>In the event that the unexpected find is human skeletal material:</p> <ul style="list-style-type: none"> <li>all ground disturbance work in the vicinity of the find must cease immediately</li> <li>the project manager must contact NSW Police</li> <li>if the skeletal materials are found to be Aboriginal and historical in nature, the project manager should contact a suitably qualified heritage specialist, the RAPs and Heritage NSW to inspect the find and to confirm a course of action for ongoing management.</li> </ul> <p>The heritage unexpected finds protocol will be included in the heritage sub-plan of the CEMP.</p>	Appendix B
NAH1	The condition of the original top bracing framework of the Albury rail bridge over the Murray River (SHR 01020) would be investigated during detailed design to determine if this material can be re-purposed in the modified structure.	Not applicable to Stage A

No.	Requirement	Where addressed
	If this cannot be re-purposed, a suitably qualified heritage professional would be consulted concerning the design and installation of the new bracing framework, to ensure that it is appropriate to the existing fabric and style of the bridge.	
NAH2	The relocation of signal box 1a in the Albury Railway Station and Yard (SHR 01073) would be investigated during detailed design and documented through a Statement of Heritage Impact (SOHI). If practicable, the new location will be identified in consultation with a heritage specialist and positioned in the yard so that it maintains its proximity and visual relationship with the Albury Railway Station, signal box 1b, and tracks.	Not applicable to Stage A
NAH3	Where possible, the gifting of elements of the following items for the purpose of reuse elsewhere would be investigated with the relevant council prior to removal: <ul style="list-style-type: none"> <li>▪ Pedestrian bridge at Culcairn Railway Station and Yard Group (SHR 01126);</li> <li>▪ Pedestrian bridge at Junee Railway Station, Yard and Locomotive Depot Group pedestrian bridge (SHR 01173).</li> </ul> The gifting will be subject to the relevant council making appropriate arrangements to receive and site the elements of the pedestrian bridge	Not relevant to Stage A
NAH4	The re-purposing of salvaged materials within the design of new road bridges for the following unregistered potential heritage items would be investigated during detailed design: <ul style="list-style-type: none"> <li>▪ Pedestrian bridge in Culcairn Railway Station and yard group (SHR no. 01126);</li> <li>▪ Edmondson Street bridge—red brick (unregistered potential heritage item);</li> <li>▪ Kemp Street bridge—red brick and street lights (unregistered potential heritage item);</li> <li>▪ Albury Station pedestrian bridge (SHR no. 01073);</li> <li>▪ Wagga Wagga pedestrian bridge (SHR no. 01279).</li> </ul>	Not relevant to Stage A
NAH5	Detailed design and construction planning will seek to identify refinements that further minimise impacts on heritage items and areas of archaeological potential as far as reasonably practicable. This includes: <ul style="list-style-type: none"> <li>▪ Remnant broad-gauge railway track archaeological sites in the Albury Railway Station and Yard Group (SHR 01073);</li> <li>▪ The Yerong Creek Railway Station archaeological site.</li> </ul>	Table 11 (NAH-7)
NAH6	A heritage interpretation strategy for non-Aboriginal heritage will be prepared. This will provide a framework for interpreting the heritage items (listed and unregistered potential heritage items) impacted by the project, set out the key interpretative themes and identify communication strategies. The strategy will include interpretation requirements for specific parts of the project, particularly where heritage items are proposed to be removed, or archaeological sites are proposed to be excavated. The strategy will include approaches to incorporate heritage interpretation and management outcomes into the urban design of the new structures, consideration of the incorporation and reuse of removed structures, elements and fabric into the final design of the project, and where reuse cannot be achieved, the interpretation response for removed items or removed components of a heritage item. This includes: <ul style="list-style-type: none"> <li>▪ new and removed structural components at the Albury rail bridge over the Murray River (SHR 01020)</li> <li>▪ new pedestrian bridge in the Albury Railway Station and Yard Group (SHR 01073)</li> <li>▪ the remnant broad-gauge railway track in the Albury Railway Station and Yard Group (SHR 01073) (where impacts cannot be avoided (NAH8))</li> </ul>	Section 6.3.3 Heritage Interpretation Strategy



No.	Requirement	Where addressed
	<ul style="list-style-type: none"> <li>removed pedestrian bridge in the Culcairn Railway Station and Yard Group (SHR 01126)</li> <li>new pedestrian bridge at the Cassidy Parade and Brookong Avenue site</li> <li>new Edmondson Street bridge</li> <li>new pedestrian bridge in the Wagga Wagga Railway Station and Yard Group (SHR 01173)</li> <li>new Kemp Street bridge</li> <li>removed pedestrian bridge in the Junee Railway Station, Yard and Locomotive Depot Group (SHR 01173).</li> </ul> <p>These may include approaches such as interpretive signage at heritage items that have been removed or excavated, historical/artefact displays at local museums or visitor centres, and online media about heritage items and history in the vicinity of the project.</p> <p>The strategy will be prepared with regard to <i>Interpreting Heritage Places and Items: Guidelines</i> (NSW Heritage Office, 2005a), and the <i>NSW Heritage Council's Heritage Interpretation Policy</i> (NSW Heritage Office, 2005b).</p>	
NAH7	<p>Archival photographic recording of buildings to be removed would be carried out prior to removal in accordance with <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> (Heritage Council of NSW, 2006) and <i>How to prepare archival records of heritage items</i> (NSW Heritage Office, 1998a) at the following sites:</p> <ul style="list-style-type: none"> <li>Murray River bridge (known as Albury rail bridge over the Murray River (SHR 01020)) (SHR 01020)</li> <li>external lever system adjacent to the North Signal Hut in the Albury Railway Station and Yard Group (SHR 01073)</li> <li>pedestrian bridge in the Albury Railway Station and Yard Group (SHR 01073)</li> <li>signal box 1a in Albury Railway Station and Yard Group (SHR 01073)</li> <li>slewed track in the Albury Railway Station and Yard Group (SHR 01073)</li> <li>pedestrian bridge in the Culcairn Railway Station and Yard Group (SHR 01126)</li> <li>slewed track in the Culcairn Railway Station and Yard Group (SHR 01126)</li> <li>slewed track in the Henty Railway Station and Yard Group (SHR 01169)</li> <li>Cassidy Parade and Brookong Avenue footbridge (ARTC s170 ID 4280661)</li> <li>Edmondson Street bridge in the Wagga Wagga conservation area (Wagga Wagga LEP 2010)</li> <li>Wagga Wagga (mothers) footbridge in the Wagga Wagga Railway Station and Yard Group (SHR 01173)</li> <li>slewed track in the Wagga Wagga Railway Station and Yard Group (SHR 01173)</li> <li>slewed track in the Bomen Railway Station (SHR 01093)</li> <li>Kemp Street bridge</li> <li>pedestrian bridge in the Junee Railway Station, Yard, and Locomotive Depot (SHR 01173).</li> </ul>	Section 6.2.1
NAH8	Where impacts cannot be avoided on remnant broad-gauge railway track in the Albury Railway Station and Yard Group (SHR 01073) then these tracks would be archivally recorded prior to works commencement and a contextual study undertaken on broad-gauge tracks within the Albury Yard.	Not relevant to Stage A
NAH9	The temporary work platforms will be attached to the Murray River bridge in a manner that avoids permanent damage to the fabric of the structure, following the removal of the platforms.	Not applicable to Stage A
NAH10	<p>Exclusion zones for retained heritage items or structures within the project site will be marked on the environmental control maps, site plans, and avoided. Prior to the commencement of construction, retained heritage items will be inspected by a suitably qualified person to demarcate the exclusion measures (such as fencing).</p> <p>Items vulnerable to vibration or damage associated with the Junee Railway Station Moveable Relics (SHR 01172) would be temporarily relocated, or alternative measures implemented, to avoid impact.</p>	Section 6.3.6

No.	Requirement	Where addressed
	Exclusion measures would be inspected regularly during construction to ensure protection of these heritage items.	
NAH11	If at any time during the proposed works, any items of potential historical heritage significance or human remains are discovered they will be managed in accordance with the heritage unexpected finds protocol. The heritage unexpected finds protocol will be included in the heritage sub-plan of the CEMP and would detail notification obligations to the NSW Police and Heritage NSW according to the nature of the unexpected find.	Section 6.3.2 Appendix B



# APPENDIX B

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## Unexpected Heritage Finds and Human Remains Procedures

**ABORIGINAL AND NON-ABORIGINAL HERITAGE: UNEXPECTED FINDS PROCEDURE**

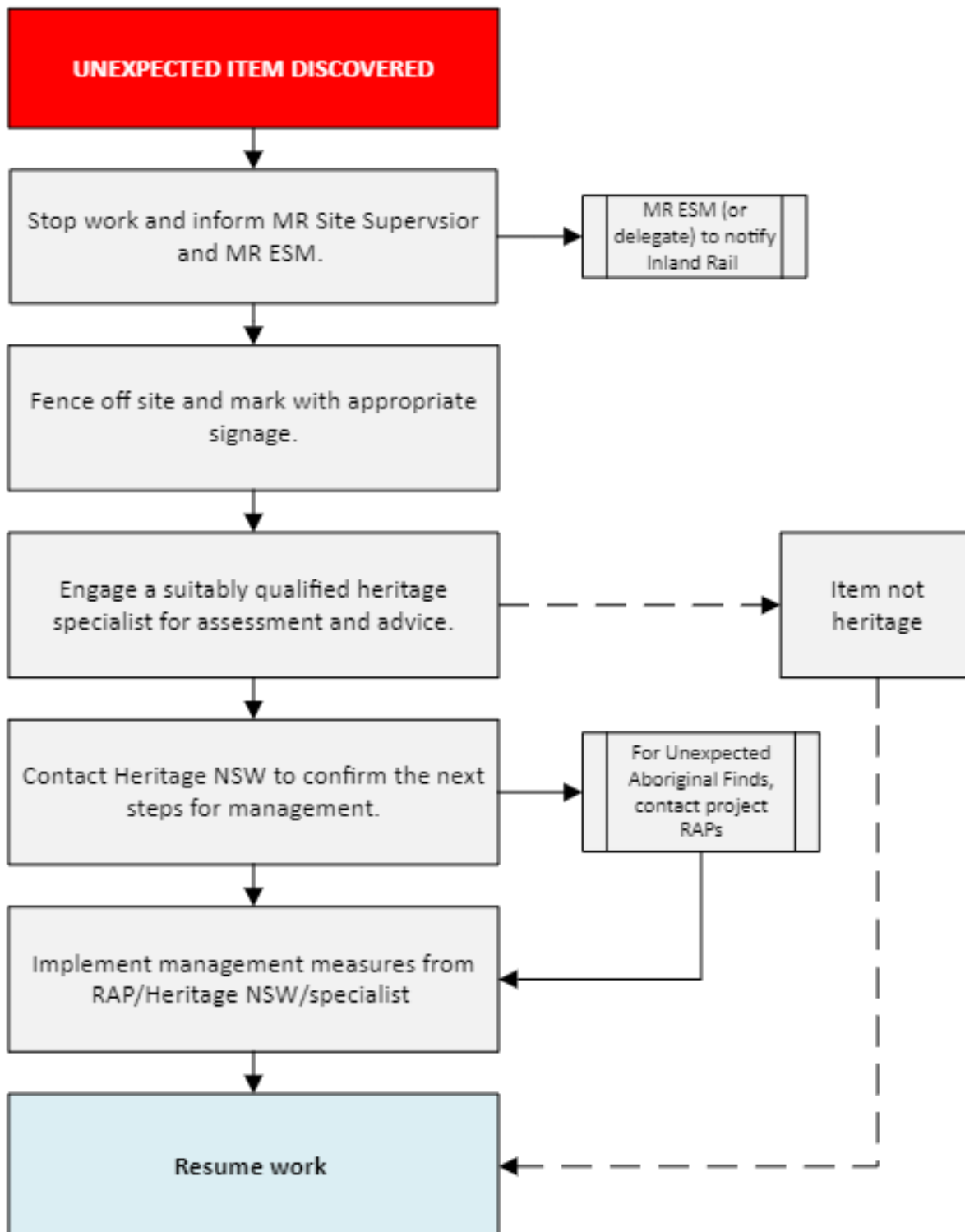
An Aboriginal artefact is anything that is the result of past Aboriginal activity. This includes stone (artefacts, rock engravings etc.), plant (culturally scarred trees) and animal bone (if showing signs of modification; i.e. smoothing, use). Human bone (skeletal remains) may also be uncovered while onsite.

A historic artefact is anything that is the result of past activity not related to Aboriginal occupation. This includes pottery, wood, glass and metal objects as well as the built remains of structures, sometimes heavily ruined.

In the event of an unexpected heritage find, the following protocol will apply:

1. All ground-disturbance work in the vicinity of the find must cease immediately. The Site Supervisor is to be made aware of the object(s) and is to notify the MR Construction Manager and MR ESM. The MR ESM (or delegate) will notify the relevant Inland Rail (IR) representative.
2. The find will be temporarily fenced off as quickly as possible to ensure no damage/further damage to the object(s). Signage on the fencing is to state that the area is subject to environmental protection, that no ground disturbance is allowed, and should include relevant contact details for the MR ESM.
3. The MR ESM (or delegate) will contact a suitably qualified heritage specialist to assess the find. The heritage specialist will then determine the need for further investigation or management. The heritage specialists assessment may be undertaken using good quality images, with a scale and several angles, however, if photographic evidence does not allow for certainty, then a site visit from the suitably qualified heritage specialist will be required.
4. If the find is an Aboriginal object, the MR ESM (or delegate) and/or heritage specialist will contact the RAPs to attend the site to inspect the find and to determine, in consultation, the next steps for management. These measures will include registration of the object in the Aboriginal Heritage Information Management System within a reasonable time.
5. The MR ESM (or delegate) and/or heritage specialist will also contact Heritage NSW (phone 02 9873 8500) to confirm the next steps for management.
6. Ground disturbance work in the vicinity of the find can only continue under supervision of a suitably qualified heritage specialist, having regard to any advice from Heritage NSW and RAPs.





Flow Chart: Unexpected heritage finds

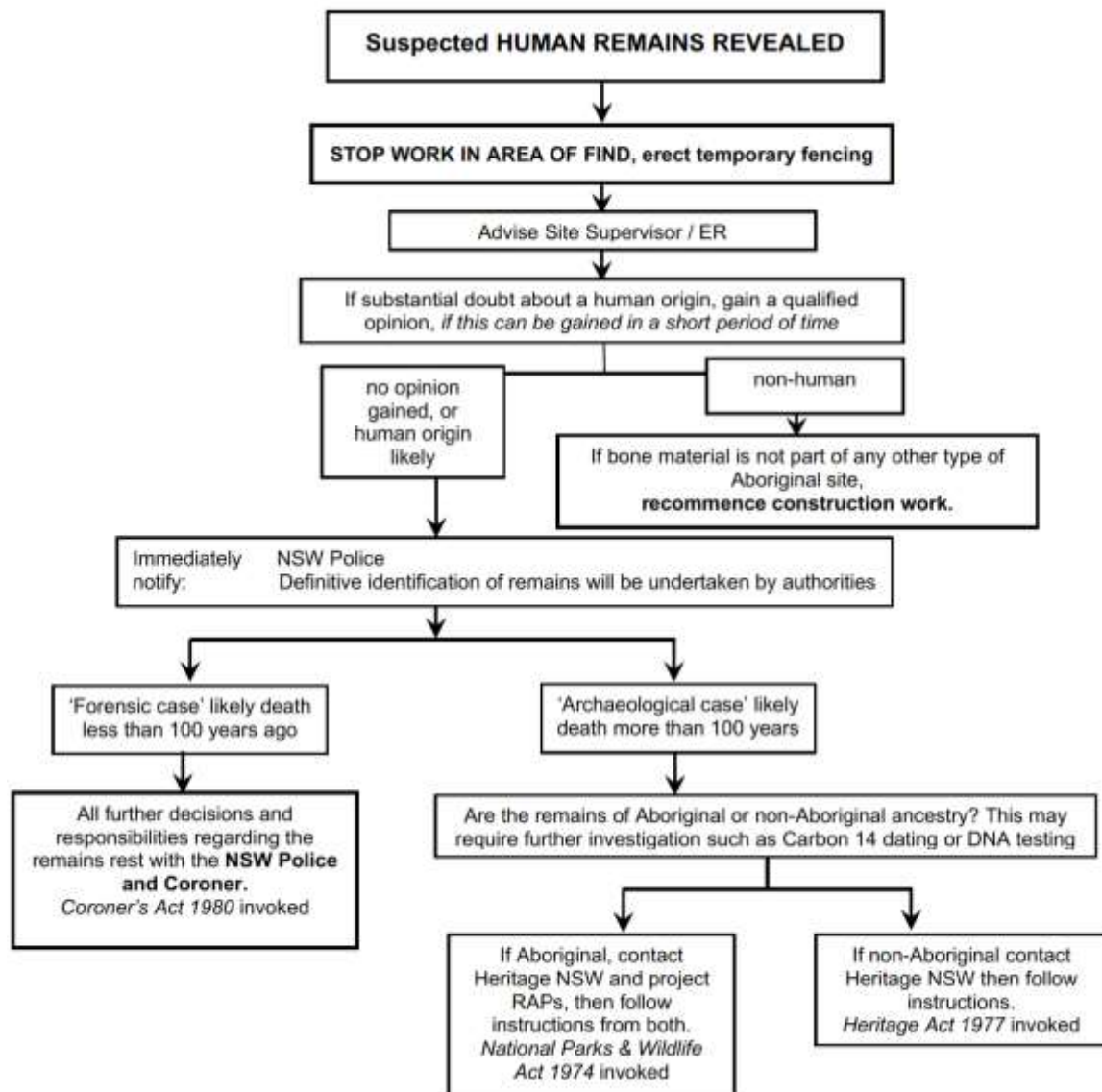
#### UNEXPECTED HUMAN REMAINS PROCEDURE

The procedure related to the discovery of suspected human skeletal material is based on Requirement 25 of the *Code of Practice for Archaeological Investigation of Aboriginal objects in NSW* (DECCW 2010b) and the *Skeletal Remains: Guidelines for the management of human skeletal remains under Heritage Act 1977* (NSW Heritage Office 1998). A flow chart is supplied below.

If known, or suspected skeletal remains are encountered during the construction and/or operation of the project, the following procedure will be followed:

1. The area will be temporarily fenced immediately to ensure no damage/further damage to skeletal material. No skeletal material that remains in place should be disturbed from its location;
2. Works in the vicinity are to be stopped immediately;
3. The Site Supervisor is to be made aware of the skeletal material and is to notify the MR Environmental Manager and MR Construction Manager. Inland Rail Representatives are to be contacted at this stage;
4. Attempt to determine if the bones are animal or human. May require photos of the bones to be sent to the MR Heritage Consultant to determine if the remains are likely to be human or not;
5. If a qualified opinion concludes the bones are not human in origin and are unlikely to be part of an archaeological site works may recommence;
6. If no qualified opinion can be gained or the bones are suspected of being human, undertake the following:
  - i) MR will contact Police, allowing Police to conduct an assessment to determine if the remains are part of a forensic case (less than 100 years old), or are archaeological (more than 100 years old);
  - ii) If the remains are assessed as 'archaeological', there then needs to be an attempt to determine if they are Aboriginal or non-Aboriginal;
  - iii) Inland Rail will contact the relevant stakeholders, including Heritage NSW (phone 02 9873 8500) and RAPs (if the remains are Aboriginal);
  - iv) All further activities will be determined by Heritage NSW and the RAPs (if the remains are Aboriginal);
  - v) No work may recommence in the area of the find until Heritage NSW provides the approval to do so.

Flow Chart: Suspected Human remains





# APPENDIX C

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## Site Specific Protection Plans

These protection plans will be appended to this Plan progressively prior to applicable works occurring. The plans draw information from the Construction Noise and Vibration Impact Statements (CNVIS) which are developed as works progress.



Scope

In accordance with Condition of Approval (CoA) E56, this plan has been prepared and will be implemented to minimise impacts arising as a result of Stage A works within and adjacent to the curtilage of State Heritage Register (SHR) item 01268 – The Rock Station and yard group. The requirements of this Plan will be communicated to the workforce in accordance with Section 7.2 of the Construction Cultural Heritage Management Plan (CCHMP).

Heritage Item	Listing	ID	Impacts
The Rock Station and Yard Group			
Station building and platform (1880)	State heritage register	01268	Activities at The Rock during Stage A include clearing and grubbing and removal of gantry/signalling works.  There are no direct impacts anticipated to the SHR items as part of Stage A. There are no proposed Stage A works to the structures associated with The Rock Station and Yard Group citation.
Station Master’s resident (1880)			
Gantry Crane			
Moveable relics			

Mitigation measures

Mitigation measures will be implemented consistent with the CEMP and sub-plans, including Section 7 of the Construction Noise and Vibration Management Plan (CNVMP) and Section 6 of the CCHMP. This includes the following:

- **Exclusion zones** will be established to prevent works occurring outside the designated work area (Section 6.3.6 of the CCHMP). Exclusion zones will be installed using perimeter fencing or flagging (or equivalent delineation) as shown in Figure 1 as ‘site boundary demarcation’.
- **Minimum (safe) working distances** adopted in accordance with the CNVMP (Section 7.5). No vibration intensive plant or equipment is anticipated during Stage A works.
- **Vibration monitoring** is not required due to the plant/equipment and scope of works required during Stage A.
- **Direct and indirect impacts** to heritage items are to be consistent with the approved project. These impacts are contained in the table above.
- The **Unexpected Heritage Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements for Stage A Works are outlined in Section 7.3 of the CCHMP and Section 8.4 of the NVMP. A summary of the expected monitoring is included in the table below:

TABLE 1 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily	Site Supervisor/s	Daily Diary
Environment and Sustainability Inspection	Weekly during periods of active construction	Martinus Rail Environment and Sustainability Manager (MR ESM) (or delegate)	Weekly Inspection Report
Pre-condition survey report	N/A – no vibration intensive plant or equipment required for Stage A works.	N/A	N/A
Post-construction survey report	N/A	N/A	N/A
Vibration monitoring	N/A	N/A	N/A



FIGURE 1 THE ROCK STAGE A - SHR ITEMS AND EXCLUSION ZONES.



Scope

In accordance with Condition of Approval (CoA) E56, this plan has been prepared and will be implemented to minimise impacts arising as a result of Stage A works within and adjacent to the curtilage of State Heritage Register (SHR) item 01279 - Wagga Wagga Railway Station and yard group. The requirements of this Plan will be communicated to the workforce in accordance with Section 7.2 of the Construction Cultural Heritage Management Plan (CCHMP).

Heritage Item	Listing	ID	Impacts
Wagga Wagga RailwayStation and yard group			
Wagga Wagga Railway Station and Yard Group	State heritage register	01279	Utility works within the curtilage of this item are proposed as part of Stage A, however, there are no proposed works to the Railway Station buildings, the stationmaster's residence or Best Street railway gatehouse.
Best Street Railway Gatehouse (former)			Works in the form of a temporary construction compound would occur within the Lot/DP curtilage of the Best Street railway gatehouse. However, these works would not alter the boundaries of the curtilage or directly impact the gatehouse.
Wagga Wagga Railway Station			Stage A would have a minor impact on the overall heritage significance of the Wagga Wagga Railway Station and Yard Group.
Station Master's Residence (former)			

Mitigation measures

Mitigation measures will be implemented consistent with the CEMP and sub-plans, including Section 7 of the Construction Noise and Vibration Management Plan (CNVMP) and Section 6 of the CCHMP. This includes the following:

- **Exclusion zones** will be established to prevent works occurring outside the designated work area (Section 6.3.6 of the CCHMP). Exclusion zones are marked in Figure 1. Perimeter fencing, flagging (or equivalent delineation) will be installed as shown in Figure 1 as 'site demarcation'.
- **Minimum (safe) working distances** adopted in accordance with the CNVMP (Section 7.5). Safe working distances are shown in Table 2. For heritage structures deemed structurally unsound, the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration - effects of vibration on structures will be adopted.
- **Vibration monitoring** will be undertaken in accordance with Appendix B of the CNVMP (Section 4.2) prior to and during vibration generating activities to identify minimum working distances to prevent cosmetic damage. Advice from a heritage specialist is required prior to installing any monitoring equipment that may impact the heritage significance or structural integrity of the heritage listed structures (structural integrity to be determined by a suitably qualified person).
- **Direct and indirect impacts** to heritage items are to be consistent with the approved project. These impacts are contained in the table above. Structures that may require pre- and post-condition survey reports are outlined in Table 1.
- The **Unexpected Heritage Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements for Stage A Works are outlined in Section 7.3 of the CCHMP and Section 8.4 of the NVMP. A summary of the expected monitoring is included in the table below:

TABLE 1 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily	Site Supervisor/s	Daily Diary
Environment and Sustainability Inspection	Weekly during periods of active construction	Martinus Rail Environment and Sustainability Manager (MR ESM) (or delegate)	Weekly Inspection Report
Pre-condition survey report	Five structures within Wagga Wagga Station Yard if using medium hydraulic	MR ESM	Pre-condition survey report

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
	hammer in areas shown in Figure 1 in green (see CNVIS).		
Post-construction survey report	Five structures within Wagga Wagga Station Yard (see CNVIS)	MR ESM	Post-condition survey report
Vibration monitoring	Prior to and during vibration generating activities that may impact on the five structures within the Wagga Wagga Station Yard.	MR ESM	Monitoring report



FIGURE 1 WAGGA WAGGA UTILITIES WORKS SHR ITEMS AND EXCLUSION ZONES.

TABLE 2 MINIMUM WORKING DISTANCES

Plant/equipment	Minimum Distance Cosmetic Damage		
	Residential and light commercial	Heritage items (DIN 4150, Group 3)	Industrial and Heavy Commercial (BS 7385)
Small hydraulic hammer: 300kg (5 to 12 t excavator)	2 m	5 m	1 m
Medium hydraulic hammer: 900 kg (12 to 18 t excavator)	7 m	15 m	4 m



Scope

In accordance with Condition of Approval (CoA) E56, this plan has been prepared and will be implemented to minimise impacts arising as a result of Stage A works within and adjacent to the curtilage of State Heritage Register (SHR) item 01169 – Henty Railway Station and Yard Group. The requirements of this Plan will be communicated to the workforce in accordance with Section 7.2 of the Construction Cultural Heritage Management Plan (CCHMP).

Heritage Item	Listing	ID	Impacts
The Rock Station and Yard Group			
Station building (1880, relocated in 1904 and extended in 1937) and platform (1904)	State heritage register	01169	Works during Stage A at Henty yard include utilities/drainage, ancillary/laydown, minor earthworks, gantry and signalling works, and trackwork. There are no proposed Stage A works to the structures associated with the Henty Railway Station and Yard Group nor using machines within unsafe distances. The proposal has been designed in a manner that prevents impact to the goods shed.
Goods shed (c1904)			
Moveable relics			

Mitigation measures

Mitigation measures will be implemented consistent with the CEMP and sub-plans, including Section 7 of the Construction Noise and Vibration Management Plan (CNVMP) and Section 6 of the CCHMP. This includes the following:

- **Exclusion zones** will be established to prevent works occurring outside the designated work area (Section 6.3.6 of the CCHMP). Exclusion zones will be installed using perimeter fencing, flagging (or equivalent delineation) as shown in Figure 1 as ‘site boundary demarcation’.
- **Minimum (safe) working distances** No heritage structures were identified within the minimum working distances for the plant outlined in Table 2.
- **Direct and indirect impacts** to heritage items are to be consistent with the approved project. The proposed works of Stage A are contained in the table above. To this end, it is noted that there are no direct or indirect impacts from Stage A works to the SHR listed items at Henty Railway Station.
- The **Unexpected Heritage Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements for Stage A Works are outlined in Section 7.3 of the CCHMP and Section 8.4 of the CNVMP. A summary of the expected monitoring is included in the table below:

TABLE 1 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily	Site Supervisor/s	Daily Diary
Environment and Sustainability Inspection	Weekly during periods of active construction	Martinus Rail Environment and Sustainability Manager (MR ESM) (or delegate)	Weekly Inspection Report
Pre-condition survey report	NA - no state listed heritage structures are located within the minimum working distances (see Table 2).	N/A	N/A
Post-construction survey report	NA	N/A	N/A
Vibration monitoring	NA	N/A	N/A



FIGURE 1 HENTY YARD STAGE A WORKS SHR ITEMS AND EXCLUSION ZONES.

TABLE 2 MINIMUM WORKING DISTANCES

Plant/equipment	Minimum Distance Cosmetic Damage		
	Unreinforced or light framed structures (BS7385)	Structurally unsound heritage structures (DIN 4150, Group 3)	Reinforced or frame structures (BS 7385)
Vibratory Roller <50kN (1-2 tonne)	5 m	11 m	3 m
Vibratory Roller >300kN (>18 tonne)	25 m	50 m	12 m
Ballast tamper	5 m	10 m	3 m





# APPENDIX D

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## Infrastructure Sustainability Council Requirements – Her-1 & Her-2

ISC Credit		Where addressed
<b>HERITAGE ASSESSMENT AND MANAGEMENT (HER-1)</b>		
<b>Level 1</b>		
Benchmark	Community heritage values have been identified through consultation and integrated into studies.	<ul style="list-style-type: none"> <li>Section 1.6</li> </ul>
Benchmark	Measures to minimise adverse impacts to heritage during construction and operation have been identified and implemented.	<ul style="list-style-type: none"> <li>Section 2.2</li> <li>Section 5.2</li> <li>Section 5.3</li> <li>Section 5.4</li> <li>Section 6.4</li> </ul>
Must Statement from v1.2 ISC Technical Manual	Heritage aspects relevant to this credit must be managed, reviewed or audited by a suitably qualified professional. A suitably qualified professional is someone who has a formal cultural heritage qualification and minimum of five years' experience or appropriate recognition of traditional knowledge of the local area or as determined appropriate in the relevant jurisdiction.	<ul style="list-style-type: none"> <li>Section 3.1.3 Table 3</li> <li>Section 7.3.1</li> <li>Section 7.3.2 Table 8</li> <li>Section 7.1 (Section 6.1 CEMP)</li> </ul>
Must Statement from v1.2 ISC Technical Manual	Community heritage values, including those of Indigenous People of the Land connected to the project location, must be identified through consultation, and integrated into the heritage studies.	<ul style="list-style-type: none"> <li>Section 4.1</li> <li>Section 1.6.2</li> <li>Chapter 10, EIS</li> </ul>
Should Statement from v1.2 ISC Technical Manual	A heritage assessment should be conducted in accordance with the Burra Charter definition. Baseline surveys of existing heritage should form part of the assessment, as should predictions for heritage impacts during construction and operation of the infrastructure.	<ul style="list-style-type: none"> <li>Section 4</li> <li>Chapter 10, EIS</li> </ul>
<b>Level 2</b>		
Benchmark	Community and key stakeholders have participated in the heritage studies	<ul style="list-style-type: none"> <li>Section 1.2</li> <li>Section 1.5</li> <li>Section 1.6</li> </ul>
Benchmark	Heritage values beyond those listed in government registers have been identified, considered and addressed.	<ul style="list-style-type: none"> <li>Section 4</li> </ul>
Benchmark	Heritage has been interpreted to promote local heritage values.	<ul style="list-style-type: none"> <li>Section 6.3.3</li> </ul>
Must Statement from v1.2 ISC Technical Manual	The interpretation of the heritage must at least include the following: <ol style="list-style-type: none"> <li>Details on the history of the area;</li> <li>The location and extent of historic and cultural heritage sites;</li> <li>Objectives of interpretation; and</li> <li>An Interpretation Plan (or similar) to enrich an understanding of the place while providing guidance for aspects of the development of the area that will build on its unique characteristics.</li> </ol>	<ul style="list-style-type: none"> <li>Section 1.5 Appendix A of the CEMP</li> <li>Section 2.2</li> <li>Section 4</li> <li>Section 6.3.3</li> </ul>
Must Statement from v1.2 ISC Technical Manual	Community and key stakeholders, including Indigenous People of the Land connected to the project location must participate in the heritage studies.	<ul style="list-style-type: none"> <li>Section 1.2</li> <li>Section 1.6</li> <li>Chapter 10, EIS</li> </ul>
Must Statement from v1.2 ISC Technical Manual	A broader approach to heritage is required that builds on the review of heritage registers, including investigation of intangible indigenous and non-indigenous heritage values that may be known by or may be important to the community and include heritage precincts, and	<ul style="list-style-type: none"> <li>Section 6.3.1</li> <li>Section 6.3.3</li> </ul>

ISC Credit		Where addressed
	heritage items and place in the vicinity that may be adversely impacted by proximity to the infrastructure.	
<b>MONITORING OF HERITAGE (HER-2)</b>		
<b>Level 1</b>		
Benchmark	Monitoring of heritage is undertaken at appropriate intervals during construction.	<ul style="list-style-type: none"> <li>Section 7.3</li> </ul>
Should Statement from v1.2 ISC Technical Manual	A monitoring plan should be developed that describes what is monitored, how, by whom and at what frequency.	<ul style="list-style-type: none"> <li>Section 6.3.10</li> <li>Section 7.3</li> </ul>
Should Statement from v1.2 ISC Technical Manual	Monitoring reports should be prepared describing the success or otherwise of heritage management and any recommended adjustments to the management practices and/or the monitoring program.	<ul style="list-style-type: none"> <li>Section 6.3.10</li> <li>Section 7.3</li> </ul>
Should Statement from v1.2 ISC Technical Manual	In some cases, it may be appropriate to include 'triggers' for monitoring in a plan, whereby monitoring would only be required if a trigger occurred. A common trigger is an 'unexpected find' protocol (Transport for NSW 2015).	<ul style="list-style-type: none"> <li>7.3.2</li> <li>Appendix B</li> </ul>
<b>Level 2</b>		
Benchmark	Monitoring and modelling demonstrate maintenance of heritage values.	<ul style="list-style-type: none"> <li>Section 6.3.5</li> <li>Section 6.3.10</li> <li>Section 7.2 (CNVMP)</li> </ul>
Should Statement from v1.2 ISC Technical Manual	A suitably qualified professional or committee should oversee heritage monitoring.	<ul style="list-style-type: none"> <li>Section 3.1.3 Table 3</li> <li>Section 7.3.1</li> <li>Section 7.3.2 Table 8</li> <li>Section 7.1 (Section 6.1 CEMP)</li> </ul>
Should Statement from v1.2 ISC Technical Manual	Where a heritage committee is used, it should involve client, contractor and community representatives.	<ul style="list-style-type: none"> <li>Section 6.3.3</li> </ul>





**MARTINUS** 

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