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CONSTRUCTION CULTURAL HERITAGE MANAGEMENT PLAN – STAGE C

A2I | Albury to Illabo

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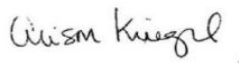
SIGNATURE:			**DATE:**	24/09/2025
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GLOSSARY

TERM	DEFINITION
A2I	Albury to Illabo
A2P	Albury to Parkes
AHIMS	Aboriginal Heritage Information Management System
ARTC	Australian Rail Track Corporation
ACHAR	Aboriginal Cultural Heritage Assessment Report
ASIRF	Aboriginal Site Impact Record Form
BAC	Bangerang Aboriginal Corporation
CCHMP	Construction Cultural Heritage Management Plan (this Plan)
CCS	Community Communication Strategy
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CIZ	Construction impact zone
CMP	Construction Monitoring Program
CNVMP	Construction Noise and Vibration Management Plan
CNVIS	Construction Noise and Vibration Impact Statement
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: • 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);

TERM	DEFINITION
	• 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); • Albury to Illabo Kemp Street Bridge Enhancement Site Modification (June 2025); • Albury to Illabo Kemp Street Bridge Enhancement Site Modification Clarification (July 2025); • Albury to Illabo Kemp Street Bridge Modification Noise and Vibration Impact Assessment (August 2025)..
EP&A	*Environmental Planning and Assessment Act 1979* (NSW)
EIS	Environmental Impact Statement
EIS RtS	Environmental Impact Statement Response to Submissions
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.
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	*Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (Federal)
EPL	Environment Protection Licence
Environmental Representative (ER)	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
GPR	Ground Penetrating Radar
Heritage Act	*Heritage Act 1977*
IS	Infrastructure Sustainability
ISC	The Infrastructure Sustainability Council
km	Kilometre
LALC	Local Aboriginal Land Council
LEP	Local Environmental Plan
LGA	Local government area
m	metre
mm	millimetre
Mothers Footbridge	Wagga Wagga footbridge within the Wagga Wagga Railway Station and Yard Group

TERM	DEFINITION
MR	Martinus Rail
MR ESM	Martinus Rail Environment, Approvals and Sustainability Manager
N2NS P1	Narrabri to North Star Phase 1
NPW Act	*National Parks and Wildlife Act 1974*
NSW	New South Wales
P2N	Parkes to Narromine
PAD	Potential Archaeological Deposit
Plan, this	Construction Cultural Heritage Management Plan (CCHMP)
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
Project, the	Inland Rail – Albury to Illabo (SSI-10055)
Project website	https://inlandrail.com.au/where-we-go/projects/albury-to-illabo/
PSR	Project Scope and Requirements
RAP	Registered Aboriginal Party
RtS	Response to Submissions Report
S170	Section 170 Heritage and Conservation Register
SAP	Sensitive Area Plan
SEARs	Secretary's Environmental Assessment Requirements
SHR	State Heritage Register
SIMP	Social Impact Management Plan
SMART	Specific, Measurable, Achievable, Realistic and Timely
SSI	State signification infrastructure
SSPP	Site specific protection plans, required in accordance with CoA E56
SuMP	Sustainability Management Plan
TfNSW	Transport for New South Wales
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.

A modification report (Kemp Stret Bridge Enhancement Site Modification, Inland Rail June 2025) was prepared to revise the replacement road and pedestrian bridge arrangement over the railway line at the Kemp Street bridge enhancement site in Junee to now provide a single structure.

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);
- Albury to Illabo Kemp Street Bridge Enhancement Site Modification (June 2025);
- Albury to Illabo Kemp Street Bridge Enhancement Site Modification Clarification (July 2025);
- Albury to Illabo Kemp Street Bridge Modification Noise and Vibration Impact Assessment (August 2025).

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

Approval for the project under the EP&A Act was granted by the Minister for Planning and Public Spaces on 8 October 2024. Under delegation from the Minister for Planning and Public Spaces, the Planning Secretary granted approval of the Albury to Illabo Kemp Street Bridge Enhancement Site Modification on 13 August 2025.

1.4 Scope of this Stage C 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 C 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 construction of the project, including all areas where physical works will occur or areas that may otherwise be impacted by the Stage C 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 C construction program.

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 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, enabling the project to be 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 third stage of the project – Stage C.

Stage C, as described in Section 2.1.3 of the Staging Report will include traffic mitigation measures identified in the Wagga Wagga Construction Traffic, Transport and Access Mitigation Report and demolition of the existing Edmondson Street bridge and construction of the new Edmondson Street bridge. Construction in Stage C will also comprise a continuation of activities started in Stage A or Stage B and therefore works will be occurring at all enhancement sites during Stage C:

- Murray River bridge;
- Albury Station pedestrian bridge;
- Albury Yard clearances;
- Riverina Highway bridge;
- Billy Hughes bridge;
- Table Top Yard clearances;

- Culcairn pedestrian bridge;
- Culcairn Yard clearances;
- Henty Yard clearances;
- Yerong Creek Yard clearances;
- The Rock Yard clearances;
- Uranquinty Yard clearances;
- Pearson Street bridge;
- Cassidy Parade pedestrian bridge;
- Edmondson Street bridge;
- Wagga Wagga Station pedestrian bridge;
- Wagga Wagga Yard clearances;
- Bomen Yard clearances;
- Harefield Yard clearances;
- Kemp Street bridge;
- Junee pedestrian bridge;
- Junee Yard clearances;
- Olympic Highway underbridge;
- Junee to Illabo clearances.

This plan applies to the entirety of Stage C. Construction work during Stage C will generally include:

- Pre-construction activities that have not commenced before the approval of the CEMP;
- Utility and drainage works;
- Ancillary facility and laydown establishment and operation;
- Traffic management and access, including material haulage;
- Clearing, grubbing and topsoil strip;
- Earthworks including preparation of pads and stockpiling;
- Track work including realignment and lowering;
- Rail bridge works;
- Road and pedestrian bridge works, including demolition;
- Pedestrian bridge works;
- Level crossing works;
- Gantry and signalling work;
- Finishing works.

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 will be 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).

Consultation with stakeholders was undertaken during the development of the Stage A Plan. Feedback was provided during the Stage A consultation period from Heritage NSW, one of the RAPs, and the Junee Shire Council. The feedback provided was primarily around ensuring consultation with RAPs would occur and queries regarding the Stage A impacts. The feedback was reviewed, the plan was updated, and responses were issued to stakeholders to close out the consultation process. It is noted that ongoing consultation will continue as outlined in Section 1.6.2.

Consultation was also undertaken during the development of the Stage B CCHMP. The CCHMP was provided to Heritage NSW and councils on 10/03/25 and the consultation window closed on 07/04/25. Reminders were provided through emails and regular meetings with Councils. Any further feedback from stakeholders will be accepted and incorporated into subsequent revisions of the plan.

No further consultation was undertaken during the development of the Stage C CCHMP as the demolition of the Edmondson Street bridge was originally included in the scope of the Stage B CCHMP when the plan was provided to stakeholders.

The consultation report prepared for the Stage B CCHMP in accordance with CoA A8 outlines what feedback was provided (if any), and where stakeholders' responses have been addressed in this Plan. A summary of Stage B consultation is provided in Table 1.

TABLE 1: CONSULTATION SUMMARY – STAGE B

Stakeholder	Dates	Feedback provided	How Addressed
Heritage NSW	16/04/25	Final comments may be provided once consultation with RAPs is complete. Include provision to stop work and consult with RAPs and Heritage NSW if a greater than expected density of artefacts and/or Aboriginal cultural heritage of greater than expected significance is identified.	Evidence of consultation was provided to Heritage NSW and closed out. Additional stop work provision included in the Community Collection Methodology (Section 6.1.1) and Unexpected Heritage Finds and Human Remains Procedure (Appendix B).
	30/04/2025	Please provide evidence to demonstrate consultation with the RAPs on the CCHMP. For the Community Collection Methodology (Section 6.1.1) if the reburial of artefacts occurs at the same time as community collection, the reburial location and details must be recorded on AHIMS as a site. Ensure compliance with Requirement 26 (Stone artefact disposition and storage) of the *Code of*	Evidence of consultation to date provided to Heritage NSW. Section 6.1.1 updated to address the comments provided by Heritage NSW. Appendix B updated to include the email address provided by Heritage NSW.

Stakeholder	Dates	Feedback provided	How Addressed
		Practice for Archaeological Investigation of Aboriginal Objects in NSW (DECCW 2010). Update the Unexpected Finds and Human Remains Procedure to include the heritagemailbox@environment.nsw.gov.au	
	20/05/2025	A summary of comments received: ▪ Please include the salvage of the Murray River bracings in Table 10 if their reuse as part of the bridge is not possible (following investigation) ▪ If the bridge span is relocated to Eric Thomas Park a methodology should be prepared to outline how this will be achieved to minimise damage to its significant elements. ▪ We note that bricks are to be salvaged and reused where possible. There should be a demolition methodology. ▪ Please highlight the careful salvage and storage of the lights (Kemp Street bridge) in Table 10. ▪ The steel framing of the bridge (Junee Pedestrian bridge) should also be salvaged if possible– and noted in Table 10. ▪ No exclusion zones shown on plan (Site Specific Protection Plan – The Rock). Please check if this is correct? ▪ Check the site boundary demarcation is clearly shown on the plan (Site Specific Protection Plan – Wagga Wagga Railway Station and Yard Group)	▪ (Now) Table 11 of the CCHMP has been updated to include information about potential reuse of elements of the Murray River bridge. ▪ (Now) Table 11 has been updated to state that a methodology would be developed to minimise damage during the relocation of these items to Eric Thomas Park. ▪ (Now) Table 11 has been updated to confirm that a methodology will be prepared to support the salvage and appropriate storage of bricks to enable reuse opportunities. ▪ The lights at Kemp Street bridge may be reused within the landscape design of the project, as noted within Table 11. Salvaged items will be appropriately stored until they are ready for reuse. ▪ (Now) Table 11 has been updated with information about the reuse options for the Junee Pedestrian bridge. ▪ For The Rock SSPP, the reference to the exclusion zone has been revised. At this site, exclusion is provided via the perimeter fence / boundary (refer Appendix C). ▪ The boundary demarcation (for project works) is shown in the

Stakeholder	Dates	Feedback provided	How Addressed
			image by the black dashed line; the SHR item/curtilage is shown in the image by a solid blue line. Revised figures have been prepared to also identify the relevant individual items (in pink shading) within the SHR curtilage.
	09/07/2025	Heritage NSW has no further comments on CCHMP Stage B as it complies with the previous advice from Heritage NSW. Please note that the above comments relate only to Aboriginal cultural heritage regulation matters.	▪ N/A
	10/07/2025	Minor comments / queries: ▪ Minor comments on previous items, including a request to develop bridge salvage methodology (Culcairn and Junee pedestrian bridge) in consultation with a suitably qualified heritage consultant and requested update to the Junee Yard site specific protection plan (SSPP); ▪ It's not clear why exclusion zones are to be shown on the SAPs and not the SSPPs. ▪ How do the SAPs differ from the SSPPs? ▪ It would be helpful if all acronyms used in the CCHMP are captured in the report's glossary.	▪ Table 11 updated to include reference to obtaining advice from a suitably qualified heritage consultant regarding the bridge relocation methodology ▪ Exclusion zones (where retained items / structures are located within the project site) are identified in the SSPPs (refer to updated Section 6.3.6). ▪ Initial SAPs in CEMP Appendix A8 identify a wide range of environmental constraints in the vicinity of the enhancement sites. SSPPs (Appendix C) provide detailed mapping showing contributory structures and specific mitigation measures to minimise impacts on retained heritage items. ▪ CCHMP reviewed and glossary updated.
RAPs	16/04/2025	Comments received from one RAP: ▪ Were test pits done in this area? If not why is it recorded as a PAD?	▪ No test pitting was undertaken, as the level of proposed disturbance from the construction works did not warrant it (ie. test excavation would cause more damage than the proposed works). The area of archaeological

Stakeholder	Dates	Feedback provided	How Addressed
			sensitivity has not been registered as an area of PAD by GML. A meeting was also held on 13/05/25.
	14/05/2025	Summary of feedback received during a meeting: ▪ Queries regarding the specific process when entering the Murray Bridge site via Townsend Street and in relation to the proposed collection methodology ▪ A revision to the notification procedure proposed by Heritage NSW for escalation of a significant find – support for this process	▪ Proposed inspection, monitoring and community collection methodology were discussed, also included in Section 6.1.1. ▪ Unexpected Finds Procedure was discussed and is included in Appendix B.
Albury City Council	20/05/2025	Feedback has been provided via State Design Panel and other consultation pathways and incorporated into current plans.	N/A
Greater Hume Shire Council	23/04/2025	Council confirmed they had no comment on the CCHMP.	N/A
Junee Shire Council	10/05/2025	▪ Could the number of Stages and approximate commencement dates be provided for Stages B be provided. ▪ Evidence of consultation should be returned prior to the reports being issued. ▪ While AHIMS captures majority of the relevant sites, unrecorded sites are added to AHIMS on a regular basis, when identified by local Aboriginal communities. ▪ Consultation with local Aboriginal representatives should be undertaken in Junee. ▪ The heritage impact due to the changes to the viewsheds and vistas should be clarified further. ▪ How will elements of the demolished Kemp St bridge be incorporated into the new design.	▪ Council was provided with a high-level program showing this information. It is also contained in the CEMP. ▪ Responses to comments were discussed in a workshop on 21/05/25 and consolidated responses provided on 27/05/25. ▪ AHIMS searches would be conducted on a periodic basis during construction if required during consistency assessments. If other sites are identified or made known to the project, these will be incorporated into the CCHMP where required. Council to provide contact details for other projects in the area that have identified previously unrecorded sites. ▪ Registered Aboriginal Parties were identified through the development of the EIS. Council to contact local

Stakeholder	Dates	Feedback provided	How Addressed
			groups to see if they are interested in the project. The project committed to engaging with additional parties if they wanted to be engaged. ▪ Changes to viewsheds and vistas during construction are generally temporary in nature. Long term changes are operational impacts and these were assessed in the EAD. The Urban Design and Landscape Plan includes efforts to mitigate impacts, including visual impacts, on heritage items within and outside of the project boundaries. New Table 10 in Section 5.3.2 has been included. ▪ Refer to Table 11.
Lockhart Shire Council	04/04/25	General comment regarding provision of notifications to Lockhart Shire Council	Updates/notifications to be shared with Council. No updates required for this CCHMP.
Wagga Wagga Council	N/A	Not yet received	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 respective Local Aboriginal Land Councils (LALCs), 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;
- Southern West Yiradyuri Clans;
- Murrumbirdjuri Facility Services;
- 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 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);
   - To develop the community collection methodology where required under UMM AH2;
   - 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 C4, CEMP(s) (and relevant CEMP sub-plans) requiring the Planning Secretary's approval will be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of Stage C construction.

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 approved by the Planning Secretary (or the ER for any minor amendments) will be implemented for the duration of Stage C 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 C 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 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 management of any sites, Aboriginal objects or non-Aboriginal relics during construction of the project;
- Ensure training is provided in the form of inductions and cultural heritage awareness training to all project personnel on heritage items, protection measures and unexpected heritage finds protocols 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 *Heritage*	Impacts have been assessed and would be managed in accordance with CoAs and the relevant legislation.

Performance outcomes	How performance outcome will be achieved
Act 1977 (NSW) and the *National Parks and Wildlife Act 1974* (NSW).	
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 in 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

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 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 CEMF 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	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. (e) Non-Aboriginal heritage — Heritage NSW and relevant councils (f) Aboriginal heritage — Heritage NSW, RAPs and relevant councils	This Plan Section 1.6
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
	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:	CNVMP Appendix E

No.	Requirement	Where addressed
	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;	
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 Environment and Heritage) and reviewed by Dr Bernadette Drabsch (Senior Heritage Consultant, OzArk) and Ben Churcher (Director, OzArk)
	a) all exclusion zones, archival recording requirements, baseline, and periodic monitoring protocols (including before and during construction;	Section 6 Appendix C
	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	Section 6.2.1
	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.	Section 6.2.1 Appendix C
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 Council Requirements

Both Martinus Rail and Inland Rail are firmly committed to ensuring the projects are designed and constructed with high levels of sustainability integrated throughout the projects. Martinus Rail has developed and will implement a Sustainability Management Plan (SuMP) that is compliant with:

- Project Approvals
- Inland Rail Sustainability Strategy (0-0000-900-ESS-00-RP-0003)
- Specification - Inland Rail Sustainability Requirements – Albury to Parkes (3-0000-210-ESS-00-SP-0001)
- A2P Enhancement Projects Incentivised Target Cost Deed (ARTC Contract No. 2140-0001)

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

Detailed management of the heritage targets is provided in Section 2.2. Table 4below lists the relevant IS credits – Her-1 Heritage Assessment and Management and Her-2 Monitoring of Heritage – 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 D - ISC Requirements.

TABLE 4: HERITAGE ISC CREDITS

ISC Credit	Where addressed
Heritage Assessment and management (Her-1)	
Level 1	
Community heritage values have been identified through consultation and integrated into studies.	Section 1.6 Heritage Interpretation Plan – A2I
Measures to minimise adverse impacts to heritage during construction and operation have been identified and implemented.	Section 2.2 Section 5.2 Section 5.3 Section 5.4 Section 6 Heritage Interpretation Plan – A2I
Level 2	
Community and key stakeholders have participated in the heritage studies	Section 1.2 Section 1.3 Section 1.6 Heritage Interpretation Plan – A2I

ISC Credit	Where addressed
Heritage values beyond those listed in government registers have been identified, considered and addressed.	Section 4 Heritage Interpretation Plan – A2I
Heritage has been interpreted to promote local heritage values.	Section 6.3.3 Heritage Interpretation Plan – A2I
MONITORING OF HERITAGE (HER-2)	
Level 1	
Monitoring of heritage is undertaken at appropriate intervals during construction.	Section 7.3 Construction Environmental Management Plan, Section 7
Level 2	
Monitoring and modelling demonstrate maintenance of heritage values.	Section 6.3.5 Section 6.3.10 Construction Noise and Vibration Management Plan

4 EXISTING ENVIRONMENT

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 Response to Submissions (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 initial Sensitive Area Plans (SAPs) included as Appendix A8 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. Buckargingah 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. Buckargingah 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) (refer Figure 7) and Junee in a public park, near Junee town centre, (Isolated artefact A2I-2 – AHIMS ID 50-5-0292) (refer Figure 15), although neither is within the construction boundary, and neither would be directly impacted by the project.

An area of Potential Archaeological Deposit (PAD) was identified at the Murray River bridge enhancement site, based on its immediate proximity to the river (refer Figure 1). At this location, the majority of the identified PAD was outside of the project boundary. Furthermore, the intended activities along the unformed Townsend Street (to the north of the railway) would involve surface grading and covering the road with gravel to limit any disturbance by the project to the zone of existing surface disturbance. Use of this road would be restricted to light vehicles to avoid more substantial works to make

this road suitable for heavy vehicles. On the basis of the proposed activities, no further investigation or test excavation was undertaken during the EAD for this area as the above measures would avoid any impacts on the PADs. No impact to the PAD located on the southern side of the railway is expected.

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. The Doodle Comer Wetland is fed by a number of watercourses, including Buckargingah Creek, which is connected to a locally significant songline. Buckargingah Creek crosses under the existing rail alignment at the northern end of Henty, over 150 m to the north of the proposal 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 culturally significant 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. 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.

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;
- 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 C works are described in Table 5. These items are shown in Figure 1 to Figure 15.Project changes, considered and assessed through consistency assessments, are available on the project website. Consistency assessments include the identification, any potential impacts and mitigation measures for any known non-Aboriginal heritage items. .

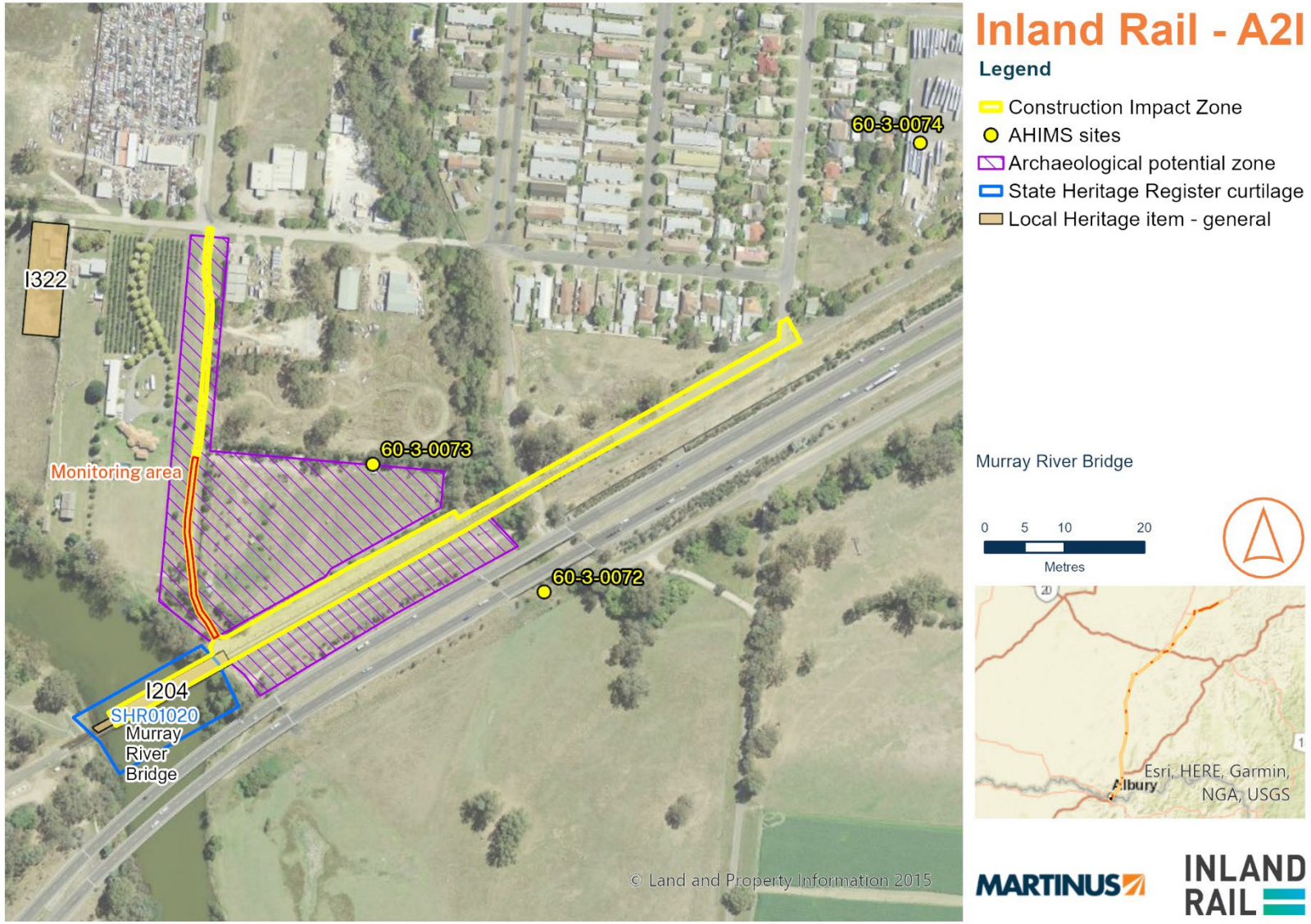

FIGURE 1: MURRAY RIVER BRIDGE HERITAGE ITEMS

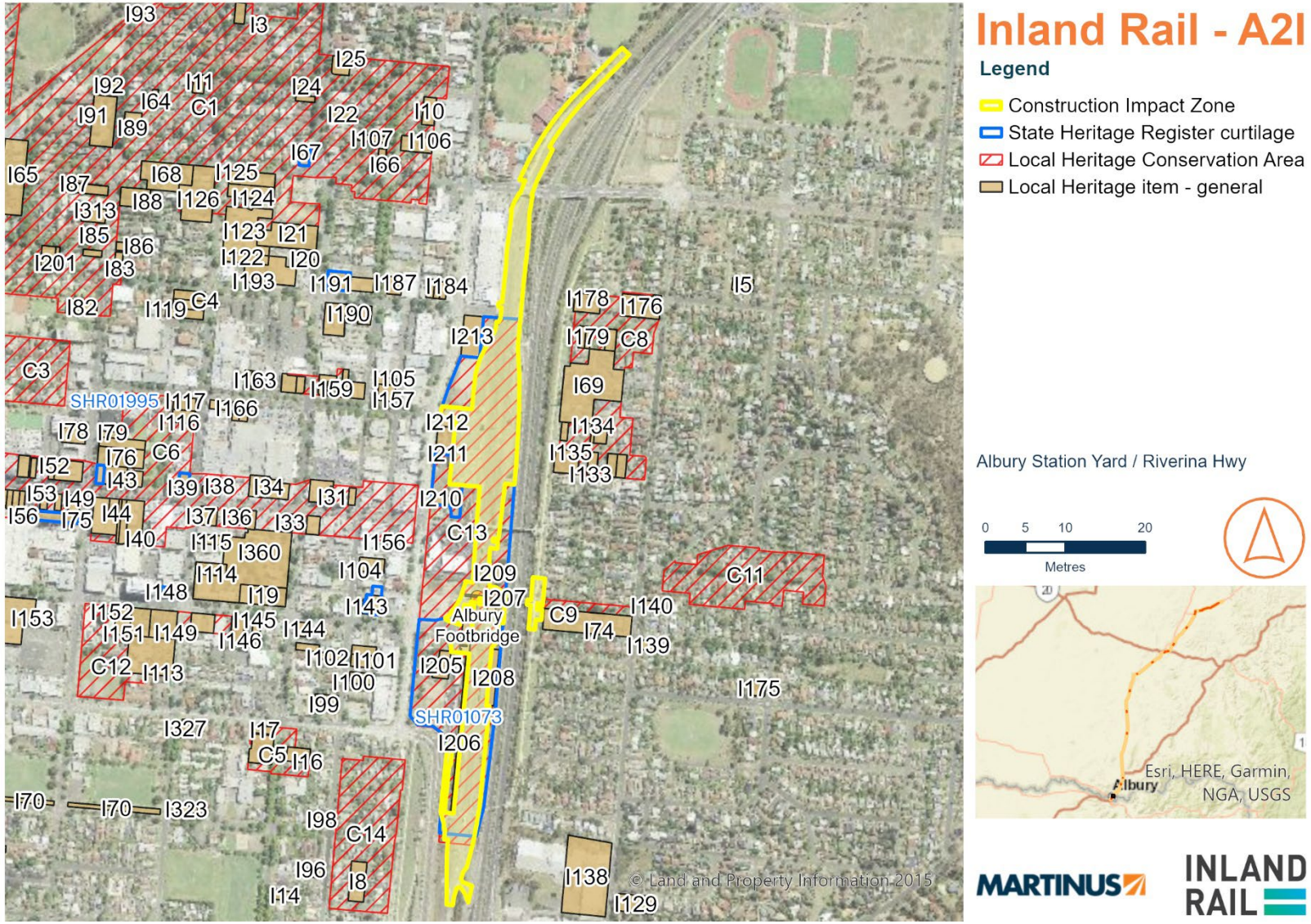

FIGURE 2: ALBURY STATION YARD HERITAGE ITEMS

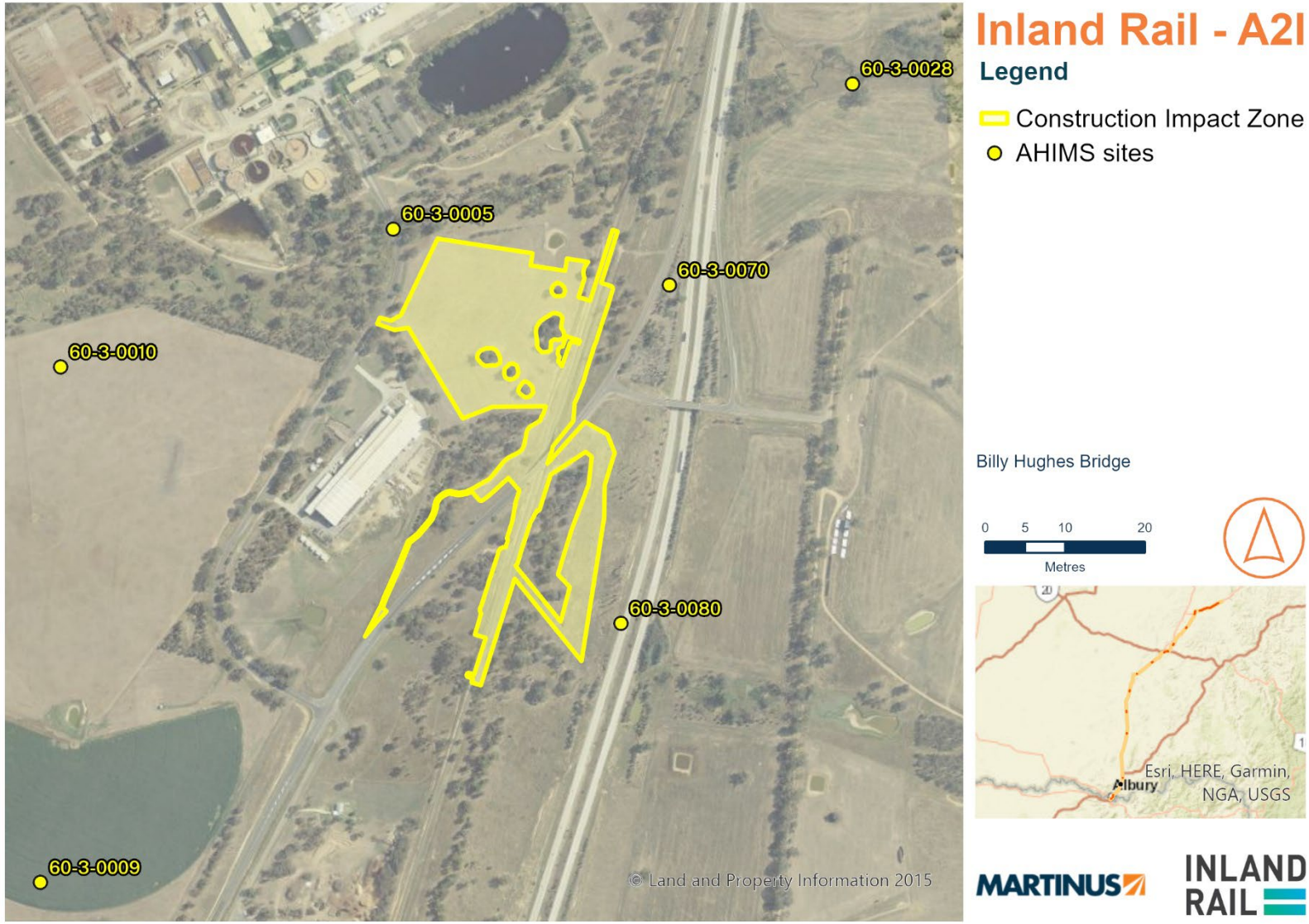

FIGURE 3: BILLY HUGHES BRIDGE HERITAGE ITEMS

FIGURE 4: TABLE TOP YARD HERITAGE ITEMS

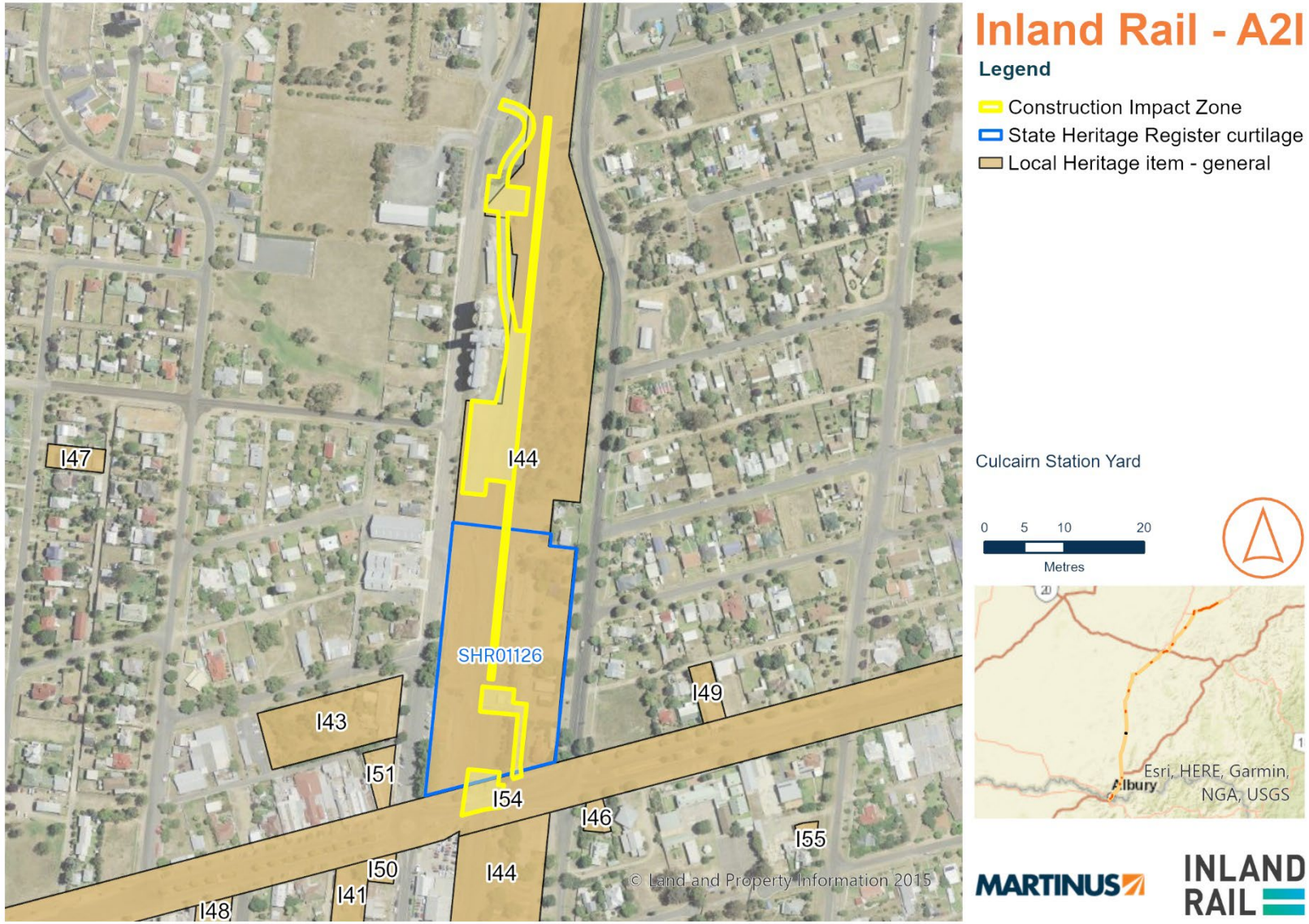

FIGURE 5: CULCAIRN STATION YARD HERITAGE ITEMS

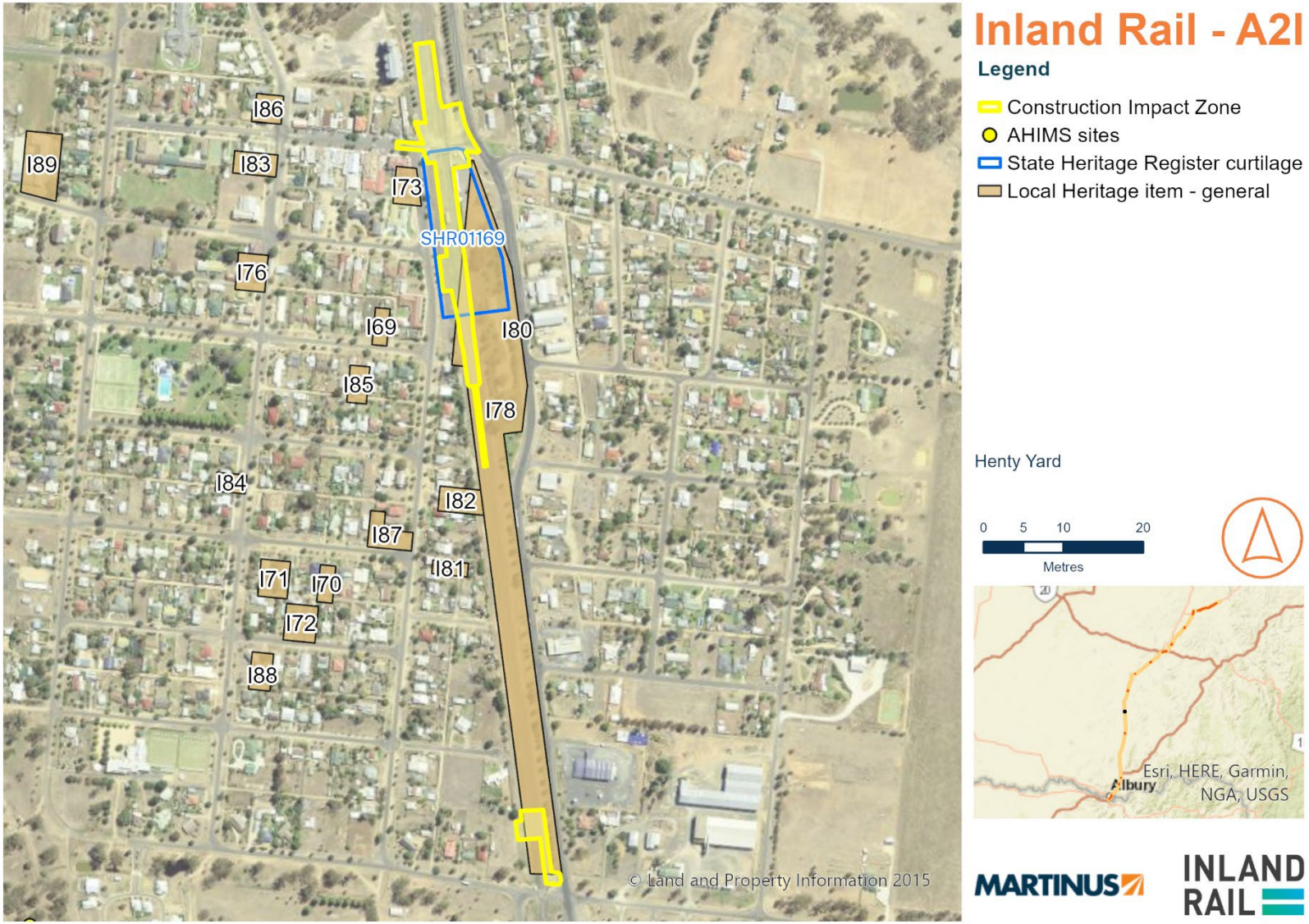

FIGURE 6: HENTY YARD HERITAGE ITEMS

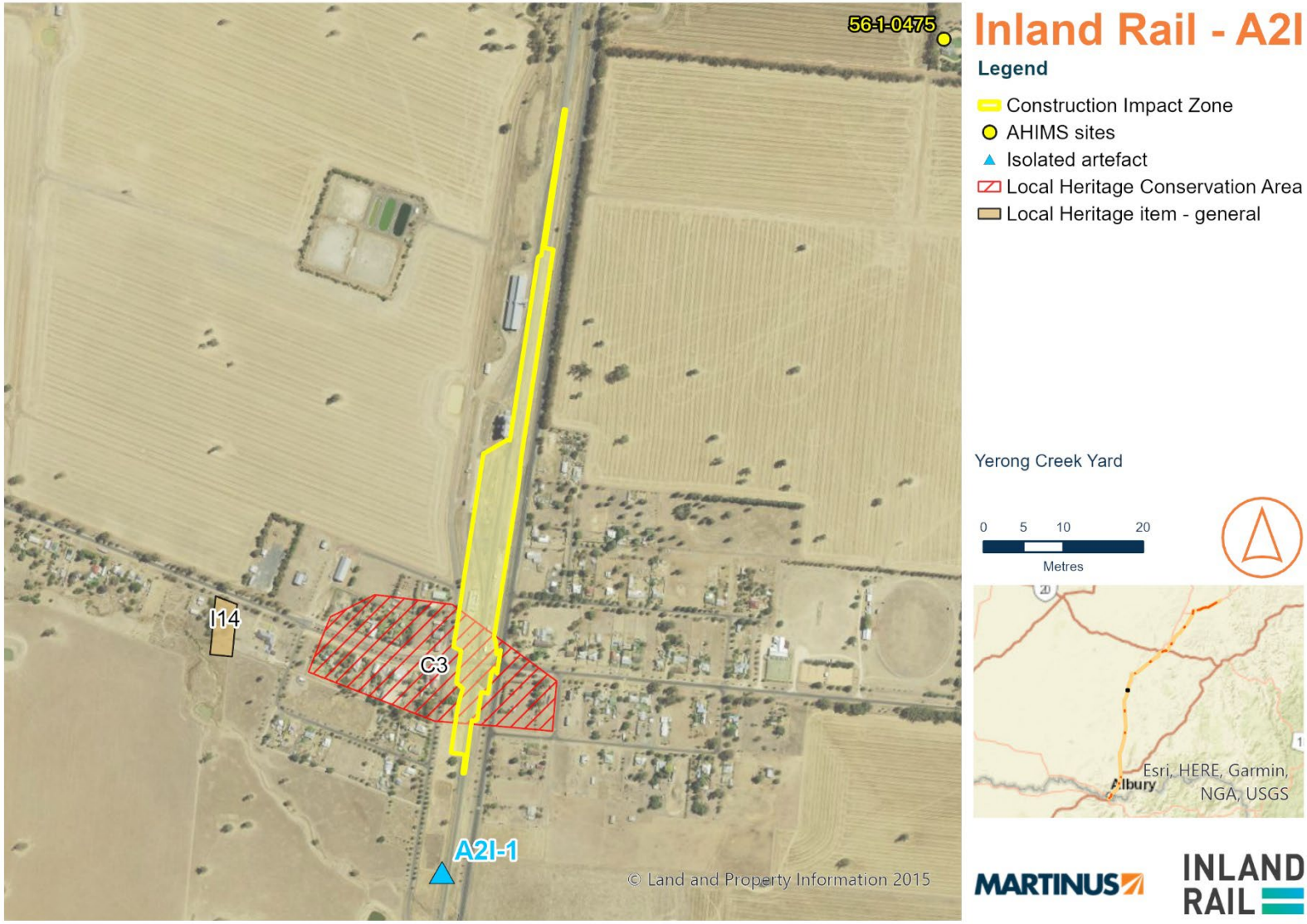

FIGURE 7: YERONG CREEK YARD HERITAGE ITEMS

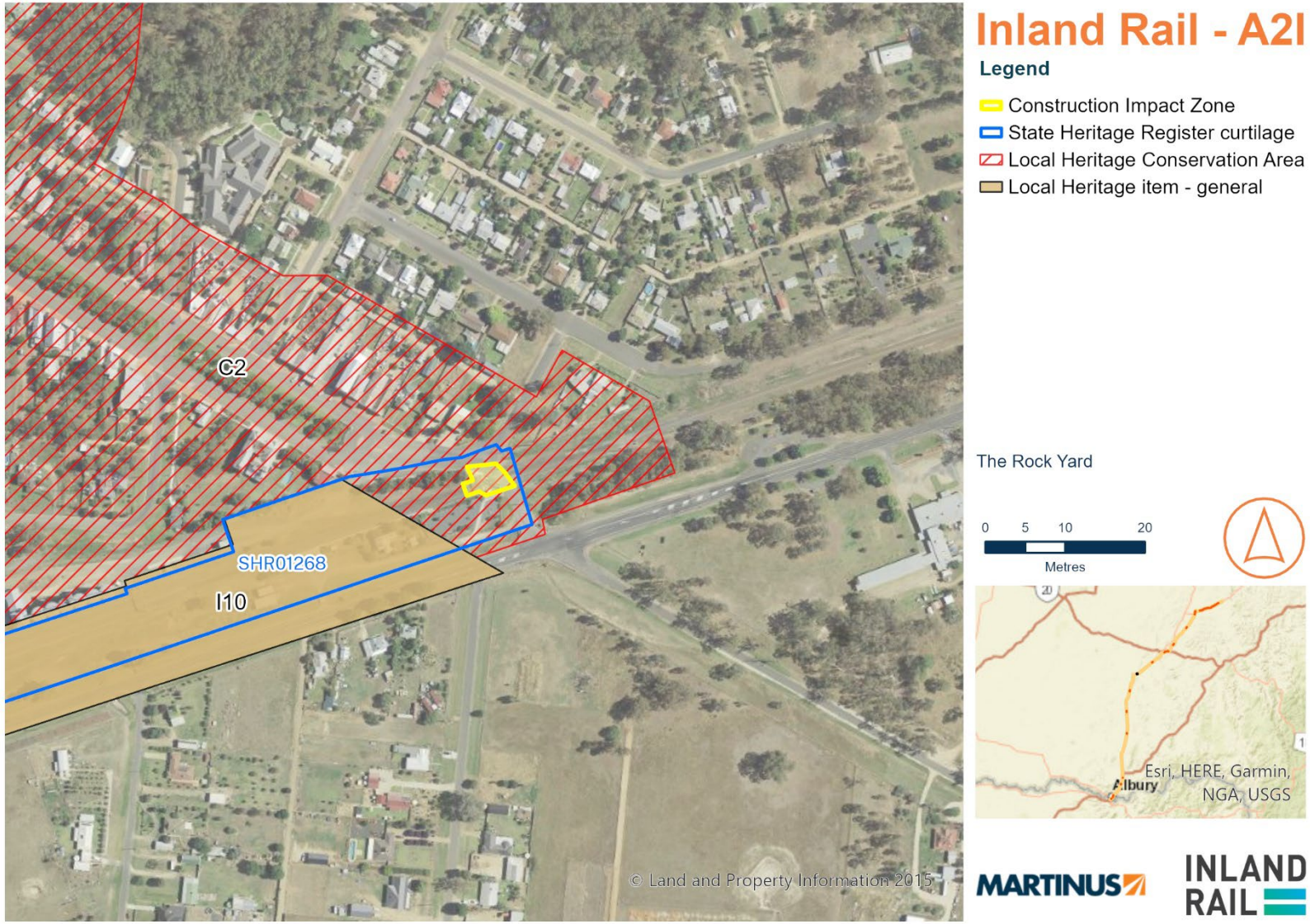

FIGURE 8: THE ROCK YARD HERITAGE ITEMS

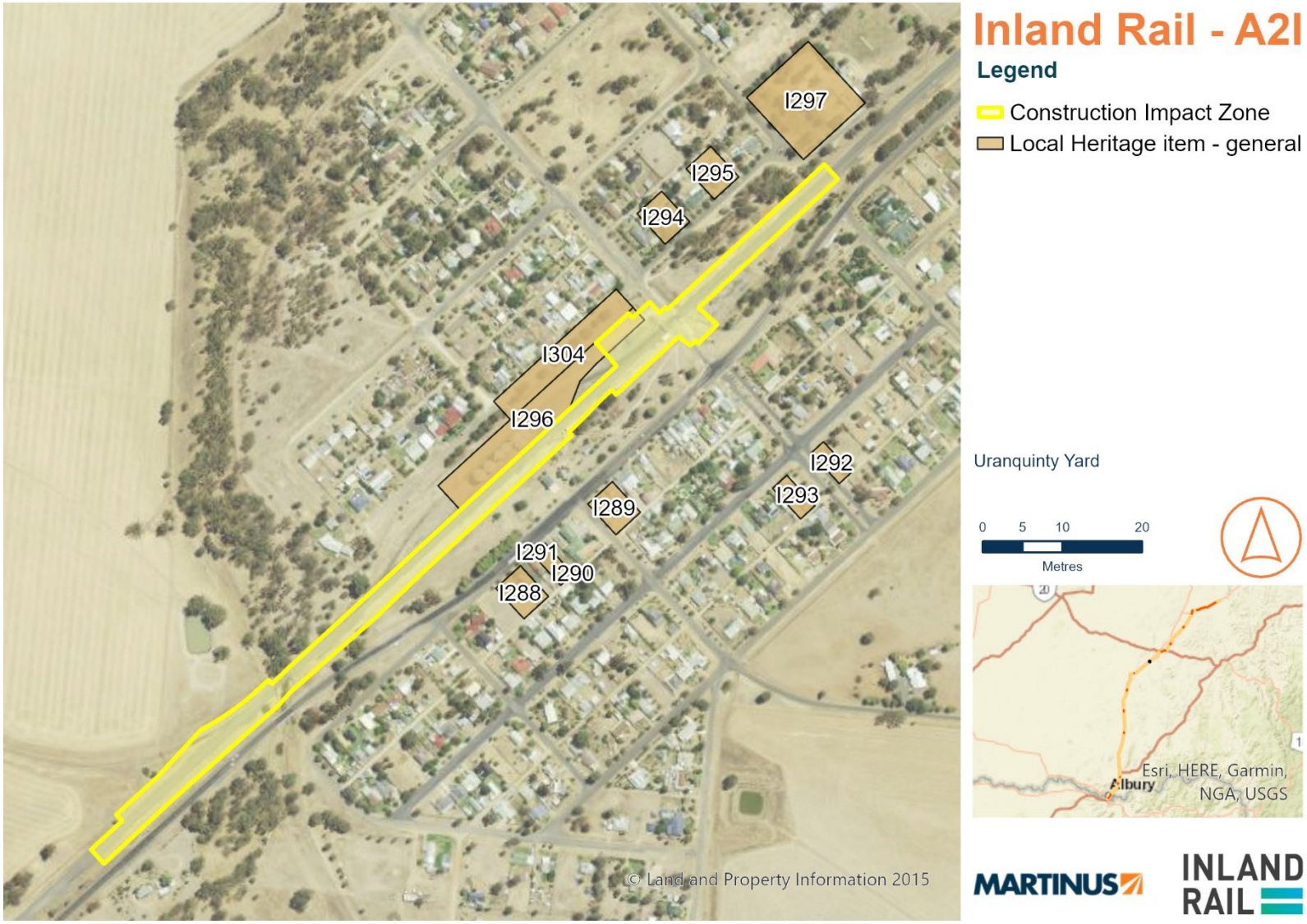

FIGURE 9: URANQUINTY YARD HERITAGE ITEMS

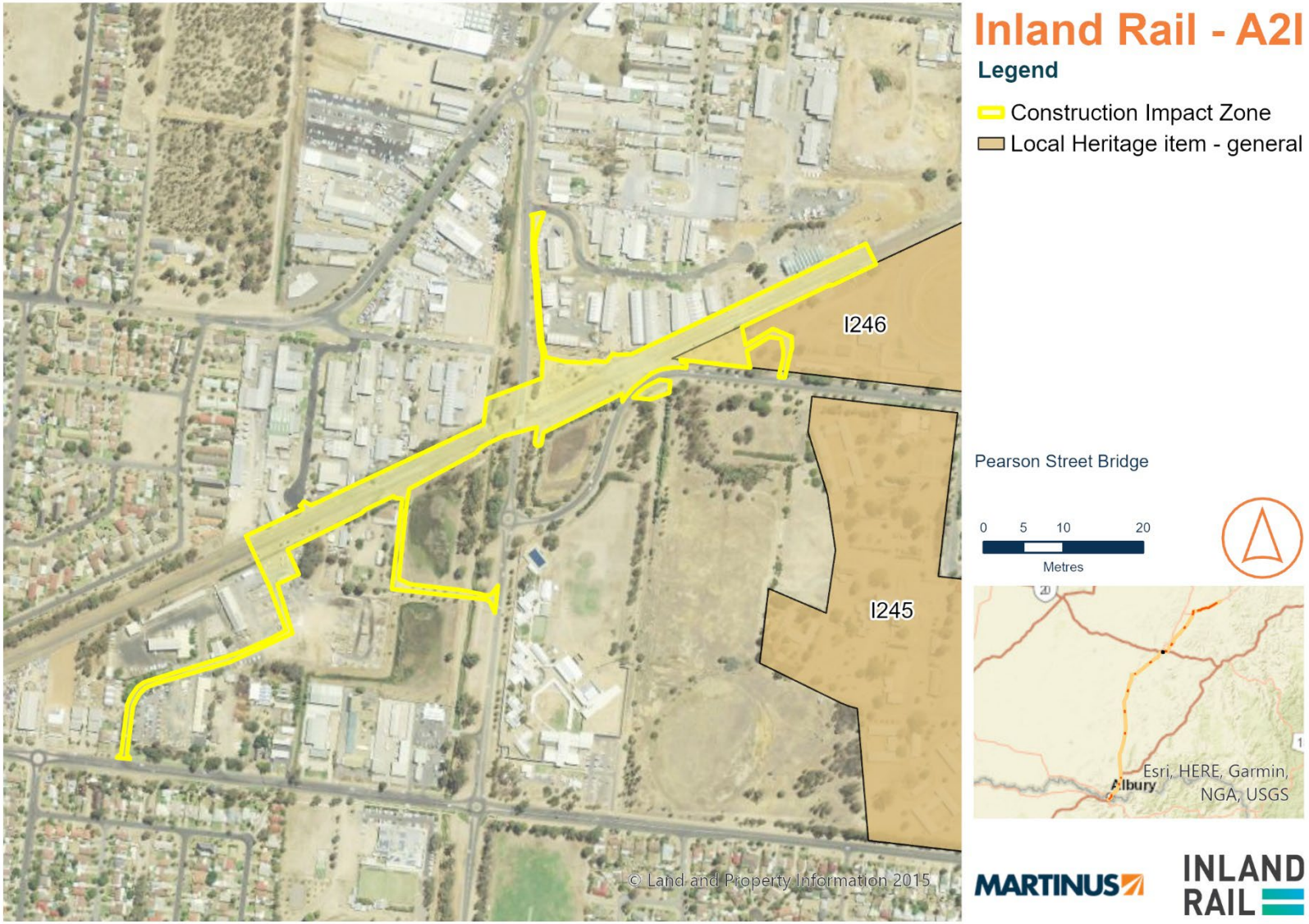

FIGURE 10: PEARSON ST BRIDGE HERITAGE ITEMS

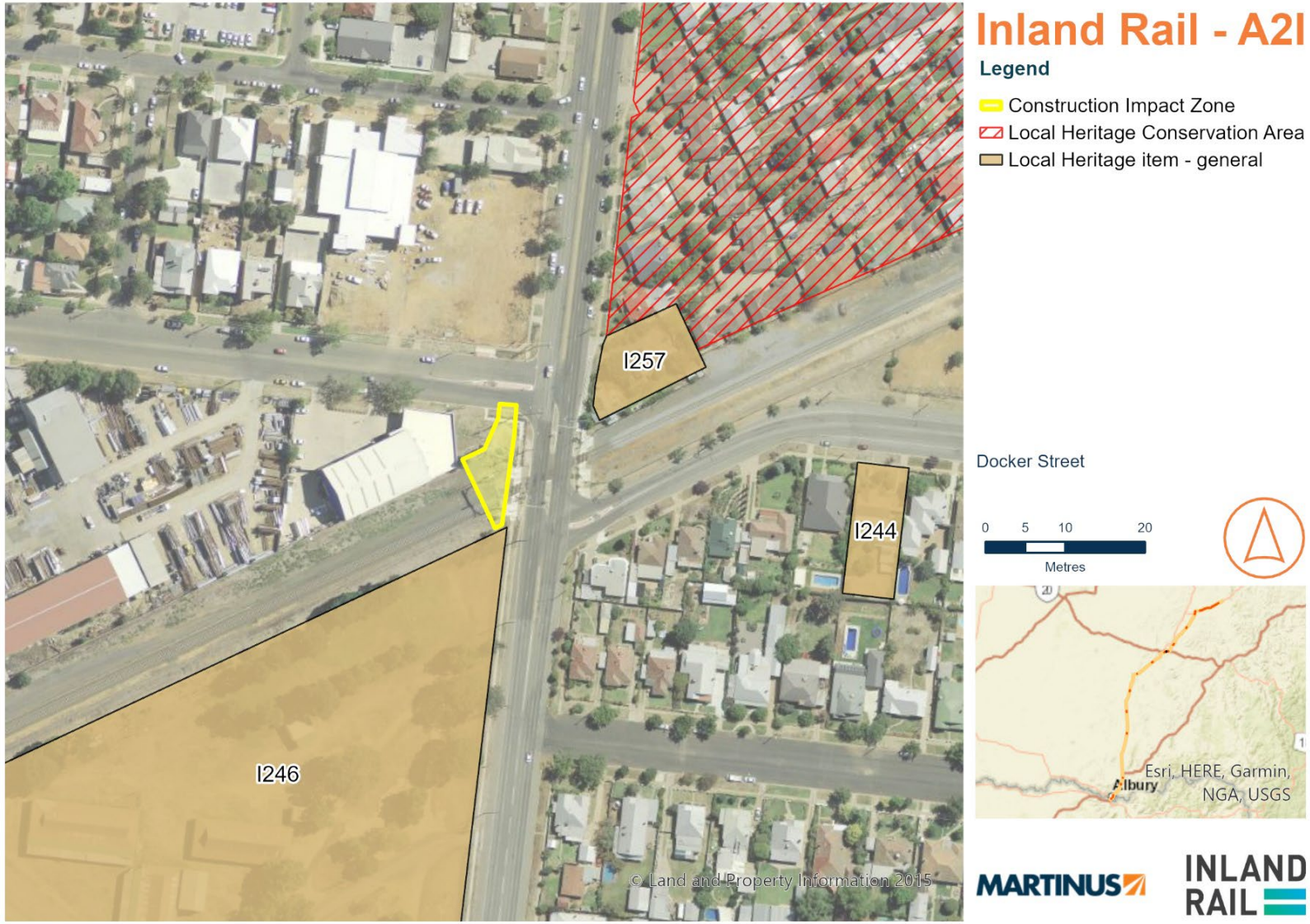

FIGURE 11: DOCKER STREET HERITAGE ITEMS

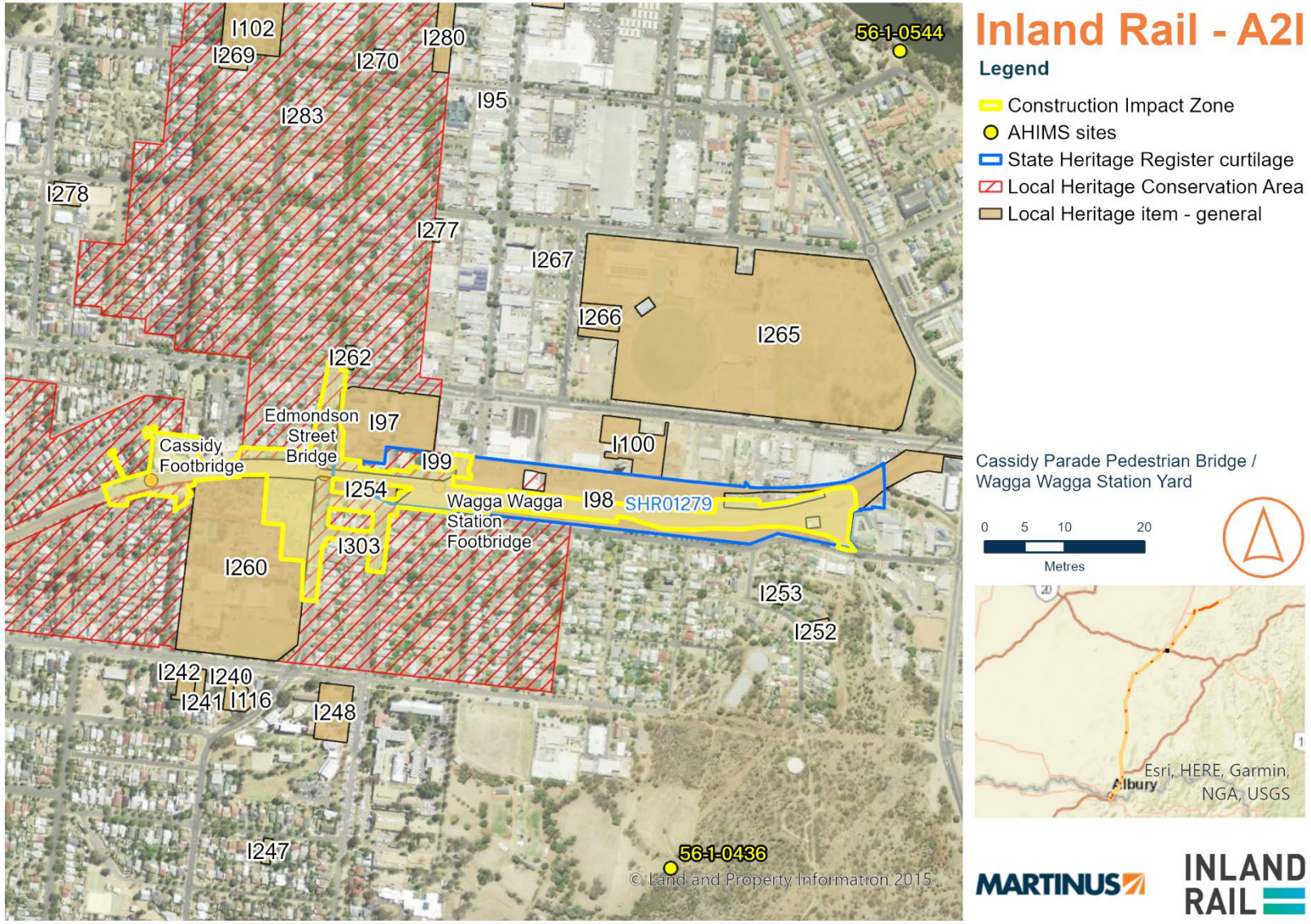

FIGURE 12: CASSIDY PARADE AND EDMONSON STREET BRIDGE HERITAGE ITEMS

FIGURE 13: BOMEN YARD HERITAGE ITEMS

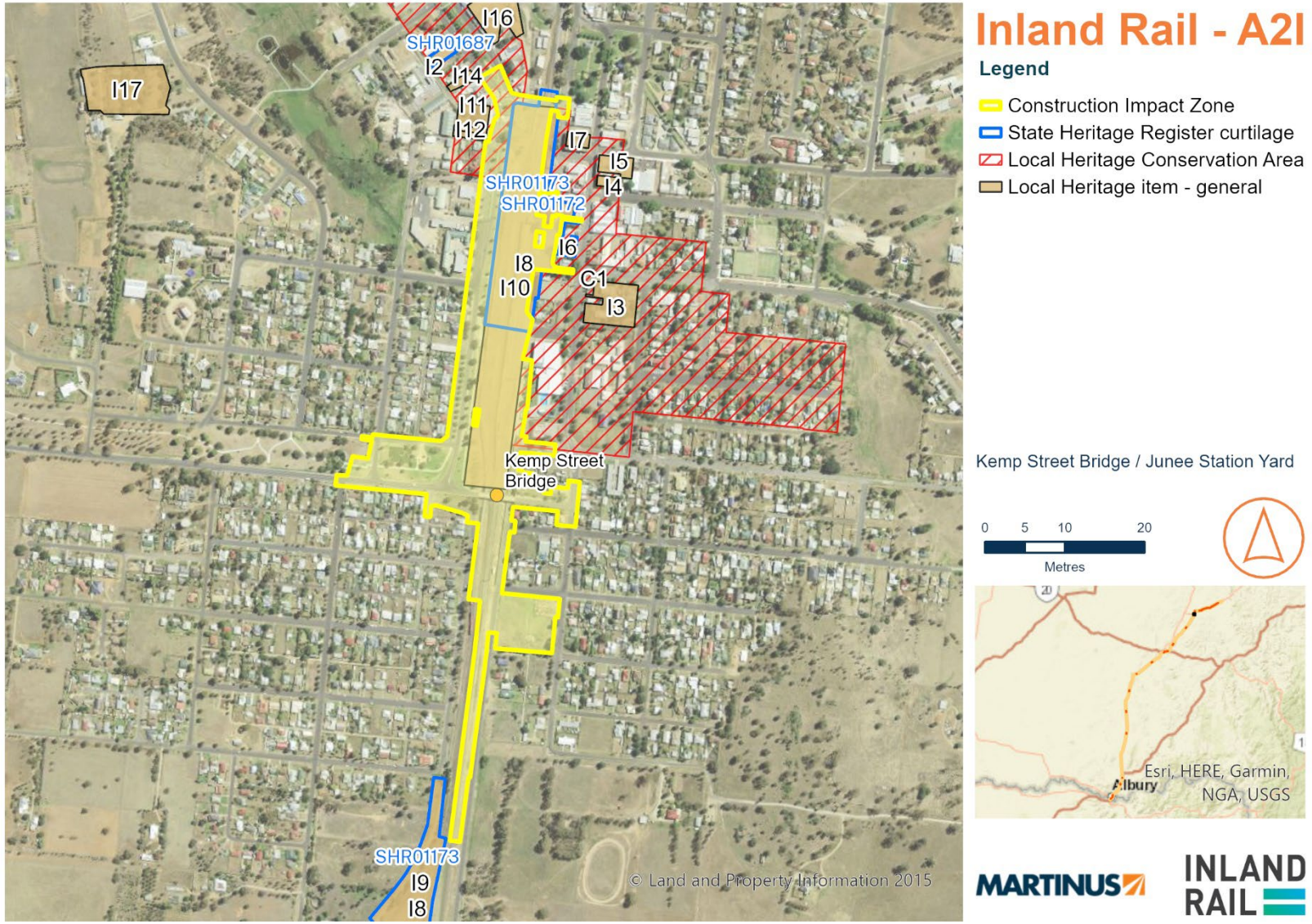

FIGURE 14: JUNEE STATION YARD HERITAGE ITEMS

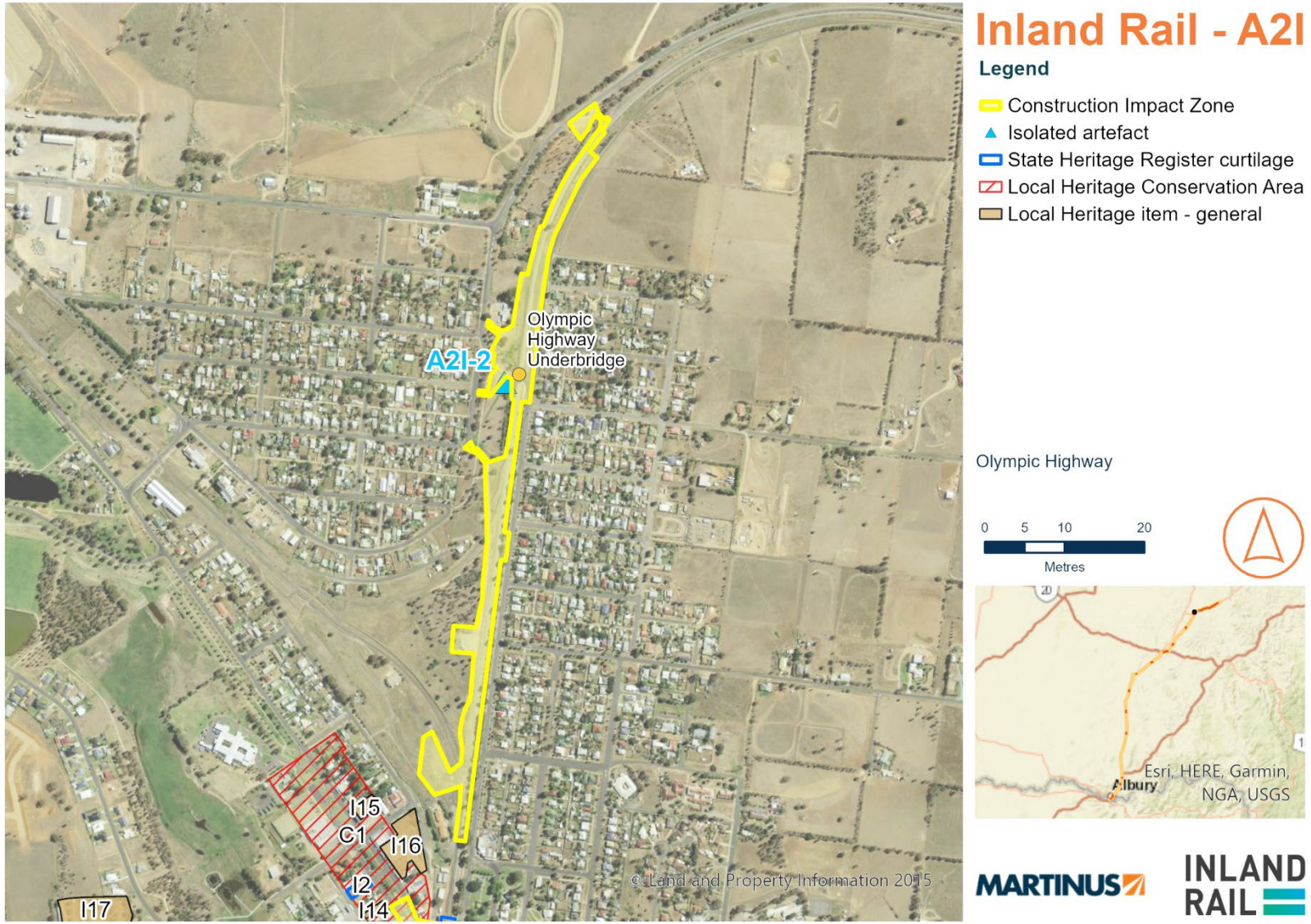

FIGURE 15: OLYMPIC HIGHWAY UNDERBRIDGE HERITAGE ITEMS

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

Precinct	Heritage Item	Listing	ID	Description
Albury	**Murray River bridge enhancement site**			
	Albury railway bridge over Murray River	State heritage register	01020	The Murray River Rail Bridge is a double-track, three span steel lattice truss bridge with overhead stabilising transverse frames. It has rivetted steel pillars, cast concrete and steel pylons for abutments, and several sections of girders for approaches to the abutments. There is also an underslung mobile work platform attached to the rails beneath the bridge for maintenance work. The bridge is predominantly in good condition, although has extensive graffiti damage.
		Local (Albury LEP)	I204	
		s170	4280312	
	Albury Railway Station pedestrian bridge, Albury Yard clearance and Riverina Highway bridge enhancement sites			
	Albury Railway Station and Yard Group	State heritage register	01073	The Albury Railway Station is a substantial and ornate structure, built in the Victorian Italianate style. It comprises a highly symmetrical, single-storey building. The platform is a mixture of brick and stone construction. The station building appears to be in good condition.
		s170	4280274	
	Albury Railway Station	Local (Albury LEP)	I206	The Albury Railway Station is a substantial and ornate structure, built in the Victorian Italianate style. It comprises a highly symmetrical, single-storey building. The platform is a mixture of brick and stone construction. The station building appears to be in good condition.
	Albury signal box (North signal hut) and footbridge	Local (Albury LEP)	I207	The North Signal Hut (also known as the Albury signal box in the Albury LEP) is in fair-to-poor condition, with timber work showing signs of deterioration. The transhipment shed is in fair condition with some smoke or heat damage to upper timber framing. A footbridge abuts the North Signal Hut on its northern face. The footbridge is a steel-framed structure with timber treads constructed in a simplified form of Warren truss. The upper chord of the truss is braced laterally by a straight angle-iron strut to the lower chord.
	Transhipment shed	Local (Albury LEP)	I208	The transhipment shed is located on the eastern side of the railway yard. It comprises a single central brick and concrete platform with railway tracks running either side, covered by a timber framed open-sided shed with asbestos sheet clad roof. It is in fair condition, with some smoke or heat damage to the upper timber framing.

Precinct	Heritage Item	Listing	ID	Description
	Broad-Gauge cripple sidings – Archaeological Deposits	Unregistered potential heritage item	-	Potential archaeological deposits were identified within the Albury Railway Station Yard and in the brownfield that was the location of the railway station goods shed: ▪ Albury Railway Station Yard—Several areas of extant, unused railway track are visible in the yard, and additional pieces of track are likely to be present subsurface. Some of this track is likely to be remnant broad-gauge rail, particularly around the location of the North Signal Hut. Further investigation of the broad-gauge rail was undertaken that revealed shunting lines 2-7 have already been removed, but that broad-gauge No. 3 shunting line and another section between gantry roads 8 and 9 are within the Construction boundary and may be impacted.
	Railway turntable	Local (Albury LEP)	I209	This is located outside the enhancement site boundary
	Railway workers' hut	Local (Albury LEP)	I210	This is located outside the enhancement site boundary
	Railway conservation area	Local (Albury LEP)	C13	The conservation area comprises the Albury Railway Station and Yard, described above.
	Billy Hughes bridge enhancement site			
	There are no registered or potential heritage items within the enhancement site			
	Table Top Yard clearances			
	There are no registered or potential heritage items within the enhancement site			
Greater Hume-Lockhart	**Culcairn pedestrian bridge**			
	Culcairn Railway Station and Yard Group	State heritage register	01126	The Culcairn Railway Station is a weatherboard structure with a gabled roof clad in corrugated iron sheets. A concrete slab has been added to the surface of the brick platform to raise the height. The Station Master's residence is a two-storey brick structure in the Victorian Filigree style. Both buildings appear to be in good condition. Figures South of the
		Local (Greater Hume LEP)	I44	

Precinct	Heritage Item	Listing	ID	Description
		s170	4280282	railway precinct is a footbridge. The main structure is a simplified form of Warren truss spanning two tracks with two double-flight sets of stairs—steel framed with timber treads. The upper chord of the truss is supported by a curved lateral brace to the lower chord. The footbridge is now disused.
	Street trees	Local (Greater Hume LEP)	I54	Lines of mature and young trees are present on the verges and through the median strip of Balfour Street, between its intersection with Donald Street and approximately 400 metres east of its intersection with Federal Street. Four trees—located immediately either side of Balfour Street—are present within the enhancement site.
	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. 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.
		Local (Greater Hume LEP)	I78	
		s170	4280285	
	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.
	The Rock Yard clearances enhancement site			
	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	**Uranquinty Yard clearance enhancement site**			
	Uranquinty silos	Local (Wagga Wagga LEP)	I296	The silos comprise three older concrete silos, capped by a grain elevator, and two modern steel silos.
	Pearson Street bridge enhancement site			
	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.
	Cassidy Parade pedestrian bridge enhancement site			

Precinct	Heritage Item	Listing	ID	Description
	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.
	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.
	Edmondson 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 with Kemp Street bridge in Junee 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	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. 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.
		s170	4280250	
	Best Street Railway Gatehouse (former)	State heritage register	01279	
		Local (Wagga Wagga LEP)	I98	
		State heritage register	01279	

Precinct	Heritage Item	Listing	ID	Description
	Wagga Wagga Railway Station	Local (Wagga Wagga LEP)	I8	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.
	Station Master's Residence (former)	State heritage register	01279	
		Local (Wagga Wagga LEP)	I99	
	Bomen Yard clearances			
	Bomen Railway Station	State heritage register	01093	The station building is a small unpainted brick building with a corrugated iron clad hipped roof. The verandah is supported by simple timber posts, which is not typical of NSW Government Railway style. The station appears to be in fair condition.
		Local (Wagga Wagga LEP)	I8	
		s170	4280278	
	Harefield Yard clearances enhancement site			
	There are no registered or potential heritage items within the enhancement site			
Junee	**Kemp Street bridge, Junee Station pedestrian bridge, Olympic Highway underbridge and Junee Yard clearances enhancement sites**			
	Kemp Street bridge	Unregistered potential heritage items	-	The bridge is a steel-framed girder bridge with red brick masonry, which spans the entire railway corridor. The bridge is in good condition and is free from any modifications, maintaining high design integrity. A significance assessment presented in section 4.5.2 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 with Edmondson Street bridge in Wagga Wagga and likely was part of a design template for bridges. It is unknown how many of these bridges remain.
		State heritage register	01173	

Precinct	Heritage Item	Listing	ID	Description
	Junee Station, Yard, and Locomotive Depot	s170	4280760	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. The adjacent Junee pedestrian bridge is not listed but is viewed as part of the wider State heritage listed item for the station, yard and locomotive depot.
	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.
	Junee to Illabo clearances enhancement site			
	No registered heritage items			

5 ENVIRONMENTAL ASPECTS AND IMPACTS

5.1 Construction activities

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

- Direct;
  - Site establishment activities including demolition and installation of temporary ground cover and access tracks;
  - Demolition and removal of listed heritage items;
  - Earthworks and disturbance of archaeological materials;
  - Addition of new fabric to existing heritage items;
  - Attachment of temporary work platforms;
  - Utility works.
- 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

Enhancement site	Potential direct impacts
Murray River bridge enhancement site	An area of archaeological potential was identified, and adjustments were made to avoid and minimise impacts to this area during the development of the EIS. The project involves surface grading and covering the unformed section of Townsend Street with geotextile fabric and gravel. The grading process (around 50 millimetres (mm) in depth) would only impact a zone of existing surface disturbance and is therefore unlikely to impact any intact archaeological deposits. The gravel cover would provide protection from additional impacts from vehicle movements during construction. Management measures have been designed for this area due to the impact of grading, as described in Section 6.1 and Table 13.
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	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. The EIS notes that no further impacts are expected as the remainder of the zone had no

Enhancement site	Potential direct impacts
	archaeological potential. Furthermore, Appendix E of the RtS concludes that there is no type or degree of harm to this item, and accordingly no loss of value. Mitigation measures are described in Section 6.

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 Buckargingah Creek. Buckargingah 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 C have been considered in the Construction Biodiversity Management Plan (Stage C).

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

The EAD states that the project would result in direct and indirect impact to multiple heritage structures and archaeological areas during construction. This includes potential impacts from vibration, demolition, archaeological disturbance, altered historical arrangements and access, aesthetic changes, changes to visual amenity, viewsheds and vistas, and at-property noise treatments.

The following section provide an overview of the impact assessment presented in the EAD for non-Aboriginal heritage.

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

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
Albury	**Murray River bridge enhancement site**				
	Albury railway bridge over Murray River	State heritage register	01020	The existing Murray River bridge does not provide sufficient clearance for the passing of double stacked freight trains. The project would modify the existing bridge to a sufficient height. The project would generally involve: ▪ Raising the top bracing by approximately 2m (including installation of new bracing); ▪ Removal of the original top bracing framework; ▪ Reinforcement of bridge structure; ▪ Addition of permanent walkway; ▪ Temporary construction work platforms. Key impacts of the project would include the partial demolition of the structure and the addition of new fabric as well as changes to the viewshed and aesthetic values.	The project would have a moderate impact on the heritage significance of the Murray River bridge. The original top bracing framework is unable to be reinstated, however, these elements are proposed to be used as part of heritage interpretation. Further details will be contained in the UDLP.
		Local (Albury LEP)	I204		
		s170	4280312		
	Albury Railway Station pedestrian bridge, Albury Yard clearance and Riverina Highway bridge enhancement sites				
	Albury Railway Station and Yard Group	State heritage register	01073	The project would modify the existing track and associated overhead structures to a sufficient height and width to support the safe running of double-stacked freight trains. The project would have direct and potential indirect impacts on the Albury Railway Station and Yard by the following key activities: ▪ Demolition of the pedestrian bridge and construction of a new pedestrian bridge;	Overall, the project would have a moderate impact on the overall heritage significance of the Albury Railway Station and Yard Group (01073/4280274). This takes into account the impacts on individually registered items that range from a major impact to the footbridge (I207), minor (I206) and negligible (I208, I209, I210). The Albury Railway Station and Yard Group Report concludes that the project was able to avoid impacts to the remnant broad gauge track and Signal Box 1A.
		s170	4280274		
	Albury Railway Station	Local (Albury LEP)	I206		
	Albury signal box and footbridge	Local (Albury LEP)	I207		

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
	Transhipment shed	Local (Albury LEP)	I208	▪ Construction activities and removal of redundant track in proximity to built heritage components; ▪ Construction of new track in an area of archaeological potential; ▪ Establishment of a temporary construction compound in areas of archaeological potential. There are no changes to the railway workers' hut or turntable.	Further assessment was undertaken as part of the RTS (Appendix F), which concluded that the former broad-gauge transhipping shunting lines (2, 4, 5, 6 & 7) have been removed and are no longer within the project construction zone, but that the broad-gauge No. 3 shunting line and another un-titled broad-gauge rail line between gantry roads 8 and 9 both exist within the project construction zone. The reference design for the proposed new track formation avoids direct impacts to the broad-gauge No. 3 shunting line. While the reference design also avoids direct impacts to the broad-gauge rail line between gantry roads 8 and 9, the proposed new line is close to the broad-gauge line and therefore the avoidance of construction impacts cannot be guaranteed. An additional report was prepared by Extent Heritage in September 2024 to record the current extent of the remnant broad gauge railway track and associated fabric. The visual inspections completed for this report determined the extent of the remnant broad gauge that exists, where visible on the ground surface level of the active rail corridor. The inspection determined that remnant broad gauge existed in two separate alignments including: ▪ an approximate 374 metre alignment (referred to as 'Track 5'); and ▪ an approximate 112 metre alignment (referred to as 'Track 3'). The establishment of a temporary construction compound will have a negligible impact to the heritage item.
	Railway turntable	Local (Albury LEP)	I209		
	Railway workers' hut	Local (Albury LEP)	I210		
	Railway conservation area	Local (Albury LEP)	C13	Visual changes due to the removal, modification and replacement of railway structures and temporary works.	The project would have a moderate impact on the heritage significance of the conservation area. This

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
					impact is associated with proposed works to the Albury Railway Station and Yard Group.
	Billy Hughes bridge enhancement site				
	There are no registered or potential heritage items within the enhancement site				
	Table Top Yard clearances enhancement site				
	There are no registered or potential heritage items within the enhancement site				
Greater Hume-Lockhart	**Culcairn pedestrian bridge**				
	Culcairn Railway Station and Yard Group	State heritage register	01126	The project would modify the existing track and associated overhead structures to a sufficient height and width to support the safe running of double-stacked freight trains. The project would have direct and potential indirect impacts on the heritage item as a result of the following key activities: ▪ Removal of the closed pedestrian bridge; ▪ Construction works associated with track realignment and modifications to the level crossing; ▪ Modifications to an existing gantry. Key impacts of the project would include direct impacts to heritage fabric and structures (including removal), vibration, changes to the viewshed and aesthetic values.	The project would have a moderate impact on the overall heritage significance of the Culcairn Railway Station and Yard Group.
		Local (Greater Hume LEP)	I44		
		s170	4280282		

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
	Street trees	Local (Greater Hume LEP)	I54	No direct impact; however, there is potential for accidental impact to the four trees during construction works.	There are no proposed works to the four street trees associated with the Walbrundie Road, Holbrook Road, and Balfour Street trees, therefore the project would have a negligible impact on the four trees.
	Henty Yard clearances enhancement site				
	Henty Railway Station and Yard Group	State heritage register	01169	The project would modify the existing track and associated overhead structures to a sufficient height and width to support the safe running of double-stacked freight trains. The project would have direct and potential indirect impacts on the heritage item by the following key activities: ▪ Slewing a section of the railway track for approximately 600 m; ▪ Removal of several redundant sidings; ▪ Establishment of temporary construction compounds within the curtilage of the heritage item (but would be located away from station building, platform, and goods shed); ▪ Modification of the level crossing at Sladen Street to facilitate safer pedestrian access; ▪ Existing signalling infrastructure would be replaced; ▪ Modification to existing drainage lines. Key impacts of the project would include direct impacts to vibration, changes to the viewshed and aesthetic values.	The project would modify the existing track and associated overhead structures to a sufficient height and width to support the safe running of double-stacked freight trains. There are no proposed works to the structures associated with the Henty Railway Station and Yard Group citation. The project has been designed in a manner that prevents impact to the goods shed. The project would have a negligible impact on the overall heritage significance of the Railway Station and Yard Group.
		Local (Greater Hume LEP)	I78		
		s170	4280285		
	Yerong Creek Yard clearances enhancement site				

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
	Yerong Creek Urban Conservation Area	Local (Lockhart LEP)	C3	Impacts to the conservation area are associated with proposed works to the level crossing and the running of larger, more frequent trains. The remnant 1880s platform is not included in the conservation area, as the demolition of the original railway station building has resulted in it not representing an intact characteristic of the area.	The visual characteristics of the conservation area are the intact nature of the streetscape. These overall characteristics would not be changed by the project; moreover, the visual character of the conservation area is partially influenced by the presence of the railway corridor, as much of the streetscape was constructed following the establishment of the railway network. Therefore, the proposed works would have a negligible impact on the heritage significance of the conservation area.
	Yerong Creek Railway Station archaeological site	Unregistered potential heritage item	-	The removal of the 1880's platform would disturb any subsurface archaeological materials associated with the Yerong Creek Railway Station.	Appendix F of the RTS concludes that a Ground Penetrating Radar (GPR) survey conducted after preparation of the EIS suggests that works within 3m of the edge of the platform are unlikely to impact archaeological deposits. Further investigation was not recommended but an Unexpected Finds Protocol should be in place during construction works.
	The Rock Yard clearances enhancement site				
	The Rock Station and Yard	State heritage register	01268	The project would involve the modification of one overhead gantry structure. There are no proposed works to the structures associated within The Rock Railway Station and Yard Group heritage listing. Key impacts of the project would include direct impacts to vibration, changes to the viewshed and aesthetic values.	The project would modify one overhead structure to a sufficient height and width to support the safe running of double-stacked freight trains. There are no proposed works to the structures associated with The Rock Station and Yard Group citation. The project would have a negligible impact on the overall heritage significance of the Railway Station and Yard Group.
		Local (Lockhart LEP)	I10		
		s170	4280256		
	The Rock Urban Conservation Area	Local (Lockhart LEP)	C2	Impacts to the conservation area are associated with gantry modifications to allow for the running of larger, more frequent trains.	The visual characteristics of the conservation area are the intact nature of the streetscape. These overall characteristics would not be changed by the project. Moreover, the visual character of the conservation area is partially influenced by the presence of the

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
					railway corridor, as much of the streetscape was constructed following the establishment of the railway network. Therefore, the project would have a negligible impact on the heritage significance of the conservation area.
Wagga Wagga	**Uranquinty Yard clearance enhancement site**				
	Uranquinty silos	Local (Wagga Wagga LEP)	I296	A portion of the heritage item (vacant brownfield area) would be used to support construction and to provide access to the rail corridor. It would not impact the silo structures themselves. Track realignment works would occur adjacent to the item to allow for the running of larger, more frequent trains.	There are no proposed works to the Uranquinty Silos. The project would have a negligible impact on the silos.
	Pearson Street bridge enhancement site				
	Wagga Wagga Showground, 'Kyeamba Smith' Hall, and grandstand	Local (Wagga Wagga LEP)	I246	A portion of the showground (the campground) would be used as a temporary construction compound during construction.	The project would be located in a portion of the showground currently being used as a campground. There are no proposed works to the structures associated with the Wagga Wagga Showground, 'Kyeamba Smith' Hall, and grandstand citation. The project would have negligible impact on the overall heritage significance of the showground, which would be short term only.
	Cassidy Parade pedestrian bridge enhancement site				
	Cassidy Parade and Brookong Avenue footbridge	ARTC s170	4280661	The pedestrian bridge would be demolished and replaced with a new pedestrian bridge.	The project would have a major impact on the overall heritage significance of the Cassidy Parade and Brookong Avenue footbridge as the bridge would be demolished. The design of the footbridge has been identified as a unique feature of the NSW railway

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
					heritage landscape, with no comparable examples known.
	Edmondson Street bridge, Wagga Wagga Station Pedestrian bridge and Wagga Wagga Yard clearances enhancement site				
	Wagga Wagga Conservation area	Local (Wagga Wagga LEP)	C9	Impacts to the conservation area are associated with proposed works to the Wagga Wagga Yard, and the replacement of the pedestrian and road bridges.	The project would have a minor impact to the heritage significance of the conservation area. This impact is associated with proposed works to the Cassidy Parade and Brookong Avenue footbridge, Edmondson Street bridge, Mount Erin convent complex, and the Wagga Wagga Railway Station and Yard. While the construction of new pedestrian bridges and road bridge would change the overall characteristics of the conservation area, both structures sit within largely obscured locations in the landscape.
	Mount Erin Convent, Chapel, High School, and Grounds	Local (Wagga Wagga LEP)	I260	Impacts resulting from the construction of the new Edmondson Street bridge and the removal of some vegetation in the north-eastern edge of the convent complex. Replacement plantings would be provided at the completion of construction work. An overhead powerline that runs alongside Edmondson Street would be relocated within the north-eastern corner, with an easement created.	The project would remove a number of mature plantings on the northeastern extent of the Mount Erin Convent, chapel, high school, and grounds. The project would have a minor impact on the complex. Although these plantings screen views both to and from the convent complex, their removal and addition of the new easement would not change the overall character of the complex.
	Edmondson Street bridge	Unregistered potential heritage item	-	The bridge would be demolished and replaced with a new structure.	The project would have a major impact on the potential heritage significance of the Edmondson Street bridge.
	Wagga Wagga Railway Station and Yard Group	State heritage register	01279	The project would modify the existing track and associated overhead structures to a sufficient height and width to support the safe running of double-stacked freight trains. The project would	The project would have a minor impact on the overall heritage significance of the Wagga Wagga Railway Station and Yard Group. This takes into account the impacts to the following individual items:
		s170	4280250		

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
	Best Street Railway Gatehouse (former)	State heritage register	01279	have direct and potential indirect impacts on the heritage item as a result of the following key activities: ▪ Demolition of the Wagga Wagga Railway Station footbridge and construction of a new pedestrian bridge; ▪ Demolition of Edmondson Street bridge and construction of the replacement road bridge (adjacent to the heritage item); ▪ Realignment of track and associated construction activities in proximity to built heritage components; ▪ Other modifications to rail-related infrastructure, such as signals and the removal of a gantry; ▪ Temporary construction compounds. Key impacts of the project would include direct impacts to heritage fabric and structures (including bridge demolition), addition of new fabric, vibration, changes to the viewshed and aesthetic values. The replacement of the pedestrian bridge was selected as the preferred option as it avoided potentially more significant impacts on the station (such as more significant excavation adjacent to the station platforms) and provides a DDA compliant bridge solution.	▪ Wagga Wagga railway station (Wagga Wagga LEP 2010 I98)—Minor ▪ Stationmaster's residence (former) (Wagga Wagga LEP 2010 I99)—Minor ▪ Best Street railway gatehouse (former) (Wagga Wagga LEP 2010 I254)—Major
		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		
	Bomen Yard clearances				
	Bomen Railway Station	State heritage register	01093		The project would modify the existing track and associated overhead structures to a sufficient height

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
		Local (Wagga Wagga LEP)	I8	The project would avoid direct impacts to the Bomen Railway Station building. The project would include the following key activities: ▪ Track realignment; ▪ Removal of a level crossing and associated signalling and drainage works; ▪ Temporary site compounds and material laydown areas would be located within the yard away from the station building and platform. There are no proposed works to the structures associated with the Bomen Railway Station listing. The project avoids direct impact to the well, which is located outside the rail corridor. Key impacts of the project would include direct impacts to vibration, changes to the viewshed and aesthetic values	and width to support the safe running of double-stacked freight trains. There are no proposed works to the structures associated with the Bomen Railway Station citation. The project would have a negligible impact on the overall heritage significance of the railway station.
		s170	4280278		
	Harefield Yard clearances enhancement site				
	There are no registered or potential heritage items within the enhancement site				
Junee	**Kemp Street bridge, Junee Station pedestrian bridge, Olympic Highway underbridge and Junee Yard clearances enhancement sites**				
	Kemp Street bridge	Unregistered potential heritage items	-	The bridge would be demolished and replaced with a new structure.	The project would have a major impact on the heritage significance of the Kemp Street bridge.
	Junee Station, Yard, and Locomotive Depot	State heritage register	01173	The project would avoid direct impacts to the station building and the Locomotive Depot. The Locomotive Depot is located over 500 m away from the project site. The project would include the following key activities:	The project would have a moderate impact on the overall heritage significance of the Junee Railway Station, Yard, and Locomotive Depot. This takes into account the impacts to the following individual items:
		s170	4280760		

Precinct	Heritage Item	Listing	ID	Impact	Assessment summary
	Junee Railway Station	State heritage register	01173	▪ Demolition of the existing pedestrian bridge, which would require minor works on the station platform to remove redundant footings; ▪ Adjustment to utilities, including adjustments to existing overhead signalling; ▪ Track work in Junee Station Yard is located around 100 m to the south of the state heritage curtilage for this item but is within the curtilage identified in the Junee LEP; ▪ Temporary construction compounds; ▪ Running of larger, more frequent trains. Key impacts of the project would include direct impacts to heritage fabric and structures (including bridge removal), addition of new fabric, vibration, changes to the viewshed and aesthetic values.	▪ Junee railway station (Junee LEP 2012 I8)— Minor ▪ Junee railway refreshment rooms (Junee LEP 2012 I10)—Negligible ▪ Footbridge (unregistered potential heritage item)—Major
		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 project would not involve activities that would directly impact the Junee Railway Station moveable relics. Key potential impacts of the project would include vibration and aesthetic values.	As the would not impact the form or alter the fabric of Junee Railway Station Moveable Relics, there would be a negligible impact on the item.
	Junee Heritage conservation area	Local (Junee LEP)	C1	Impacts to the conservation area are associated with proposed works to the railway yard (including the removal of the Junee Station pedestrian bridge) and the running of larger, more frequent trains	The project would have a negligible impact on the heritage significance of the conservation area.
	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 C 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 C enhancement site is contained in Table 8.

As described in the Construction Noise and Vibration Management Plan, construction noise and vibration impacts are further assessed in construction noise and vibration impact statements (CNVIS) in accordance with CoA E78. Refer to the project website (https://inlandrail.com.au/where-we-go/projects/albury-to-illabo/) for endorsed versions of the CNVIS.

TABLE 8: EAD IMPACT ASSESSMENT SUMMARY FOR HERITAGE ITEMS WITHIN THE STAGE C ENHANCEMENT SITES

Enhancement Site	Item	Impact
Albury Station pedestrian bridge, Albury Yard clearances, and Riverina Highway bridge enhancement sites	Albury Railway Station and Yard Group (Inclusive of identified signal huts, boxes and archaeological sites) Listings: ▪ SHR 01073 ▪ Multiple Albury LEP 2010 items (I206, I207, I208, I209, I210) ▪ ARTC and TfNSW s170 4280274	During construction, vibration intensive works would occur within safe working distances, such as piling and vibratory compaction. This has assumed a more stringent criterion (3 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-condition surveys and monitoring of these structures, where risk remains.
Culcairn pedestrian bridge and Culcairn Yard clearances enhancement sites	Culcairn Railway Station and Yard Group Listings: ▪ SHR 01126 ▪ Greater Hume LEP 2012 I44 ▪ ARTC and TfNSW s170 4280282	During construction, vibration intensive works would occur within safe working distances, such as vibratory compaction. This has assumed a more stringent criterion (3 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.
Henty Yard clearances enhancement site	Henty Railway Station and Yard Group Listings: ▪ SHR 01169 ▪ Greater Hume LEP 2012 I78 ▪ ARTC and TfNSW s170 4280285	During construction, vibration intensive works would occur within safe working distances, such as vibratory compaction. This has assumed a more stringent criterion (3 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	Mount Erin Convent, Chapel, High School, and Grounds Listings: ▪ Wagga Wagga LEP 2010 I260	During construction, vibration intensive works would occur within safe working distances, such as vibratory compaction. This has assumed a more stringent criterion (3 mm/s), noting that heritage buildings should not be

Enhancement Site	Item	Impact
and Wagga Wagga Yard clearances enhancement site	Wagga Wagga Railway Station and Yard Group Significance—State Listings: ▪ SHR 01279 ▪ Multiple Wagga Wagga LEP 2010 items, refer to Table 4.2 ▪ ARTC and TfNSW s170 4280250	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
Bomen Yard clearances enhancement site	Bomen Railway Station Listings: ▪ SHR 01093 ▪ Wagga Wagga LEP 2010 I8 ▪ ARTC s170 4280278	During construction, vibration intensive works would occur within safe working distances, such as vibratory compaction. This has assumed a more stringent criterion (3 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: ▪ SHR 01173 ▪ Multiple Junee LEP 2012 listings ▪ ARTC and TfNSW s170 4280760	During construction, vibration intensive works would occur within safe working distances, such as vibratory compaction. This has assumed a more stringent criterion (3 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 Railway Station Moveable Relics Listings: • SHR 01172	

Table 9 provides a summary of impacts for heritage items outside the Stage C enhancement sites identified in the EAD.

TABLE 9: EAD SUMMARY OF VIBRATION IMPACT RISK AT HERITAGE ITEMS OUTSIDE STAGE C ENHANCEMENT SITES

Enhancement site	Type of works	Registered heritage item	Vibration risk
Culcairn pedestrian bridge and Culcairn Yard clearances enhancement sites	General construction impact	'Culcairn Hotel' (Greater Hume LEP 2012 I43)	Yes
		'London Bank' (Greater Hume LEP 2012 I46)	Yes
		Culcairn Post Office (Greater Hume LEP 2012 I50)	Yes
		'Scholz's Corner' (Greater Hume LEP 2012 I51)	Yes

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
Uranquinty Yard clearances enhancement site	General construction impact	Memorial Avenue (Wagga Wagga LEP 2010 I304)	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
Bomen Yard clearances enhancement site	General construction impact	Bomen Station Master's Residence (Wagga Wagga LEP 2010 I9)	Yes

The vibration risks and impacts presented in Table 8 and Table 9 will be confirmed via implementation of the CNVMP, including the development of Construction Noise and Vibration Impact Statements in accordance with CoA E78. 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.

As requested by Junee Shire Council during development of the CCHMP, impacts regarding specific heritage items have been identified in Table 10.

TABLE 10: EAD SUMMARY OF VIEWSHED / AESTHETIC IMPACTS REGARDING SPECIFIC JUNEE SHIRE COUNCIL HERITAGE ITEMS

Enhancement site	Type of works	Registered heritage item	Viewshed / aesthetic
Kemp Street bridge	The existing bridge does not provide sufficient vertical clearance for the proposed freight trains. The bridge would be demolished and replaced with a new structure. The new structure would be 2.9 m higher than the existing bridge and would be constructed from reinforced concrete with abutments faced with concrete panels.	Kemp Street bridge – Potential local significance	Views to the bridge would be altered during construction (demolition of the existing bridge, construction of the new bridge). The new bridge would sit above the surrounding landscape, however, the surrounding streetscapes were not identified as a sensitive heritage area, and therefore the impact was identified as negligible. Demolition of bridge would have a major impact on the design / aesthetic of the bridge.

Enhancement site	Type of works	Registered heritage item	Viewshed / aesthetic
Kemp Street bridge, Junee Station pedestrian bridge, Junee Yard clearances and Olympic Highway underbridge enhancement sites	The conservation area predominantly comprises of streetscapes located outside of the railway corridor, with a small portion that overlaps the railway tracks. Impacts to the conservation area are associated with proposed works to the railway yard. These works and the impact to individual heritage items are discussed above.	Junee Heritage Conservation Area – Junee LEP 2012 C1	The visual characteristics of the conservation area are the intact nature of the streetscape. These overall characteristics would not be changed by the project. Moreover, the visual character of the conservation area is partially influenced by the presence of the railway corridor, as much of the streetscape was constructed following the establishment of the railway network. The railway station footbridge, while forming part of this intact area, is largely screened from view by intervening structures. As a result, its demolition would not be visually prominent in the context of the conservation area

During Stage C 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.

5.4 Cumulative impacts

The non-Aboriginal heritage items impacted by the Stage C 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.

Chapter 26 of the EIS does not note any cumulative impacts on Aboriginal heritage, however, Tech Paper 2 of the EIS notes that as the project has been assessed as having no impacts it would also not have a cumulative impact on the Aboriginal cultural heritage values in the area.

5.5 Kemp Street bridge enhancement site modification

The Kemp Street bridge modification report concluded the following regarding Aboriginal and Non-Aboriginal heritage:

- The EIS determined that through the implementation of the various mitigation measures, positive impacts on Aboriginal cultural values may occur. The modification does not change this conclusion, and likely reinforces the positive outcomes through the enhanced design of the bridge. The connection with country is strengthened through the design objectives and the inclusion of cultural cues in the design treatments of the bridge.
- The overall project impacts on various sites of non-Aboriginal cultural heritage, which was considered in the EIS to be a high impact when unmitigated. Through the adoption of the mitigation measures, including the Heritage Interpretation Plan, this was reduced to a low impact. The local heritage values of the existing Kemp Street bridge have been investigated in both the EIS and in more detail during the detailed design process (as presented in the Urban Design and Landscape Plan – Stage 2). The proposed modification and overall design process has enabled the enhancement of the design and inclusion of heritage interpretive material in the landscape areas adjacent to Seignior Steet. The existing mitigation measures and conditions of approval suitably address this action.

6 MANAGEMENT AND MITIGATION

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

In accordance with CoA C12 (d) ongoing consultation between Martinus Rail, Inland Rail, RAPs and LALCs regarding Aboriginal cultural heritage management throughout construction will be undertaken. The process for ongoing consultation is outlined in Section 1.6.2.

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.

Isolated artefacts

The isolated artefacts (A21-1 and A2I-2) are 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:

- A2I-1 and A2I-2 will be marked on the environmental control maps, site plans, and avoided;
- the location of A2I-2 will be inspected by a suitably qualified person to reconfirm the artefact location. On 20 June 2025, a suitably qualified person (the project heritage consultants) inspected the plotted location of A2I-2. The previously identified artefact could not be relocated. The landscape conditions have significantly changes since the original recording and the area exhibited grass over previously eroded areas. The plotted location of the artefact is to be protected, conservatively presuming the artefact remains present but is obscured;
- the A2I-2 site will be demarcated with fencing (refer to Section 6.3.6 for mitigation);
- 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 sites and places, along with specific requirements to avoid impacts and the heritage unexpected finds protocol (Section 6.3.2). The training will specifically note the protection requirements of the A2I-2 site. For more information see Section 7.2

Additional survey and monitoring

In accordance with CoA E61 and UMM AH2, the area of archaeological potential (PAD) identified along the unformed section of Townsend Street will undergo grading (around 50 mm in depth). Grading of the section of Townsend Street will be limited to the existing disturbed area of the unformed road and controls will be implemented prior to construction to exclude use of areas adjacent to the unformed road. These controls would involve survey of the area and delineation (flagging, marker pegs or similar) to prevent works occurring beyond unformed road and construction boundary. Should the construction methodology at Townsend Street differ from that described in the EAD, further assessment may be required.

Prior to the commencement of construction at the Murray River bridge enhancement site:

- The section of Townsend Street that requires grading will be inspected by a suitably qualified person, and the RAPs to confirm the absence of Aboriginal objects;
- During the grading of Townsend Street, the works will be monitored by a suitably qualified person and representatives of the RAPs*;
- If any Aboriginal objects are found, the unexpected finds protocol (Section 6.3.2) should first be implemented. This will involve a brief stop to ensure the protocol is followed;
- Should all parties generally agree, the community collection methodology** (below) will be implemented.

Notes:

* RAPs will be invited to be present during the grading works. The invitation will include a notice that should an unexpected Aboriginal find be made, the community collection methodology (below) may be implemented.

** If general agreement is not reached, further mitigation measures will be determined via the implementation of the UFP.

Community collection methodology

The community collection methodology is currently out for consultation with RAPs. The RAPs have a 28 day review period to consider the community collection methodology in accordance with Aboriginal cultural heritage consultation requirements for proponents 2010. In the event that any changes are required as a result of the consultation, this collection methodology and CCHMP will be updated to consider those changes.

In accordance with UMM AH2, should artefacts be recorded during the survey or monitoring of Townsend Street, the community collection methodology will occur subsequent to:

1. the implementation of the Unexpected Heritage Finds and Human Remains Procedure (Appendix B); and
2. General agreement is reached amongst the RAPs.

The community collection methodology is as follows:

- Any visible artefacts should be flagged in situ;
- The artefact(s) should be photographed;
- All artefacts should have the following artefact information recorded, preferably by entry directly into a GPS unit -
    - Location;
    - Artefact class;
    - Artefact type;
    - Size;
    - Reduction level;
    - Raw material;
    - Notes.
- Once all recording is complete, the artefacts will be collected and stored in an appropriate, labelled container;
- The recording of the artefacts recovered will be completed in the field and this data would be incorporated into subsequent reporting;
- An AHIMS site card must be prepared for the artefacts and lodged with Heritage NSW;
- After salvage, an Aboriginal Site Impact Record Form (ASIRF) must also be prepared and lodged with Heritage NSW;
- Any artefacts recovered during the salvage program will be temporarily held at a secure location by Inland Rail until the long-term management of the artefacts is decided.

Reburial of artefacts in a nearby area that will not be disturbed in the future may be a management option. This will be discussed with RAPs present at the grading works, and if there is agreement, the reburial could happen at the same time as the community collection. If the reburial of artefacts occurs at the same time as community collection, the reburial location and detail of the artefacts reburied will be recorded on AHIMS as a site. Reburial will be in accordance with the relevant legal requirements and Requirement 26 of the Code of Practice for Archaeological Investigation of Aboriginal Objects (DECCW 2010).

In the event that a greater than expected density of artefacts and/or Aboriginal cultural heritage of greater than expected significance is identified, works (including collection activities) would stop and consultation with Heritage NSW and RAPs would be undertaken regarding the next steps.

Test excavation and salvage

It is relevant to note that the Stage C construction boundary as approved does not impact identified PADs beyond what is contained in the EAD and neither test excavation nor salvage is anticipated (see Figure 1 and the section above regarding impacts at Townsend Street). There are no anticipated impacts to the PAD referenced in Condition E60 at the Billy Hughes bridge enhancement site. Therefore, 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, if required. This methodology will include procedures for short- and long-term management of artefacts.

In accordance with Condition E63, 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. The LALC and RAPs would have a 28-day review period for any test excavation or archaeological salvage excavation methodology that was required in accordance with Aboriginal cultural heritage consultation requirements for proponents 2010.

In accordance with Condition E64, 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 (and Stage C) construction has been undertaken for the following listed or unlisted 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);
- Slewed track in the Albury Railway Station and Yard Group (SHR 01073);
- Pedestrian bridge (footbridge) in the Culcairn Railway Station and Yard Group (SHR 01126);
- Slewed track in the Culcairn Railway Station and Yard Group (SHR 01126);
- Slewed 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);
- Slewed track in the Wagga Wagga Railway Station and Yard Group (SHR 01173);
- Slewed 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).

Salvage and sympathetic reuse

In accordance with CoA E51, the project has and will continue to 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:

(a) street furniture associated with Kemp Street bridge in Junee;

(b) bridge construction materials associated with Edmondson Street bridge in Wagga Wagga;
(c) and footbridges in Albury, Wagga Wagga, Culcairn and Junee.

Reuse options identified include those outlined in Table 11.

TABLE 11: REUSE AND SALVAGE OPTIONS

Precinct	Salvage and reuse options
Albury	Albury Station footbridge Some timber and metal elements of the existing bridge will be reused where possible within the landscape design and interpretive signage. Any remaining fabric will be offered to the Albury Council, Albury Wodonga Aboriginal Health Services (AWAHS) Men's Shed, or Albury Demolitions, to enable future recycling of the salvaged material.
	Murray River bridge As there is no potential re-use of the existing horizontal cross braces within the modification of the bridge, these elements could be used as a public artwork, positioned next to the interpretive sign on the Wodonga side of the bridge, as part of the Gateway Island Trail. Sculptures are already an important part of the public domain at Albury on the Wagirra Trail, Yindyamarra Sculpture Walk, and Gateway Island Trail, so re-use of the material would fit into the wider context of the area. The removed cross braces could be installed in a row along a flat grassy terrace, measuring approximately 15 m x 50 m, located approximately 50 m north-west of the bridge, reflecting their previous use on the bridge structure.
Culcairn	Discussions and investigations are ongoing with the Greater Hume Council regarding the possible reuse and relocation of the bridge span to the neighbouring Eric Thomas Park, where an area has been prepared. A methodology will be developed to minimise damage to the bridge elements during relocation. Advice from a suitably qualified heritage consultant will be obtained regarding the bridge relocation methodology. The current intent is to utilise a mobile crane and semi-trailer to mobilise the bridge. Opportunities to repurpose any unused original fabric, such as the framework and curved lateral braces will be explored via heritage interpretation. Any materials that are not reinstated elsewhere could be incorporated where appropriate into the interpretation signage or offered to local historical societies, museums, or council. Remaining elements will be offered to a local salvage company for recycling.
Wagga Wagga	Cassidy Street bridge The concrete structural elements of the existing bridge will not be suitable for re-use after demolition. The demolished concrete material will be offered to a local company specialising in concrete recycling. The possibility of crushing the concrete and re-using it in the construction of Edmondson Street will also be explored. The Elements such as the metal plaques and decorative gates will be re-used within the landscape design or offered to a local museum.
	Edmondson Street bridge Where possible the red bricks used in the abutments will be re-used within the landscape design. Any materials that cannot be reused within the design will be offered to the local historical societies, council and/or a local salvage company. A methodology will be developed to support the salvage and appropriate storage of bricks to enable reuse opportunities.
	Wagga Wagga Railway Station (Mothers) footbridge The streetlights associated with the bridge hold significance to the community, and they will be re-used where possible or donated to the local historical societies, museum, or

Precinct	Salvage and reuse options
	council for repurposing. All other materials will be re-used in the landscaping or interpretive signage or recycled by a local salvage company.
Junee	Kemp Street bridge The red bricks of the abutments, streetlights, and signals on the current bridge will be re-used where possible within the landscaping. Any elements that are not re-used could be offered to local historical societies, museums, and council. If elements remain unclaimed, they could be offered to a local salvage company for recycling. A methodology will be developed to support the salvage and storage of bricks and streetlights to enable reuse opportunities. Salvaged items would be appropriately stored until they are ready for reuse (or other arrangement).
	Junee Pedestrian bridge The pedestrian bridge will be removed from the current site at the Junee Railway Station and reinstated at a location chosen by the Junee Shire Council and community. An ideal heritage outcome would be to relocate the bridge to Ray Warren Park, as favoured by the local historical society. Ray Warren Park is adjacent to the station, and if relocated to the park, could allow the bridge to remain in the rail precinct while providing a safe viewing platform for rail enthusiasts. Advice from a suitably qualified heritage consultant will be obtained regarding the bridge relocation methodology.

The Heritage Interpretation Plan (see Section 6.3.3) identifies these items and the proposed reuse options. Consultation with relevant stakeholders is ongoing to confirm the reuse opportunities.

Salvaged items will be appropriately stored until they are reused or provided to others. Appropriate storage is generally:

- Smaller items to be stored in a container;
- Bricks to be stored on a pallet in a cordoned off / reserved area in the yard within the construction impact zone
- Larger items (e.g. braces, lights, etc.) to be stored in a cordoned off / reserved area in the yard within the construction impact zone.

Albury Railway Station and Yard Group Report

In accordance with CoA E52, 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. In order to achieve this, the project has prepared an Albury Railway Station and Yard Group Report which:

- Confirms the location of the broad-gauge track/s;
- Demonstrates how the project will avoid, or minimise impacts to the greatest extent practicable, to the broad-gauge track/s and Signal Box 1A; and
- 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.

The Albury Railway Station and Yard Group Report has been approved by the Planning Secretary. The approved version of the Albury Railway Station and Yard Group Report concludes that the proposed works avoid all heritage fabric, and any values identified in the heritage significance documentation attached to the items. To ensure that the proposed works within Albury Railway Station Yard do not inadvertently impact the Broad Gauge track or Signal Box 1A (shown in Figure 16 and Figure 17), the following recommendations from the report will be implemented:

1. None of the original fabric of the broad gauge tracks or Signal Box 1A is to be harmed in any way.
2. Heritage inductions are to provide clear and accessible information on the significance and statutory obligations relating to the broad gauge tracks and Signal Hut 1A to all relevant personnel and contractors involved with work at Albury Yard and/or within the wider Albury Railway Station precinct prior to the commencement of any works that may directly or indirectly impact the broad gauge.

3. Demarcation (using barricading or flagging) of the heritage sites during construction to ensure no inadvertent impacts.
4. In the unlikely event that excavation work encounters potential heritage items, the Unexpected Heritage Finds and Human Remains Procedures (Appendix B) will be followed.

Management measures are included within the relevant Site Specific Protection Plan included in Appendix C.

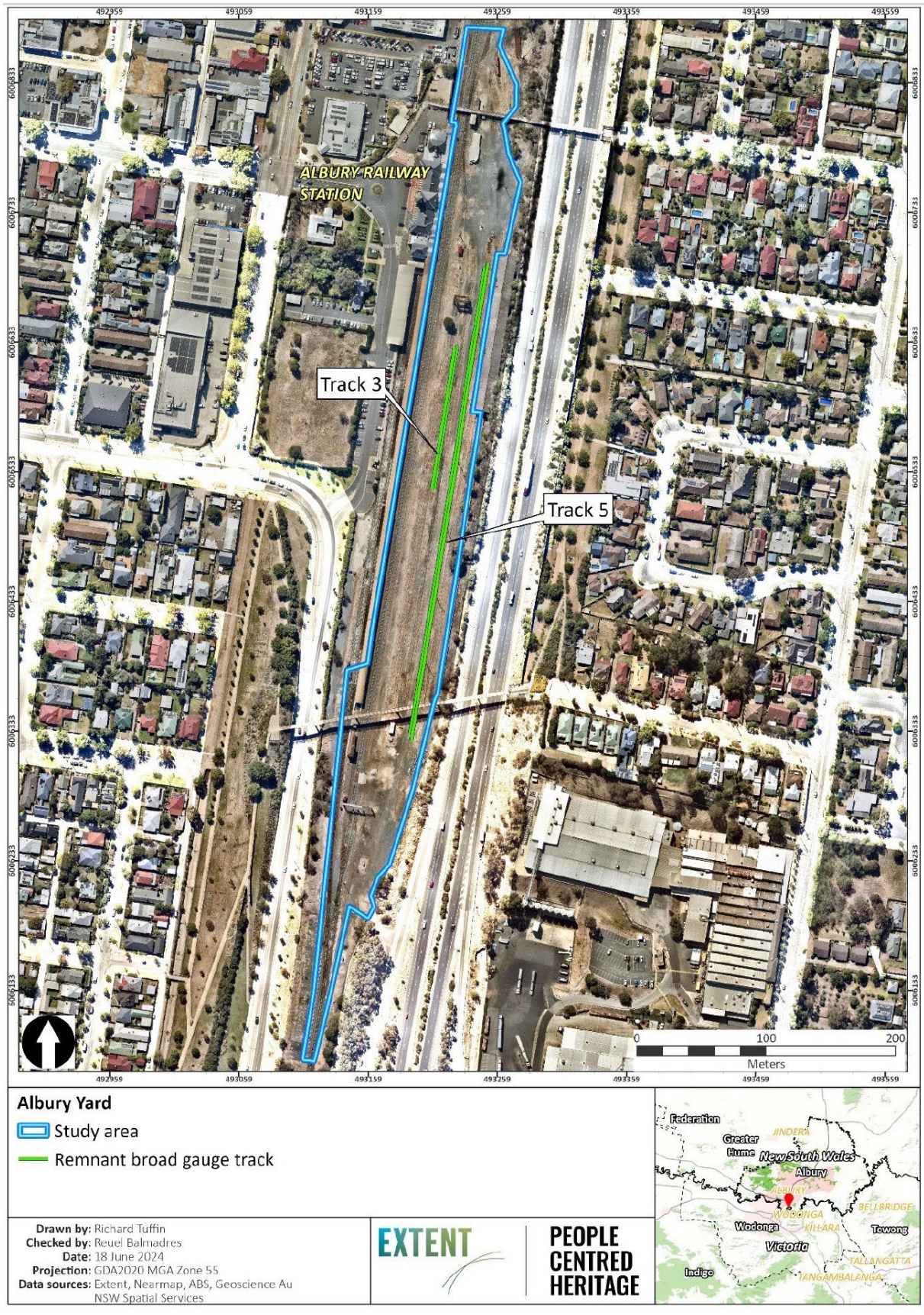

FIGURE 16: LOCATION OF BROAD-GAUGE LINE

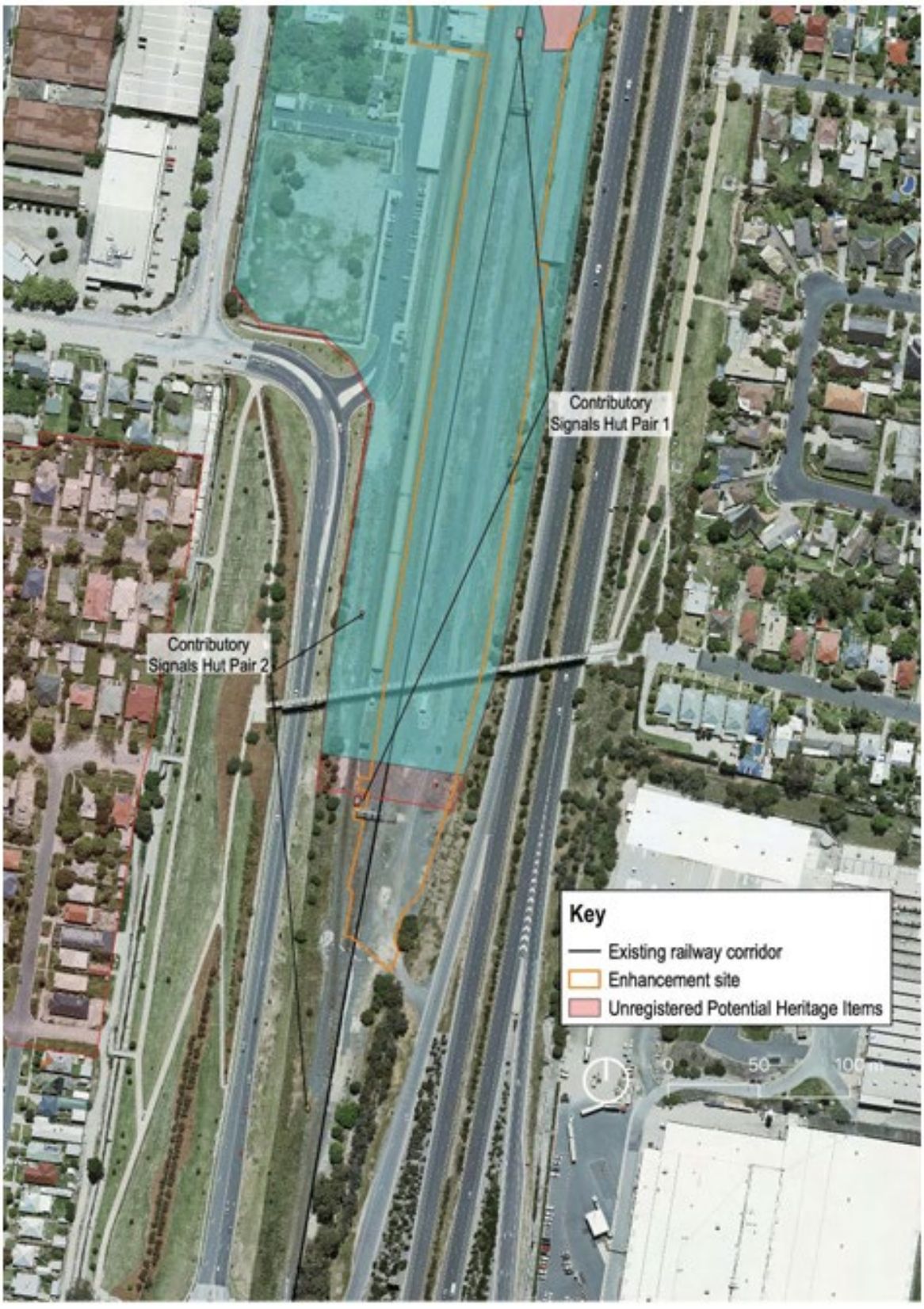

FIGURE 17: ALBURY STATION SIGNAL BOX PAIRS

If the conclusions or mitigation measures outlined in the Albury Railway Station and Yard Group Report change, this Plan will be updated in accordance with CoA C11, prior to the work commencing within Albury Railway Station and Yard Group.

Non-Aboriginal Heritage Report

In accordance with CoA E53, following the completion of all work in relation to heritage items and all work required by Conditions E47 to E52, a Non-Aboriginal Heritage Report will be prepared. This report will include 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).

The report will be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW. 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.

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 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.

Initial SAPs can be found in Appendix A8 of the CEMP.

6.3.5 Updated mapping of monitoring and salvage areas

In accordance with CoA C12(b), updated mapping of all areas that have been or will be subject to monitoring and salvage excavations have been produced. The only monitoring location listed in the EAD is the monitoring of grading works along Townsend Road within the Murray River Bridge enhancement site The details of these works are specified in Section 6.1.1 and the monitoring area is shown is Figure 1.

Salvage is not anticipated for Stage C or the project (see Section 6.1.1) and updated mapping is not required.

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. These will be marked on the site specific protection plans (SSPPs), as described in Section 6.3.8 and avoided during construction. Exclusion measures may include:

- On-site / physical exclusion (e.g. temporary fencing, flagging, signage or similar);
- Demarcation of the construction boundary in the vicinity of retained item or structure, if the item or structure is located outside of the construction boundary;
- Identification of features/items/sites within GIS systems or other equivalent systems;
- Identification on SSPPs;
- Toolbox delivered to personnel working in the vicinity of the retained heritage items or structures; and/or
- Any other recommended exclusion measure identified by a suitable qualified person.

As described in Section 5.3, works will occur within the curtilage of heritage items and exclusion zones will be need to be determined on a site-specific basis. Prior to the commencement of construction that could potentially impact the heritage item, the location of heritage items and sites will be inspected by a suitability qualified person to confirm the appropriate demarcation measures. This will include isolated artefact A2I-2 (AHIMS ID 50-5-0292) once the location is confirmed in accordance with UMM AH1.

Exclusion zones would be inspected regularly during construction to ensure protection of these heritage items, as described in Section 7.3.

Access within an exclusion zone is only permitted by the Environment, Approvals and Sustainability Manager, or relevant delegate.

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 12 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 12: 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

Vibration significant plant item	Rating/Description	Reinforced or frame structures (BS7385)	Unreinforced or light framed structures (BS7385)	Structurally unsound heritage structures (DIN 4150-3)
	>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
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. Site specific protection plans are required for the following sites:

- Murray River bridge (SHR item 01020);
- Albury Yard clearances (SHR item 01073);
- Culcairn Yard clearances (SHR item 01126);
- Henty Yard clearances (SHR item 01169);
- The Rock Yard clearances (SHR item 01268);
- Wagga Wagga Yard clearances (SHR item 01279);
- Bomen Yard clearances (SHR item 01093);
- Junee Yard clearances (SHR items 01172 and 01173).

Prior to any demolition and/or modification works adjacent to or within the curtilage of a state heritage item associated with Stage C construction, site specific protection plans will be prepared and included in this Plan for the Planning Secretary's

approval. Any updates to the site specific protection plans during construction will occur in accordance with Section 10.4 of the CEMP.

6.3.9 Heritage specialist advice

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

- 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;
- Pre-construction and regular monitoring during the grading of Townsend Street (see Section 6.1.1);
- 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, where they have been identified as being at risk of damage in the documents listed in CoA A1, 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 are required. Condition surveys may also be recommended by the Construction Noise and Vibration Impact Statements (CNVIS), prepared in accordance with CoA E78 and described in further detail in the CNVMP.

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 13. The following mitigation measures have been developed with consideration of SMART (specific, measurable, achievable, relevant and time-based) principles.

TABLE 13: ABORIGINAL AND NON-ABORIGINAL HERITAGE MANAGEMENT AND MITIGATION MEASURES

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
Aboriginal heritage						
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 PADs 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. A2I-2 will be isolated from construction works via site boundary fencing and signage, once the location is reconfirmed (refer AH-3).	All	Pre-construction Construction	MR ESM	UMM AH1	SAPs
AH-3	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 the exclusion measures.	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	All	Pre-construction Construction	MR ESM	UMM AH3 CoA C12 (g)	Induction records Toolbox talk records

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	requirements to avoid impacts and the Unexpected Heritage Finds and Human Remains Procedure. The training will specifically note the protection requirements of the A2I-2 site.					
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 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 E55	Heritage Interpretation Plan (section 6.3.3)
AH-12	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.	Murray River bridge enhancement site	Pre-construction	MR Construction Manager MR ESM	UMM AH2	Inspection records

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	Prior to the commencement of construction at the Murray River bridge enhancement site: ▪ the section of Townsend Street that requires grading will be inspected by a suitably qualified person, and the A2I RAPs to confirm the absence of Aboriginal objects ▪ a community collection methodology will be developed in consultation with the A2I RAPs. 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.					
Non-Aboriginal heritage						
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
NAH-2	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). Items vulnerable to vibration or damage associated with the Junee Railway Station Moveable Relics (SHR	Retained heritage items or structures within the project site	Pre-construction Construction	MR ESM MR Superintendent/Supervisor	UMM NAH10	SSPPs Consultation records Audit reports Inspection records

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	01172) would be temporarily relocated, or alternative measures implemented, to avoid impact. Exclusion measures would be inspected regularly during construction to ensure protection of these heritage items.					
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	Site inspection records Audit reports
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)
NAH-6	Detailed design determined that the original top bracing framework of the Albury rail bridge over the Murray River (SHR 01020) cannot be repurposed in the modified structure. 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.	Albury Rail bridge	Pre-construction Construction	MR Design Manager MR Construction Manager	UMM NAH1	Design reports

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
NAH-7	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. The approved Albury Railway Station and Yard Group Report will be implemented prior to and during construction.	Albury Railway Station and Yard Group	Pre-construction Construction	MR Construction Manager MR ESM	CoA E52 UMM NAH2 NAH8	Albury Railway Station and Yard Group Report (section 6.2.1)
NAH-8	Options will be assessed 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: ▪ Street furniture associated with Kemp Street bridge in Junee; ▪ Bridge construction materials associated with Edmondson Street bridge in Wagga Wagga; and ▪ Footbridges in Albury, Wagga Wagga, Culcairn and Junee. Suitable repository or interim locations will 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.	All	Pre-construction Construction	MR Construction Manager MR ESM	CoA E51 UMM NAH3 UMM NAH4	This Plan (refer Section 6.2.1)
NAH-9	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:	Albury Railway Station and Yard Group	Pre-construction Construction	MR Construction Manager MR Superintendent/supervisor	CoA E52 NAH5	Design reports Albury Railway Station and Yard Group Report

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
	▪ Remnant broad-gauge railway track archaeological sites in the Albury Railway Station and Yard Group (SHR 01073); ▪ The Yerong Creek Railway Station archaeological site.	Yerong Creek Railway Station archaeological site				
NAH-10	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.	All	Pre-construction	MR Construction Manager MR ESM	CoA E55 NAH6	Heritage Interpretation Plan (refer Section 6.3.3)
NAH-11	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-12	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.	Demolition and modification works adjacent to or within the curtilage of a listed state heritage item	Pre-construction Construction	MR ESM MR Construction Manager	CoA E56	Appendix C
NAH-13	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

ID	Management measure	Location	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
NAH-14	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 temporary platforms.	Murray River bridge	Pre-construction Construction	MR Superintendent/Supervisor MR Construction Manager	NAH9	Temporary works design

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.

7.2.3 Awareness training

Heritage and cultural awareness training will be undertaken at various times throughout construction. Awareness training may take many forms including:

- Organised discussions or talks associated with key events such as National NAIDOC Week;
- Toolbox talks on specific Aboriginal cultural topics or locations (including for persons working in the vicinity of A2I-2 site) or known heritage sites and places (UMM NAH-3), including any required management measures to avoid impacts;
- Toolbox talks on the Unexpected Heritage Finds and Human Remains Procedure;
- Public events (highlighted in the Heritage Interpretation Plan (refer Section 6.3.3)), which allow heritage to be shared in an engaging, memorable and vibrant way;
- Smoking ceremonies at nominated times or locations (particularly The Rock, as suggested in the Heritage Interpretation Plan);Or other topics or discussion points identified by RAPs, heritage consultant, and/or Martinus Rail personnel throughout construction of A2I.

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 14.

TABLE 14: 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 heritage monitoring completed;
- 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 and reviewed and approved as described in Section 3.3.1 of the CEMP.

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APPENDICES

APPENDIX A

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	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. 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.	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.	Urban Design and Landscape Plan Section 6.4
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.	Urban Design and Landscape Plan
E51	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: a) street furniture associated with Kemp Street bridge in Junee; b) bridge construction materials associated with Edmondson Street bridge in Wagga Wagga; and c) footbridges in Albury, Wagga Wagga, Culcairn and Junee. 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.	Section 6.2.1 Heritage Interpretation Plan
E52	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: a) confirming the location of the broad gauge track/s; 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 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. 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.	Section 6.2.1
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	Section 6.2.1

No.	Requirement	Where addressed
	in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW.	
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.	Section 6.2.1
E55	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. 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: 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; b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the CSSI including: i. use of interpretative hoardings during construction ii. community open days iii. community updates iv. design of pedestrian and road bridges v. signal boxes and other items within Albury Station Yard; and c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken. 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.	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

No.	Requirement	Where addressed
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.	Section 6.1.1
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 13 (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 6.1.1
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	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: 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 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). 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).	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	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction. *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.*	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	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. Prior to the commencement of construction at the Murray River bridge enhancement site: ▪ 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; ▪ A community collection methodology will be developed in consultation with the A2I RAPs. 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.	Section 6.1.1
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	In the event of an unexpected find, the following protocol will apply: ▪ all ground-disturbance work in the vicinity of the find must cease immediately ▪ the project manager must contact a suitably qualified heritage specialist to inspect the find, and to determine the need for further investigation or management ▪ 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 ▪ the project manager and/or heritage specialist will also contact Heritage NSW to confirm the next steps for management ▪ 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. In the event that the unexpected find Is human skeletal material: ▪ all ground disturbance work in the vicinity of the find must cease immediately ▪ the project manager must contact NSW Police ▪ 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. The heritage unexpected finds protocol will be included in the heritage sub-plan of the CEMP.	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.	Urban Design and Landscape Plan

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.	Section 6.2.1
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: ▪ Pedestrian bridge at Culcairn Railway Station and Yard Group (SHR 01126); ▪ Pedestrian bridge at Junee Railway Station, Yard and Locomotive Depot Group pedestrian bridge (SHR 01173). The gifting will be subject to the relevant council making appropriate arrangements to receive and site the elements of the pedestrian bridge	Section 6.2.1 Table 11
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: ▪ Pedestrian bridge in Culcairn Railway Station and yard group (SHR no. 01126); ▪ Edmondson Street bridge—red brick (unregistered potential heritage item); ▪ Kemp Street bridge—red brick and street lights (unregistered potential heritage item); ▪ Albury Station pedestrian bridge (SHR no. 01073); ▪ Wagga Wagga pedestrian bridge (SHR no. 01279).	Section 6.2.1 Table 11 Heritage Interpretation Plan
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: ▪ Remnant broad-gauge railway track archaeological sites in the Albury Railway Station and Yard Group (SHR 01073); ▪ The Yerong Creek Railway Station archaeological site.	Table 13 (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: ▪ new and removed structural components at the Albury rail bridge over the Murray River (SHR 01020) ▪ new pedestrian bridge in the Albury Railway Station and Yard Group (SHR 01073) ▪ the remnant broad-gauge railway track in the Albury Railway Station and Yard Group (SHR 01073) (where impacts cannot be avoided (NAH8)	Section 6.3.3 Heritage Interpretation Plan

No.	Requirement	Where addressed
	▪ removed pedestrian bridge in the Culcairn Railway Station and Yard Group (SHR 01126) ▪ new pedestrian bridge at the Cassidy Parade and Brookong Avenue site ▪ new Edmondson Street bridge ▪ new pedestrian bridge in the Wagga Wagga Railway Station and Yard Group (SHR 01173) ▪ new Kemp Street bridge ▪ removed pedestrian bridge in the Junee Railway Station, Yard and Locomotive Depot Group (SHR 01173). 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. The strategy will be prepared with regard to *Interpreting Heritage Places and Items: Guidelines* (NSW Heritage Office, 2005a), and the *NSW Heritage Council's Heritage Interpretation Policy* (NSW Heritage Office, 2005b).	
NAH7	Archival photographic recording of buildings to be removed would be carried out prior to removal in accordance with *Photographic Recording of Heritage Items Using Film or Digital Capture* (Heritage Council of NSW, 2006) and *How to prepare archival records of heritage items* (NSW Heritage Office, 1998a) at the following sites: ▪ Murray River bridge (known as Albury rail bridge over the Murray River (SHR 01020)) (SHR 01020) ▪ external lever system adjacent to the North Signal Hut in the Albury Railway Station and Yard Group (SHR 01073) ▪ pedestrian bridge in the Albury Railway Station and Yard Group (SHR 01073) ▪ signal box 1a in Albury Railway Station and Yard Group (SHR 01073) ▪ slewed track in the Albury Railway Station and Yard Group (SHR 01073) ▪ pedestrian bridge in the Culcairn Railway Station and Yard Group (SHR 01126) ▪ slewed track in the Culcairn Railway Station and Yard Group (SHR 01126) ▪ slewed 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) ▪ slewed track in the Wagga Wagga Railway Station and Yard Group (SHR 01173) ▪ slewed track in the Bomen Railway Station (SHR 01093) ▪ Kemp Street bridge ▪ pedestrian bridge in the Junee Railway Station, Yard, and Locomotive Depot (SHR 01173).	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.	Section 6.2.1
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.	Table 13 (NAH-11)
NAH10	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	Section 6.3.6

No.	Requirement	Where addressed
	commencement of construction, retained heritage items will be inspected by a suitably qualified person to demarcate the exclusion measures (such as fencing). 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. 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

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.

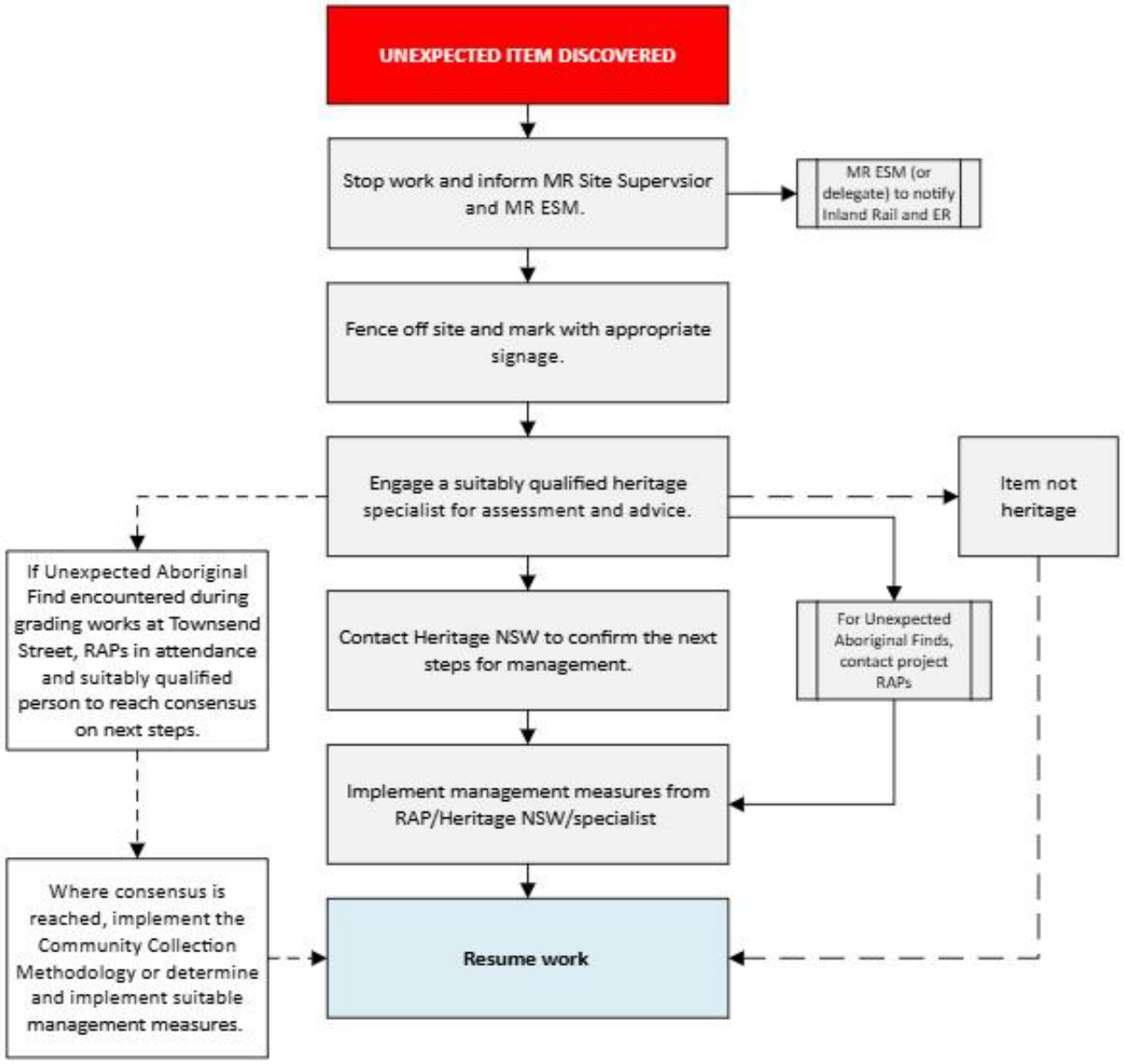
In the event of an unexpected heritage find, the following protocol will apply:

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 and the Environmental Representative (ER).
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 specialist's 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 131 500; email heritagemailbox@environment.nsw.gov.au) 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.

Notes:

* Where an Aboriginal object or artefact is found during the survey or grading works on the unformed section of Townsend Street (see Section 6.1 of the CCHMP), the suitably qualified heritage specialist and RAPs would be in attendance at the site already. If general consensus is reached, the Community Collection Methodology (Section 6.1 of the CCHMP) will be implemented at the time of the survey/grading works.

In the event that a greater than expected density of artefacts and/or Aboriginal cultural heritage of greater than expected significance is identified, works (including collection activities) would stop and consultation with Heritage NSW and RAPs would be undertaken regarding the next steps (following Steps 5 and 6 of the above procedure).



Flow Chart: Unexpected heritage finds

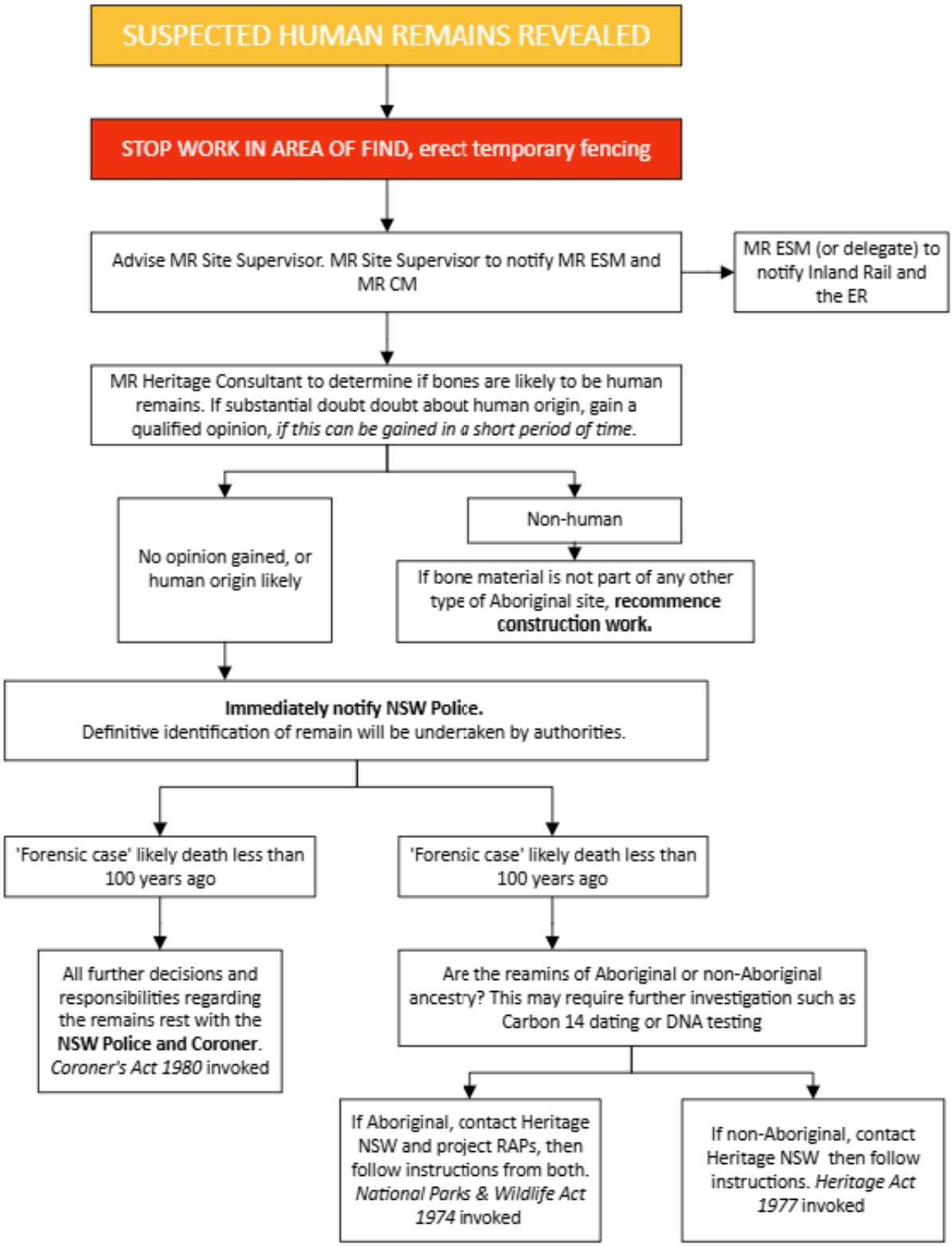
UNEXPECTED HUMAN REMAINS PROCEDURE

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 Office1998). 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 and the ER 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:
    A. 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);
    B. If the remains are assessed as ‘archaeological’, there then needs to be an attempt to determine if they are Aboriginal or non-Aboriginal;
        i) Inland Rail will contact the relevant stakeholders, including Heritage NSW (phone 131 555; email heritagemailbox@environment.nsw.gov.au) and RAPs (if the remains are Aboriginal);
        ii) All further activities will be determined by Heritage NSW and the RAPs (if the remains are Aboriginal);
        iii) 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

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 Noice and Vibration Impact Statements (CNVIS) which are developed as works progress.

Condition E56 Site Specific Protection Plan for State Heritage Item 01020 'Albury rail bridge over Murray River'

Purpose

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 works within and adjacent to the curtilage of State Heritage Register (SHR) item 01020 – Albury rail bridge over Murray River. 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).

Scope

The project would generally involve the following scope at the Murray River Bridge enhancement site within or adjacent to the curtilage of the SHR item:

- Removal of the original top bracing framework;
- Raising the top bracing by approximately two (2) metres and installation of new bracing;
- Reinforcement of bridge structure;
- Addition of permanent walkway;
- Temporary construction work platforms.

Structures considered to be contributory to the significance of the Albury rail bridge over Murray River SHR item, as determined by a suitably qualified heritage consultant are shown in Figure 1.

Potential impacts

Potential impacts of the above scope of works at the Murray River Bridge enhancement site on contributory structures are considered in Table 1.

TABLE 1 POTENTIAL IMPACTS TO SHR ITEMS AT MURRAY RIVER BRIDGE

HERITAGE ITEM	LISTING	ID	IMPACTS
Albury rail bridge over Murray River			
Albury Murray River Bridge	State Heritage Register	01020	Key impacts of the project would include modification of the structure via the removal of existing elements and addition of new fabric as well as changes to the viewshed and aesthetic values.

Mitigation measures

Works to be undertaken which may impact SHR items are contained in the scope section above. Direct and indirect impacts to heritage items are to be consistent with the approved project. 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:

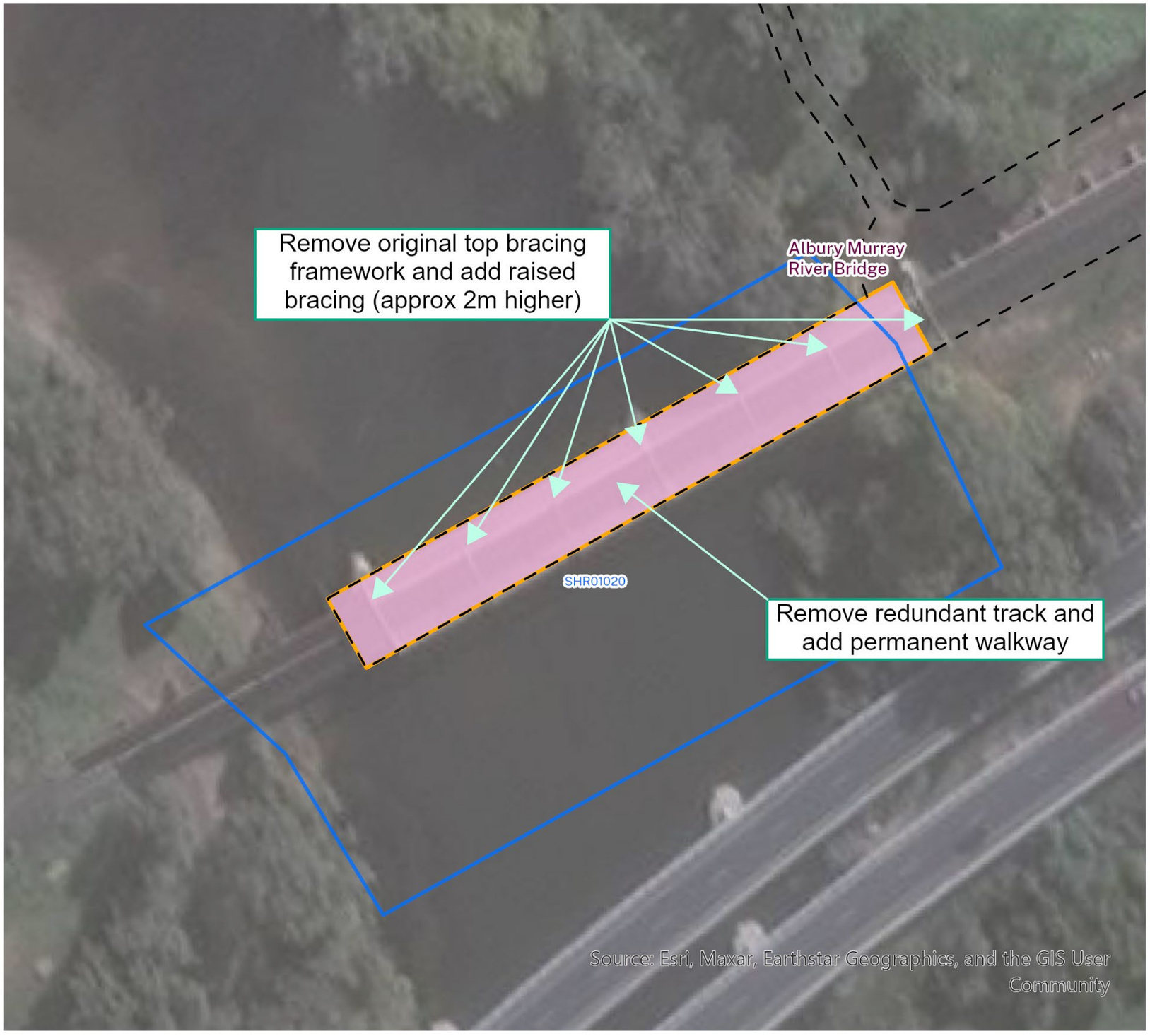
- Develop and implement a **construction noise and vibration impact statement** (CNVIS) in accordance with CoA E78.
- Modifications to the Albury rail bridge over Murray River (SHR 01020) will be consistent with the Urban Design and Landscape plan required by CoA E108 and reviewed by the State Design Review Panel (SDRP) established in CoA E100;
- Elements of the Murray River bridge (horizontal cross braces) will be salvaged in accordance with Table 11 of the CCHMP. These elements will be appropriately stored prior to being relocated to their repository location;
- No works to occur outside the Construction Impact Zone (CIZ) marked in Figure 1.There will be no works to the substructure of the Murray River Bridge;
- Construction works will occur on the fabric of the bridge, however, no use of vibration intensive plant/equipment is currently proposed. No vibration intensive plant/equipment to be used unless appropriately assessed and mitigated in accordance with an endorsed Construction Noise and Vibration Impact Statement (CNVIS);
- Condition survey of the Murray River Bridge will be completed before and after the works to ensure no cosmetic damage has occurred;
- Heritage Photographic Archival Recordings will be undertaken in accordance with CoA E48 prior to the commencement of construction for the Murray River Bridge;
- The **Unexpected Heritage Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements for 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 Table 2.

TABLE 2 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily during periods of active construction	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	Prior to commencement of works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Pre-condition survey report
Post-construction survey report	Following completion works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Post condition survey report



Inland Rail - A2I

CoA E56 SSPP

Murray River Bridge

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 5 10 20

Metres

MARTINUS INLAND RAIL

FIGURE 1 MURRAY RIVER BRIDGE –SHR ITEM 01020 CURTILAGE

Condition E56 Site Specific Protection Plan for State Heritage Item 01073 'Albury Railway Station and yard group'

Purpose

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 works within and adjacent to the curtilage of State Heritage Register (SHR) item 01073 – Albury 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).

Scope

The project would generally involve the following scope at the Albury Station Yard enhancement site within or adjacent to the curtilage of the SHR item:

- Demolition of the pedestrian bridge and construction of a new pedestrian bridge;
- Construction activities and removal of redundant track in proximity to built heritage components;
- Construction of new track in an area of archaeological potential associated with the broad-gauge railway track;
- Establishment and operation of temporary construction compounds in areas of archaeological potential associated with the broad-gauge railway track and 1884 Goods Shed.

Structures considered to be contributory to the significance of the Albury Railway Station and yard group SHR item, as determined by a suitably qualified heritage consultant are shown in Figure 1, Figure 2, Figure 3 and Figure 4.

Potential impacts

Potential impacts of the above scope of works at the Albury Station Yard enhancement site on contributory structures are considered in Table 1.

TABLE 1 POTENTIAL IMPACTS TO SHR ITEMS AT ALBURY STATION YARD

HERITAGE ITEM	LISTING	ID	IMPACTS
Albury Railway Station and yard group			
Albury Station footbridge	State Heritage Register	01073	Structure to be removed and replaced.
Station building and platform			Demolition of the pedestrian bridge and construction of a new pedestrian bridge adjacent to structures. Construction activities and removal of redundant track adjacent to structures. Establishment and operation of a temporary construction compound adjacent to structures.
Signal Box 1a and1b Signal Box 2a and 2b North Signal Hut South Signal Hut			No planned direct impact. Demolition of the pedestrian bridge and construction of a new pedestrian bridge in proximity to structures. Construction activities and removal of redundant track adjacent to structures. Establishment and operation of temporary construction compounds adjacent to structures.
Gantry cranes			No planned direct impact. New track will be constructed adjacent to structures.
Broad gauge track and cripple sidings			No planned direct impact. New track will be constructed adjacent to structures.
Transhipment shed			No planned direct impact.
Barracks			No planned direct impact.
Station Master's Residence			No planned direct impact.
Turntable			No planned direct impact.

Mitigation measures

Works to be undertaken which may impact SHR items are contained in the scope section above. Direct and indirect impacts to heritage items are to be consistent with the approved project. 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:

- The **Albury Railway Station and Yard Group Report** must be approved by the Planning Secretary before work may commence in the Albury Railway Station and Yard Group;
- Salvage of elements of the Albury Station footbridge is to be in accordance with Table 11 of the CCHMP;
- Advice from a suitably qualified heritage consultant will be obtained regarding the methodology for the removal of the Albury Station footbridge to reduce potential impacts on the adjacent North Signal Hut (e.g. removal of the staircase by hand);
- Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the CCHMP;
- **Minimum (safe) working distances** adopted in accordance with the CNVMP (Section 7.5) where practicable. Safe working distances for key plant/equipment are shown in Table 3. 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 may be adopted. Specific trigger values for structures in poor condition to be determined in consultation with the noise and vibration specialist;
- Where works are required within the cosmetic damage minimum working distances:
  - Building condition surveys will be completed before and after the works to ensure no cosmetic damage has occurred. Condition status of all heritage structures that fall within the unsound heritage minimum working distance for the nominated vibration-intensive equipment should be confirmed prior to the commencement of works.
  - Attended vibration measurements will be undertaken before and during vibration generating activities to determine actual vibration levels of the item to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented in accordance with CoA E80.
  - Vibration damage criteria for structurally sound items are shown in Table 4. Vibration damage criteria for structurally unsound items are shown in Table 5.
- Vibration intensive works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant cosmetic damage criteria. Work methods will be modified prior to recommencing the activity;
- **Advice from a heritage specialist** is required for methods and locations for installing any monitoring equipment at heritage structures in accordance with CoA E81;
- **Heritage Photographic Archival Recordings** will be undertaken in accordance with Condition E48 prior to the commencement of construction for:
  - External lever system adjacent to the North Signal Hut.
  - Pedestrian footbridge.
  - Signal Box 1a.
  - Slewed track.
- On-site mitigation measures for potential archaeological heritage items to include the following:
  - HS02 – cover with geofabric textile and thin layer of gravel. Remove when construction is complete;
  - HS06 – 15m x 20m exclusion zone to be implemented during construction;
  - HS08 – 5m x 10m exclusion zone to be implemented during construction;
  - 1884 Goods Shed Archaeological Site – covered with geofabric textile and a thin layer of gravel. Remove when construction is complete.
- The **Unexpected Heritage Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements 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 Table 2.

TABLE 2 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily during periods of active construction	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	Prior to commencement of works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Pre-condition survey report
Post-construction survey report	Following completion works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Post condition survey report
Vibration monitoring	During works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage (see Table 3)	MR ESM (or delegate)	Quarterly Construction Noise and Vibration Monitoring Report

TABLE 3 MINIMUM WORKING DISTANCES

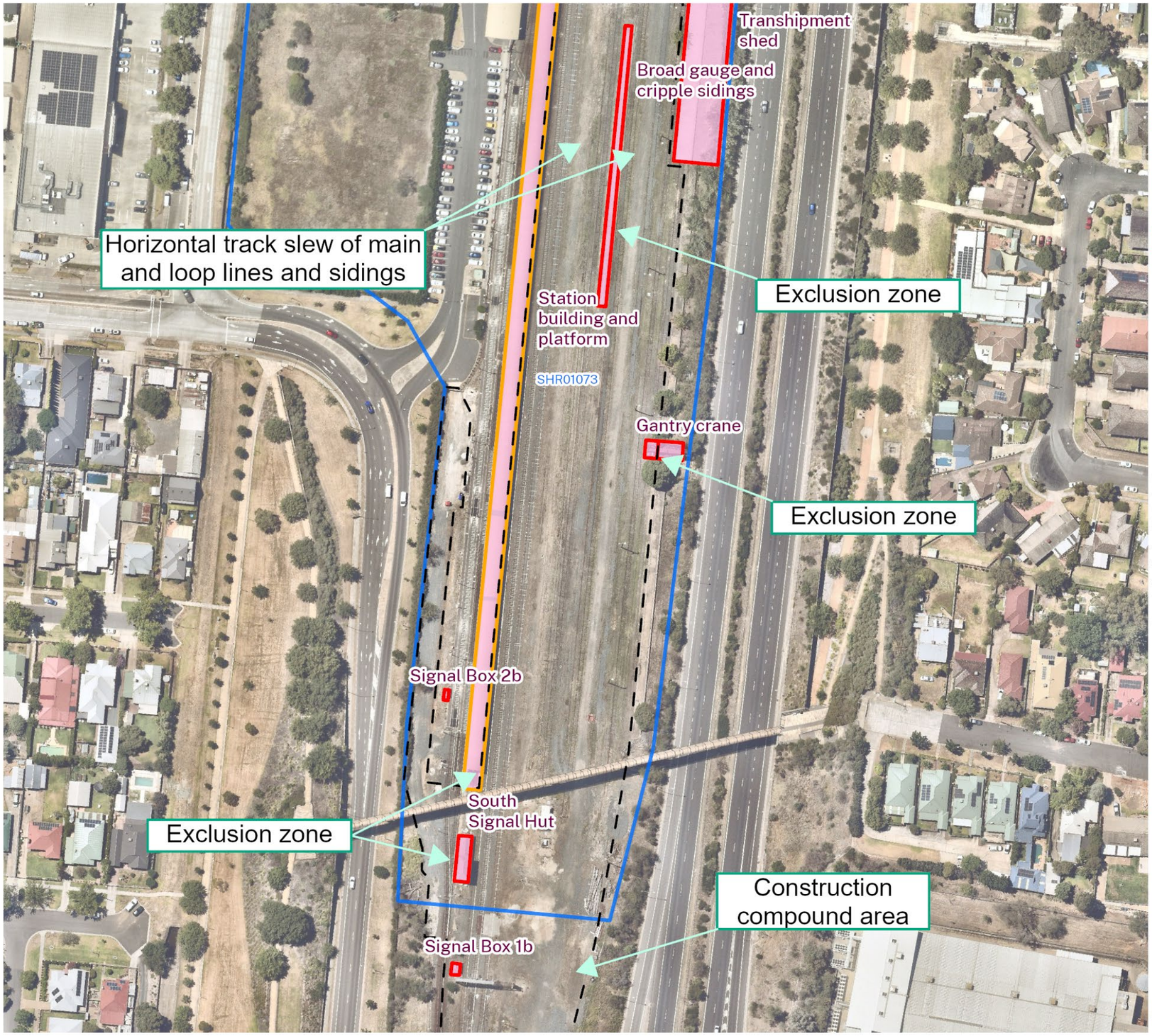
PLANT/EQUIPMENT	MINIMUM DISTANCE COSMETIC DAMAGE		
	UNREINFORCED OR LIGHT FRAMED STRUCTURES (BS7385)	STRUCTURALLY UNSOUND HERITAGE STRUCTURES (DIN 4150, GROUP 3)	REINFORCED OR FRAME STRUCTURES (BS 7385)
Vibratory roller <300 kN (7-13 tonne)	15 m	31 m	8 m
Ballast tamper	5 m	10 m	3 m
Piling Rig – Bored ≤ 800mm	2 m	5 m	1 m
Large Hydraulic hammer	22 m	44 m	11 m

TABLE 4 BS 7385 STRUCTURAL DAMAGE CRITERIA – STRUCTURALLY SOUND

Group	Type of structure	Damage level	Peak component particle velocity PPV (mm/s)		
			4 – 15 Hz	15 – 40 Hz	>40 Hz
1	Reinforced or framed structures Industrial and heavy commercial buildings	Cosmetic	50	50	50
		Minor	100	100	100
		Major	200	200	200
2	Unreinforced or light framed structures Residential or light commercial type buildings	Cosmetic	15 - 20	20 - 50	50
		Minor	30 - 40	40 - 100	100
		Major	60 - 80	80 - 200	200

TABLE 5 DIN 4150-3 STRUCTURAL DAMAGE CRITERIA - STRUCTURALLY UNSOUND

Group	Type of structure	Guideline values vibration velocity (mm/s)				
		Foundations, all directions at a frequency of:			Topmost floor, horizontal	Floor slabs, vertical
		1 – 10 Hz	10 – 50 Hz	50 – 100 Hz	All frequencies	All frequencies
3	Structures that because of their particular sensitivity to vibration, cannot be classified into Group 1 or 2 and are of great intrinsic value e.g. heritage listed buildings	3	3 - 8	3 - 8	8	20



Inland Rail - A2I

CoA E56 SSPP

Albury Station Yard (southern inset)

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 15 30 60

Metres

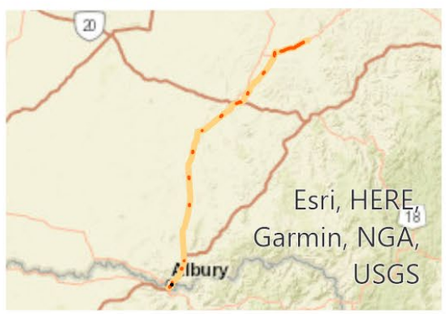


FIGURE 1 ALBURY STATION YARD – SHR ITEM 01073 CURTILAGE (SOUTHERN EXTENT)

Inland Rail - A2I

CoA E56 SSPP

Albury Station Yard (central inset)

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Existing Condition (Condition Survey Report)

- Structure in poor condition

Unexpected Heritage Finds

- Temporary historic heritage indicative exclusion zone

Indicative location of finds

- ① Turntable
- ② Culvert

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 20 40 80

Metres

FIGURE 2 ALBURY STATION YARD – SHR ITEM 01073 CURTILAGE (CENTRAL EXTENT)

Inland Rail - A2I

CoA E56 SSPP

Albury Station Yard (northern inset)

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Surveyed Potential Historic Heritage Sites

- Potential historic heritage sites
- Potential historic heritage indicative exclusion zone

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

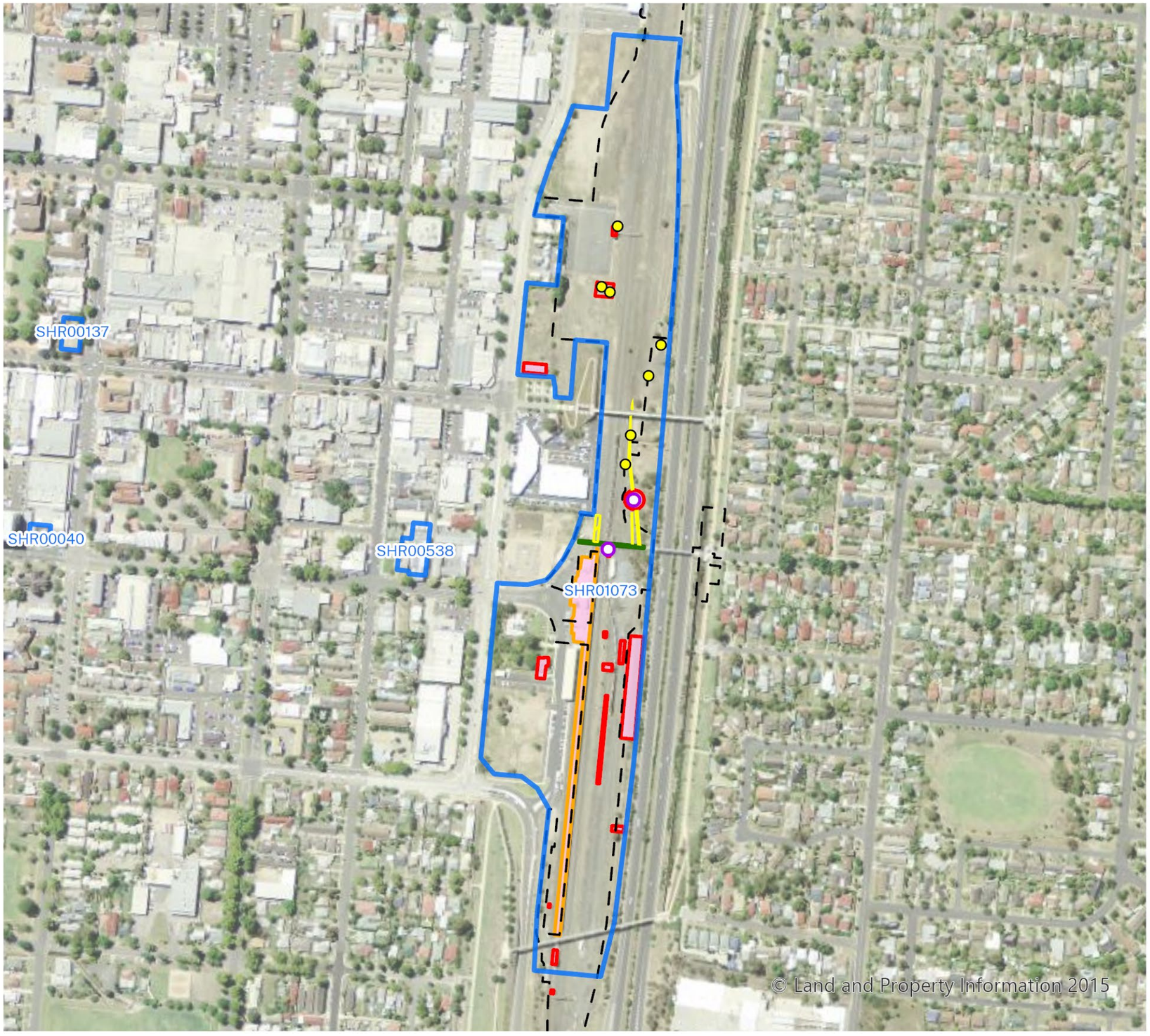
Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 20 40 80

Metres

FIGURE 3 ALBURY STATION YARD – SHR ITEM 01073 CURTILAGE (NORTHERN EXTENT)



Inland Rail - A2I

CoA E56 SSPP

Albury Station Yard (full extent)

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Surveyed Potential Historic Heritage Sites

- Potential historic heritage sites
- Potential historic heritage indicative exclusion zone
- Potential historic heritage indicative protection area

Existing Condition (Condition Survey Report)

- Structure in poor condition

Unexpected Heritage Finds

- Temporary historic heritage indicative exclusion zone

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 55 110 220

Metres

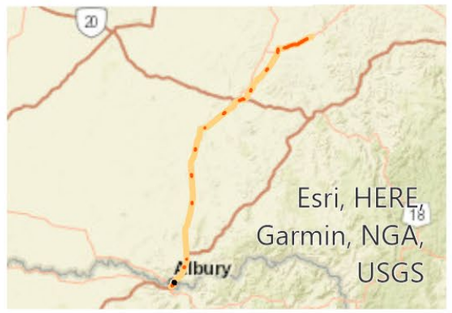


FIGURE 4 ALBURY STATION YARD – SHR ITEM 01073 CURTILAGE (FULL EXTENT)

Condition E56 Site Specific Protection Plan for State Heritage Item 01126 'Culcairn Railway Station and yard group'

Purpose

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 the works within and adjacent to the curtilage of State Heritage Register (SHR) item 01126 – Culcairn 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).

Scope

The project would generally involve the following scope at the Culcairn Station Yard enhancement site within or adjacent to the curtilage of the SHR item:

- Removal and salvage of the closed pedestrian bridge;
- Construction works associated with track realignment and modifications to the level crossing;
- Construction activities and removal of redundant track in proximity to built heritage components;
- Modifications to an existing gantry and signalling works.

Structures considered to be contributory to the significance of the Culcairn Railway Station and yard group SHR item, as determined by a suitably qualified heritage consultant are shown in Figure 1.

Potential impacts

Potential impacts of the above scope of works at the Culcairn Station Yard enhancement site on contributory structures are considered in Table 1.

TABLE 1 POTENTIAL IMPACTS TO SHR ITEMS AT CULCAIRN STATION YARD

Heritage Item	Listing	ID	Impacts
Culcairn Railway Station and yard group			
Footbridge	State Heritage Register	01126	Structure to be removed.
Station building and platform Per way office			No planned direct impact. Construction activities and removal of redundant track in proximity to structures.
Station master's residence Station master residence - grounds			No planned direct impact. Gantry modification and signalling works adjacent to structures.

Mitigation measures

Works to be undertaken which may impact SHR items are contained in the scope section above. Direct and indirect impacts to heritage items are to be consistent with the approved project. 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:

- Develop and implement a **construction noise and vibration impact statement** (CNVIS) in accordance with CoA E78;
- Salvage of the Culcairn footbridge is to be in accordance with Table 11 of the CCHMP;
- No works to occur outside the Construction Impact Zone (CIZ) marked in Figure 1. Demarcation of the CIZ footprint in the vicinity of retained heritage items / structures during work periods, to ensure no inadvertent impacts occur beyond the boundary;
- **Minimum (safe) working distances** adopted in accordance with the CNVMP (Section 7.5) where practicable. Safe working distances for key plant/equipment are shown in Table 3. 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 may be adopted. Specific trigger values for structures in poor condition to be determined in consultation with the noise and vibration specialist;
- Where works are required within the cosmetic damage minimum working distances:
  - Building condition surveys will be completed before and after the works to ensure no cosmetic damage has occurred. Condition status of all heritage structures that fall within the unsound heritage minimum working distance for the nominated vibration-intensive equipment should be confirmed prior to the commencement of works.
  - Attended vibration measurements will be undertaken before and during vibration generating activities to determine actual vibration levels of the item to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented in accordance with CoA E80.
  - Vibration damage criteria for structurally sound items are shown in Table 4. Vibration damage criteria for structurally unsound items are shown in Table 5.
- Vibration intensive works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant cosmetic damage criteria. Work methods will be modified prior to recommencing the activity;
- **Advice from a heritage specialist** is required for methods and locations for installing any monitoring equipment at heritage structures in accordance with CoA E81;
- **Heritage Photographic Archival Recordings** will be undertaken in accordance with Condition E48 prior to the commencement of construction for:
  - Pedestrian footbridge.
  - Slewed track.
- The **Unexpected Heritage Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements for 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 Table 2.

TABLE 2 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily during periods of active construction	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	Prior to commencement of works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Pre-condition survey report
Post-construction survey report	Following completion works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Post condition survey report
Vibration monitoring	During works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage (see Table 3)	Martinus Rail Environment and Sustainability Manager (MR ESM) (or delegate)	Quarterly Construction Noise and Vibration Monitoring Report

TABLE 3 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 <300 kN (13–18 tonne)	20 m	40 m	10 m
Trench roller < 50 kN (1-2 tonne)	5 m	11 m	3 m
Ballast tamper	5 m	10 m	3 m
Large Hydraulic hammer 1600 kg (18-34 tonne excavator)	22 m	44 m	11 m

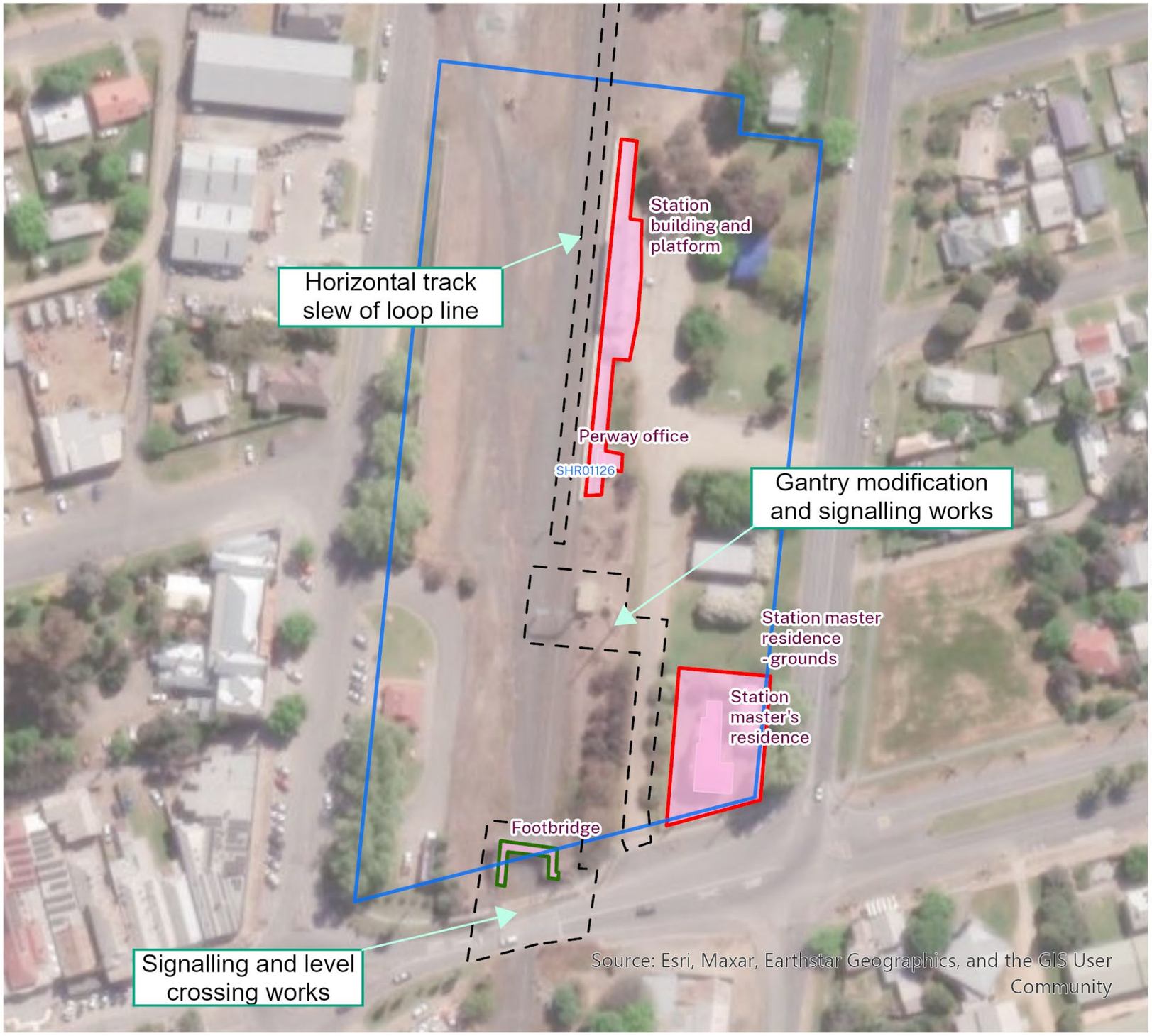
TABLE 4 BS 7385 STRUCTURAL DAMAGE CRITERIA – STRUCTURALLY SOUND

Group	Type of structure	Damage level	Peak component particle velocity PPV (mm/s)		
			4 – 15 Hz	15 – 40 Hz	>40 Hz
1	Reinforced or framed structures	Cosmetic	50	50	50
		Minor	100	100	100

Group	Type of structure	Damage level	Peak component particle velocity PPV (mm/s)		
			4 – 15 Hz	15 – 40 Hz	>40 Hz
	Industrial and heavy commercial buildings	Major	200	200	200
2	Unreinforced or light framed structures Residential or light commercial type buildings	Cosmetic	15 - 20	20 - 50	50
		Minor	30 - 40	40 - 100	100
		Major	60 - 80	80 - 200	200

TABLE 5 DIN 4150-3 STRUCTURAL DAMAGE CRITERIA - STRUCTURALLY UNSOUND

Group	Type of structure	Guideline values vibration velocity (mm/s)				
		Foundations, all directions at a frequency of:			Topmost floor, horizontal	Floor slabs, vertical
		1 – 10 Hz	10 – 50 Hz	50 – 100 Hz	All frequencies	All frequencies
3	Structures that because of their particular sensitivity to vibration, cannot be classified into Group 1 or 2 and are of great intrinsic value e.g. heritage listed buildings	3	3 - 8	3 - 8	8	20



Inland Rail - A2I

CoA E56 SSPP

Culcairn Station Yard

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 12.5 25 50

Metres

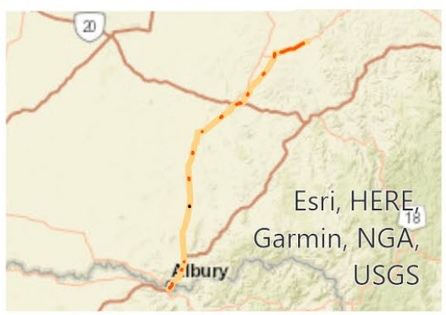


FIGURE 1 CULCAIRN STATION YARD – SHR ITEM 01126 CURTILAGE

Condition E56 Site Specific Protection Plan for State Heritage Item 01169 'Henty Railway Station and yard group'

Purpose

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 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).

Scope

The project would generally involve the following scope at the Henty Yard enhancement site within or adjacent to the curtilage of the SHR item:

- Slewing a section of the railway track for approximately 600 metres;
- Removal of redundant sidings;
- Establishment and operation of temporary construction compounds within the curtilage of the heritage item (located away from station building, platform, and goods shed);
- Modification of the level crossing (including removal of a small portion of the platform end ramp and gantry footing and potential removal of redundant sub-surface track) at Sladen Street to accommodate design of pedestrian maze for safer pedestrian access;
- Existing signalling infrastructure (including gantry relocation) would be replaced;
- Modification to existing drainage lines.

Structures considered to be contributory to the significance of the Henty Railway Station and yard group SHR item, as determined by a suitably qualified heritage consultant are shown in Figure 1.

Potential impacts

Potential impacts of the above scope of works at the Henty Yard enhancement site on contributory structures are considered in Table 1.

TABLE 1 POTENTIAL IMPACTS TO SHR ITEMS AT HENTY YARD

HERITAGE ITEM	LISTING	ID	IMPACTS
Henty Railway Station and yard group			
Station building and platform	State heritage register	01169	Modification of the level crossing (including removal of a small portion of the platform end ramp and gantry footing and removal of redundant sub-surface track) at Sladen Street to accommodate design of pedestrian maze for safer pedestrian access;
Goods shed			No planned direct impact. Construction activities and removal of redundant track in proximity to structure.

Mitigation measures

Works to be undertaken which may impact SHR items are contained in the scope section above. Direct and indirect impacts to heritage items are to be consistent with the approved project. 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:

- Develop and implement a **construction noise and vibration impact statement** (CNVIS) in accordance with CoA E78;
- Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the CCHMP. Demarcation of the CIZ footprint in the vicinity of retained heritage items / structures to be in place during work periods, to ensure no inadvertent impacts occur beyond the boundary;
- **Minimum (safe) working distances** adopted in accordance with the CNVMP (Section 7.5) where practicable. Safe working distances for key plant/equipment are shown in Table 3. 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 may be adopted. Specific vibration criteria for structures in poor condition to be determined in consultation with the noise and vibration specialist;
- Where works are required within the cosmetic damage minimum working distances:
  - Building condition surveys will be completed before and after the works to ensure no cosmetic damage has occurred. Condition status of all heritage structures that fall within the unsound heritage minimum working distance for the nominated vibration-intensive equipment should be confirmed prior to the commencement of works.
  - Attended vibration measurements will be undertaken before and during vibration generating activities to determine actual vibration levels of the item to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented in accordance with CoA E80.
  - Vibration damage criteria for structurally sound items are shown in Table 4. Vibration damage criteria for structurally unsound items are shown in Table 5.
- Vibration intensive works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant cosmetic damage criteria. Work methods will be modified prior to recommencing the activity;
- **Advice from a heritage specialist** is required for methods and locations for installing any monitoring equipment at heritage structures in accordance with CoA E81;
- **Heritage Photographic** Archival Recordings will be undertaken in accordance with Condition E48 prior to the commencement of construction for slewed track;
- The Unexpected Herita**ge Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements for 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 Table 2.

TABLE 2 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily during periods of active construction	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	Prior to commencement of works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Pre-condition survey report
Post-construction survey report	Following completion works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Post condition survey report
Vibration monitoring	During works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage (see Table 3)	MR ESM (or delegate)	Quarterly Construction Noise and Vibration Monitoring Report

TABLE 3 MINIMUM WORKING DISTANCES

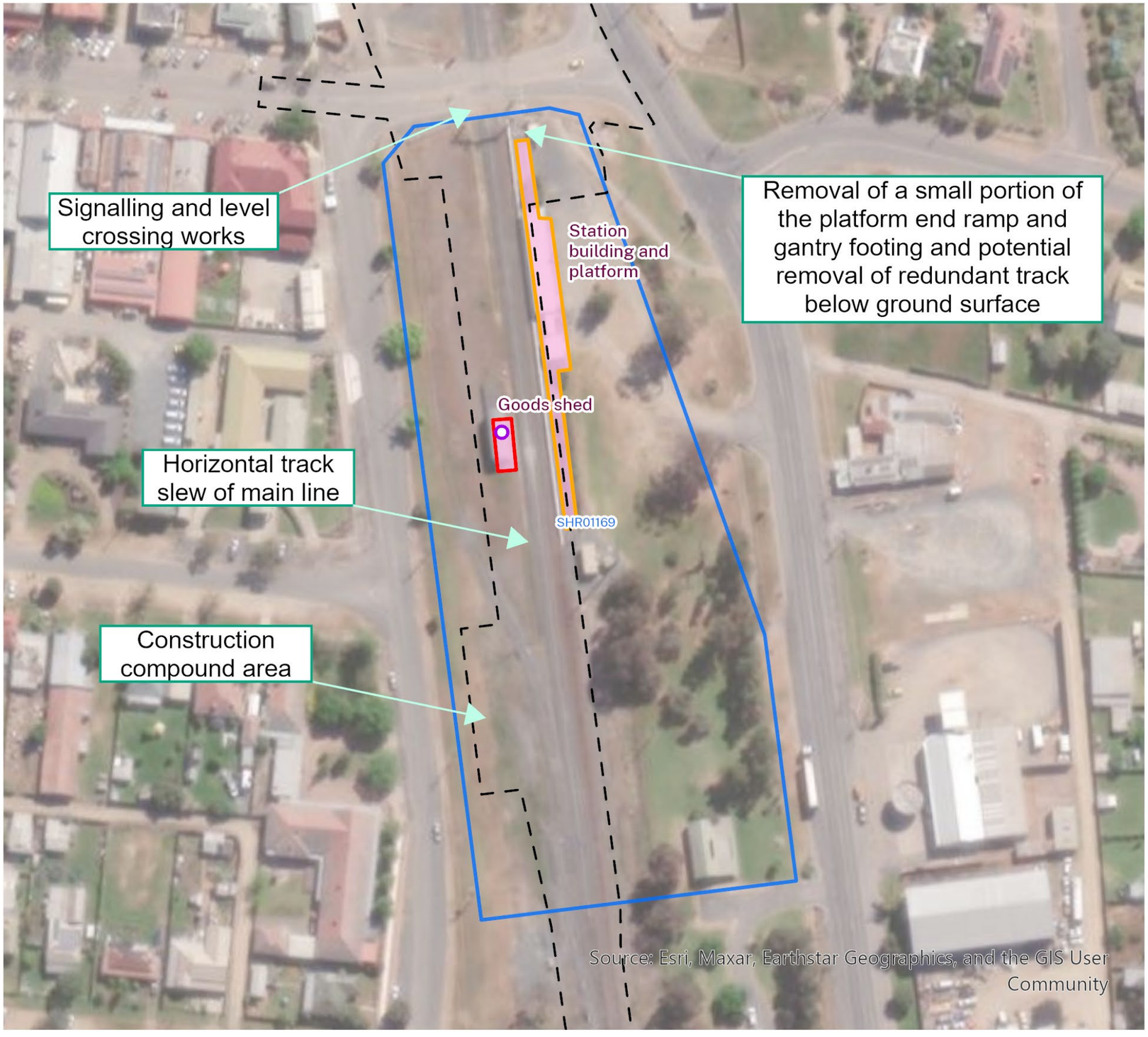
PLANT/EQUIPMENT	MINIMUM DISTANCE COSMETIC DAMAGE		
	UNREINFORCED OR LIGHT FRAMED STRUCTURES (BS7385)	STRUCTURALLY UNSOUND HERITAGE STRUCTURES (DIN 4150, GROUP 3)	REINFORCED OR FRAME STRUCTURES (BS 7385)
Vibratory roller <300 kN (7-13 tonne)	15 m	31 m	8 m
Ballast tamper	5 m	10 m	3 m
Trench roller <50 kN (1-2 tonne)	5 m	11 m	3 m
Large hydraulic hammer 1600 kg (18-34 tonne excavator)	22 m	44 m	11 m

TABLE 4 BS 7385 STRUCTURAL DAMAGE CRITERIA – STRUCTURALLY SOUND

Group	Type of structure	Damage level	Peak component particle velocity PPV (mm/s)		
			4 – 15 Hz	15 – 40 Hz	>40 Hz
1	Reinforced or framed structures Industrial and heavy commercial buildings	Cosmetic	50	50	50
		Minor	100	100	100
		Major	200	200	200
2	Unreinforced or light framed structures Residential or light commercial type buildings	Cosmetic	15 - 20	20 - 50	50
		Minor	30 - 40	40 - 100	100
		Major	60 - 80	80 - 200	200

TABLE 5 DIN 4150-3 STRUCTURAL DAMAGE CRITERIA - STRUCTURALLY UNSOUND

Group	Type of structure	Guideline values vibration velocity (mm/s)				
		Foundations, all directions at a frequency of:			Topmost floor, horizontal	Floor slabs, vertical
		1 – 10 Hz	10 – 50 Hz	50 – 100 Hz	All frequencies	All frequencies
3	Structures that because of their particular sensitivity to vibration, cannot be classified into Group 1 or 2 and are of great intrinsic value e.g. heritage listed buildings	3	3 - 8	3 - 8	8	20



Inland Rail - A2I

CoA E56 SSPP

Henty Yard

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Existing Condition (Condition Survey Report)

- Structure in poor condition

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 12.5 25 50

Metres

FIGURE 1 HENTY YARD – SHR ITEM 01169 CURTILAGE

Condition E56 Site Specific Protection Plan for State Heritage Item 01268 'The Rock Station and yard group'

Purpose

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 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).

Scope

The project would generally involve the following scope at The Rock Yard enhancement site within or adjacent to the curtilage of the SHR item:

- Modification of one overhead gantry structure;
- Signalling works.

Structures considered to be contributory to the significance of The Rock Station and yard group SHR item, as determined by a suitably qualified heritage consultant are shown in Figure 1.

Potential impacts

Potential impacts of the above scope of works at The Rock Yard enhancement site on contributory structures are considered in Table 1.

TABLE 1 POTENTIAL IMPACTS TO SHR ITEMS AT THE ROCK YARD

HERITAGE ITEM	LISTING	ID	IMPACTS
The Rock Station and yard group			
Station building and platform	State heritage register	01268	No planned direct impact.
Station master's residence			No planned direct impact.
Crane			No planned direct impact.

Mitigation measures

Works to be undertaken which may impact SHR items are contained in the scope section above. Direct and indirect impacts to heritage items are to be consistent with the approved project. 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:

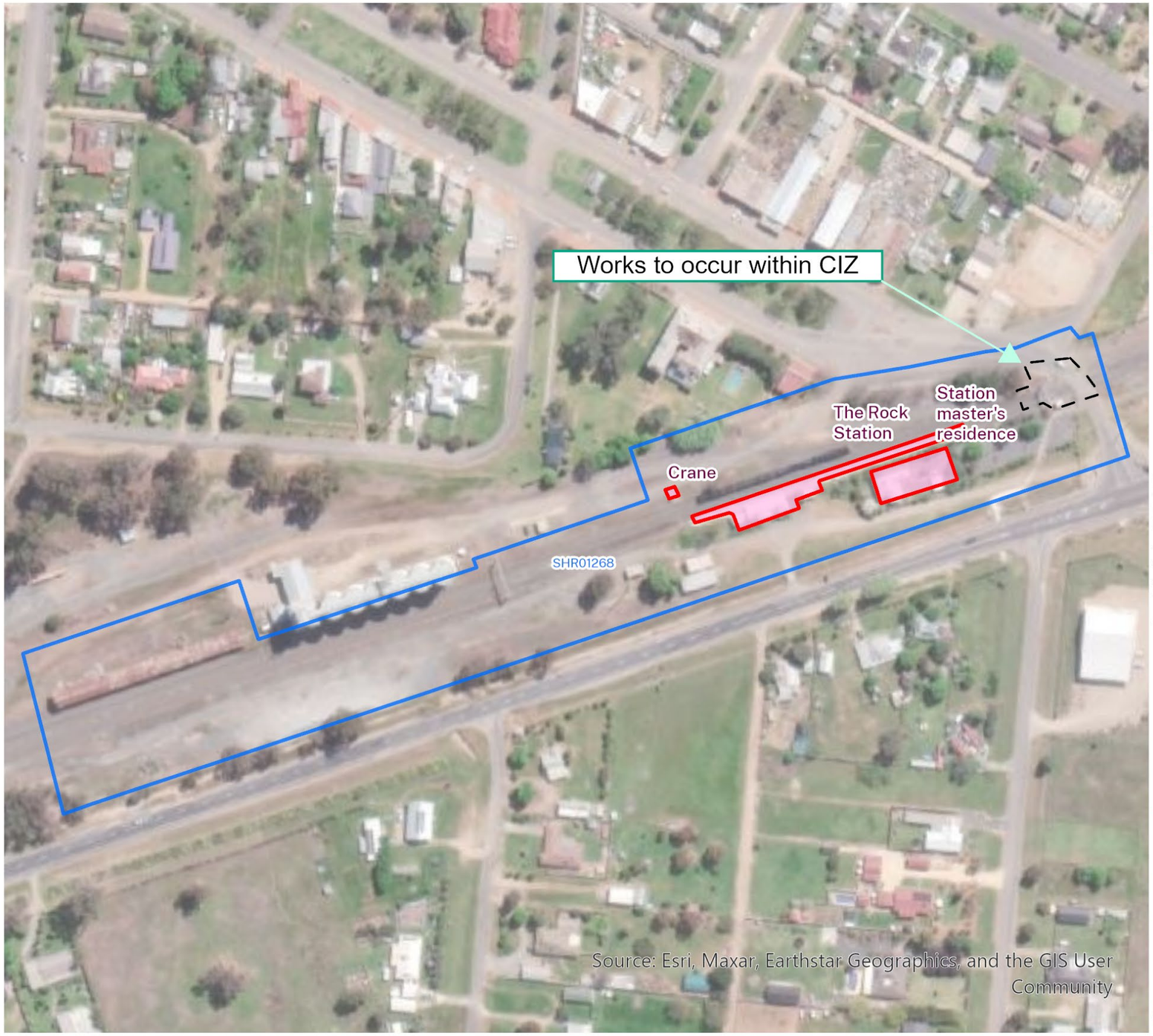
- Develop and implement a **construction noise and vibration impact statement** (CNVIS) in accordance with CoA E78;
- No works to occur outside the Construction Impact Zone (CIZ) marked in Figure 1;
- No use of vibration intensive plant/equipment is currently proposed. No vibration intensive plant/equipment to be used unless appropriately assessed and mitigated in accordance with an endorsed Construction Noise and Vibration Impact Statement (CNVIS);
- The **Unexpected Heritage Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements for 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 Table 2.

TABLE 2 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily during periods of active construction	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



Inland Rail - A2I

CoA E56 SSPP

The Rock Yard

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 20 40 80

Metres

FIGURE 1 THE ROCK YARD – SHR ITEM 01268 CURTILAGE

Condition E56 Site Specific Protection Plan for State Heritage Item 01279 'Wagga Wagga Railway Station and yard group'

Purpose

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 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).

Scope

The project would generally involve the following scope at the Wagga Wagga Station Yard enhancement site within or adjacent to the curtilage of the SHR item:

- Demolition of the Wagga Wagga Railway Station (Mothers) footbridge and construction of a new pedestrian bridge;
- Demolition of Edmondson Street bridge and construction of the replacement road bridge (adjacent to the heritage item);
- Realignment of track and associated construction activities in proximity to built heritage components;
- Other modifications to rail-related infrastructure, such as signals and the removal of a gantry;
- Establishment and operation of temporary construction compounds in proximity to built heritage components.

Structures considered to be contributory to the significance of the Wagga Wagga Railway Station and yard group SHR item, as determined by a suitably qualified heritage consultant are shown in Figure 1 and Figure 2.

Potential impacts

Potential impacts of the above scope of works at the Wagga Wagga Station Yard enhancement site on contributory structures are considered in Table 1.

TABLE 1 POTENTIAL IMPACTS TO SHR ITEMS AT WAGGA WAGGA STATION YARD

HERITAGE ITEM	LISTING	ID	IMPACTS
Wagga Wagga Railway Station and yard group			
Wagga Wagga Station (Mothers) footbridge	State Heritage Register	01279	Structure to be removed and replaced.
Station building and platform			Demolition of the pedestrian bridge, including removal of footings from station platform and construction of a new pedestrian bridge adjacent to structures. Construction activities and removal of redundant track adjacent to structures. Establishment and operation of a temporary construction compound adjacent to structures.
Best Street Railway Gatehouse (former)			No planned direct impact. Demolition of the road bridge construction of a replacement bridge adjacent to structure. New track will be constructed adjacent to structure. Establishment and operation of a temporary construction compound adjacent to structure.
Station Master's Residence (former)			Structure identified in listing, however does not fall within the SHR curtilage. No planned direct impact.

Mitigation measures

Works to be undertaken during Stage B which may impact SHR items are contained in the scope section above. Direct and indirect impacts to heritage items are to be consistent with the approved project. 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:

- Develop and implement a **construction noise and vibration impact statement** in accordance with CoA E78.
- Salvage of the Wagga Wagga Station (Mothers) footbridge is to be in accordance with Table 11 of the CCHMP.
- Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the CCHMP. Demarcation of the CIZ footprint in the vicinity of retained heritage items / structure to be in place during work periods, to ensure no inadvertent impacts occur beyond the boundary;
- The heritage-listed 1891 turntable should be protected by an exclusion buffer zone and demarcated with bunting;
- Works in the Eastern Yard should only be placed in areas where there is already a highly disturbed ground surface, and must avoid any rail related relics visible on the surface of the yard. Area to be returned to its current state following construction;
- The rail corridor gardens in front of the museum hold significance to the volunteers at the museum. Impact to these gardens should be as minimal as possible;
- **Minimum (safe) working distances** to be adopted in accordance with the CNVMP (Section 7.5) where practicable. Safe working distances for relevant plant/equipment are shown in Table 3. 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 may be adopted. Specific trigger values for structures in poor condition to be determined in consultation with the noise and vibration specialist;
- Where works are required within the cosmetic damage minimum working distances:
  - Building condition surveys will be completed before and after the works to ensure no cosmetic damage has occurred. Condition status of all heritage structures that fall within the unsound heritage minimum working distance for the nominated vibration-intensive equipment should be confirmed prior to the commencement of works.
  - Attended vibration measurements will be undertaken before and during vibration generating activities to determine actual vibration levels of the item to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented in accordance with CoA E80.
  - Vibration damage criteria for structurally sound items are shown in Table 4. Vibration damage criteria for structurally unsound items are shown in Table 5.
- Vibration intensive works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant cosmetic damage criteria. Work methods will be modified prior to recommencing the activity;
- **Advice from a heritage specialist** is required for methods and locations for installing any monitoring equipment at heritage structures in accordance with CoA E81;
- **Heritage Photographic Archival Recordings** will be undertaken in accordance with Condition E48 prior to the commencement of construction for:
  - Wagga Wagga Station (Mothers) footbridge.
  - Slewed track.
- The **Unexpected Heritage Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements for 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 Table 2.

TABLE 2 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily during periods of active construction	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	Prior to commencement of works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Pre-condition survey report
Post-construction survey report	Following completion works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Post condition survey report
Vibration monitoring	During works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage (see Table 3)	MR ESM (or delegate)	Quarterly Construction Noise and Vibration Monitoring Report

TABLE 3 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 <300kN (7-13 tonne)	15 m	31 m	8 m
Ballast tamper	5 m	10 m	3 m

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)
Large hydraulic hammer 1600 kg (18-34 tonne excavator)	22 m	44 m	11 m
Trench roller <50kN (1-2 tonne)	5 m	11 m	3 m
Piling rig – bored ≤ 800mm	2 m	5 m	1 m

TABLE 4 BS 7385 STRUCTURAL DAMAGE CRITERIA – STRUCTURALLY SOUND

Group	Type of structure	Damage level	Peak component particle velocity PPV (mm/s)		
			4 – 15 Hz	15 – 40 Hz	>40 Hz
1	Reinforced or framed structures Industrial and heavy commercial buildings	Cosmetic	50	50	50
		Minor	100	100	100
		Major	200	200	200
2	Unreinforced or light framed structures	Cosmetic	15 - 20	20 - 50	50
	Residential or light commercial type buildings	Minor	30 - 40	40 - 100	100
		Major	60 - 80	80 - 200	200

TABLE 5 DIN 4150-3 STRUCTURAL DAMAGE CRITERIA - STRUCTURALLY UNSOUND

Group	Type of structure	Guideline values vibration velocity (mm/s)				
		Foundations, all directions at a frequency of:			Topmost floor, horizontal	Floor slabs, vertical
		1 – 10 Hz	10 – 50 Hz	50 – 100 Hz	All frequencies	All frequencies
3	Structures that because of their particular sensitivity to vibration, cannot be classified into Group 1 or 2 and are of great intrinsic value e.g. heritage listed buildings	3	3 - 8	3 - 8	8	20

Inland Rail - A2I

CoA E56 SSPP

Wagga Station Yard (western inset)

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Wagga Wagga Additional Management Measures

- Impact to gardens to be minimised

Existing Condition (Condition Survey Report)

- Structure in poor condition

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 20 40 80

Metres

FIGURE 1 WAGGA WAGGA STATION YARD – SHR ITEM 01279 CURTILAGE (WESTERN INSET)

Inland Rail - A2I

CoA E56 SSPP

Wagga Station Yard (eastern inset)

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Wagga Wagga Additional Management Measures

- Eastern Yard (works in disturbed areas only)
- 1891 Turntable (indicative exclusion zone)

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 20 40 80

Metres

FIGURE 2 WAGGA WAGGA STATION YARD – SHR ITEM 01279 CURTILAGE (EASTERN INSET)

Inland Rail - A2I

CoA E56 SSPP

Wagga Station Yard (full extent)

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Wagga Wagga Additional Management Measures

- Impact to gardens to be minimised
- Eastern Yard (works in disturbed areas only)
- 1891 Turntable (indicative exclusion zone)

Existing Condition (Condition Survey Report)

- Structure in poor condition

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 45 90 180

Metres

FIGURE 3 WAGGA WAGGA STATION YARD – SHR ITEM 01279 CURTILAGE (FULL EXTENT)

Condition E56 Site Specific Protection Plan for State Heritage Item 01093 'Bomen Railway Station'

Purpose

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 B works within and adjacent to the curtilage of State Heritage Register (SHR) item 01093 – Bomen Railway Station. 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).

Scope

The project would generally involve the following scope at the Bomen Yard enhancement site within or adjacent to the curtilage of the SHR item:

- Track realignment;
- Removal of a level crossing and associated signalling and drainage works;
- Establishment and operation of temporary site compounds and material laydown areas that would be located within the yard away from the station building and platform (immediately adjacent to the northwest and approximately 100 metres south of the curtilage for SHR item 01093).

Structures considered to be contributory to the significance of the Bomen Railway Station SHR item, as determined by a suitably qualified heritage consultant are shown in Figure 1.

Potential impacts

Potential impacts of the above scope of works at the Bomen Yard enhancement site on contributory structures are considered in Table 1.

TABLE 1 POTENTIAL IMPACTS TO SHR ITEMS AT BOMEN YARD

HERITAGE ITEM	LISTING	ID	IMPACTS
Bomen Railway Station			
Station building and platform Toilet block and lamp room	State Heritage Register	01093	No planned direct impact. Construction activities and removal of redundant track adjacent to structures. Establishment and operation of temporary construction compounds adjacent to structures.

Mitigation measures

Works to be undertaken which may impact SHR items are contained in the scope section above. Direct and indirect impacts to heritage items are to be consistent with the approved project. 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:

- Develop and implement a **construction noise and vibration impact statement** (CNVIS) in accordance with CoA E78.
- No works to occur outside the Construction Impact Zone (CIZ) marked in Figure 1;
- **Minimum (safe) working distances** to be adopted in accordance with the CNVMP (Section 7.5) where practicable. Safe working distances for relevant plant/equipment are shown in Table 3. 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 may be adopted. Specific trigger values for structures in poor condition to be determined in consultation with the noise and vibration specialist;
- Where works are required within the cosmetic damage minimum working distances:
  - Building condition surveys will be completed before and after the works to ensure no cosmetic damage has occurred. Condition status of all heritage structures that fall within the unsound heritage minimum working distance for the nominated vibration-intensive equipment should be confirmed prior to the commencement of works.
  - Attended vibration measurements will be undertaken before and during vibration generating activities to determine actual vibration levels of the item to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented in accordance with CoA E80.
  - Vibration damage criteria for structurally sound items are shown in Table 4. Vibration damage criteria for structurally unsound items are shown in Table 5.
- Vibration intensive works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant cosmetic damage criteria. Work methods will be modified prior to recommencing the activity;
- **Advice from a heritage specialist** is required for methods and locations for installing any monitoring equipment at heritage structures in accordance with CoA E81;
- **Heritage Photographic Archival Recordings** will be undertaken in accordance with Condition E48 prior to the commencement of construction for slewed track;
- The **Unexpected Heritage Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements for works are outlined in Section 7.3 of the CCHMP, Section 8.4 of the CNVMP and the relevant CNVIS. A summary of the expected monitoring is included in Table 2.

TABLE 2 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily during periods of active construction	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	Prior to commencement of works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Pre-condition survey report
Post-construction survey report	Following completion works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Post condition survey report
Vibration monitoring	During works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage (see Table 3)	MR ESM (or delegate)	Quarterly Construction Noise and Vibration Monitoring Report

TABLE 3 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 >300 kN (13-18 tonne)	20 m	40 m	10 m
Trench roller <50kN (1-2 tonne)	5 m	11 m	3 m
Ballast tamper	5 m	10 m	3 m
Large Hydraulic hammer	22 m	44 m	11 m

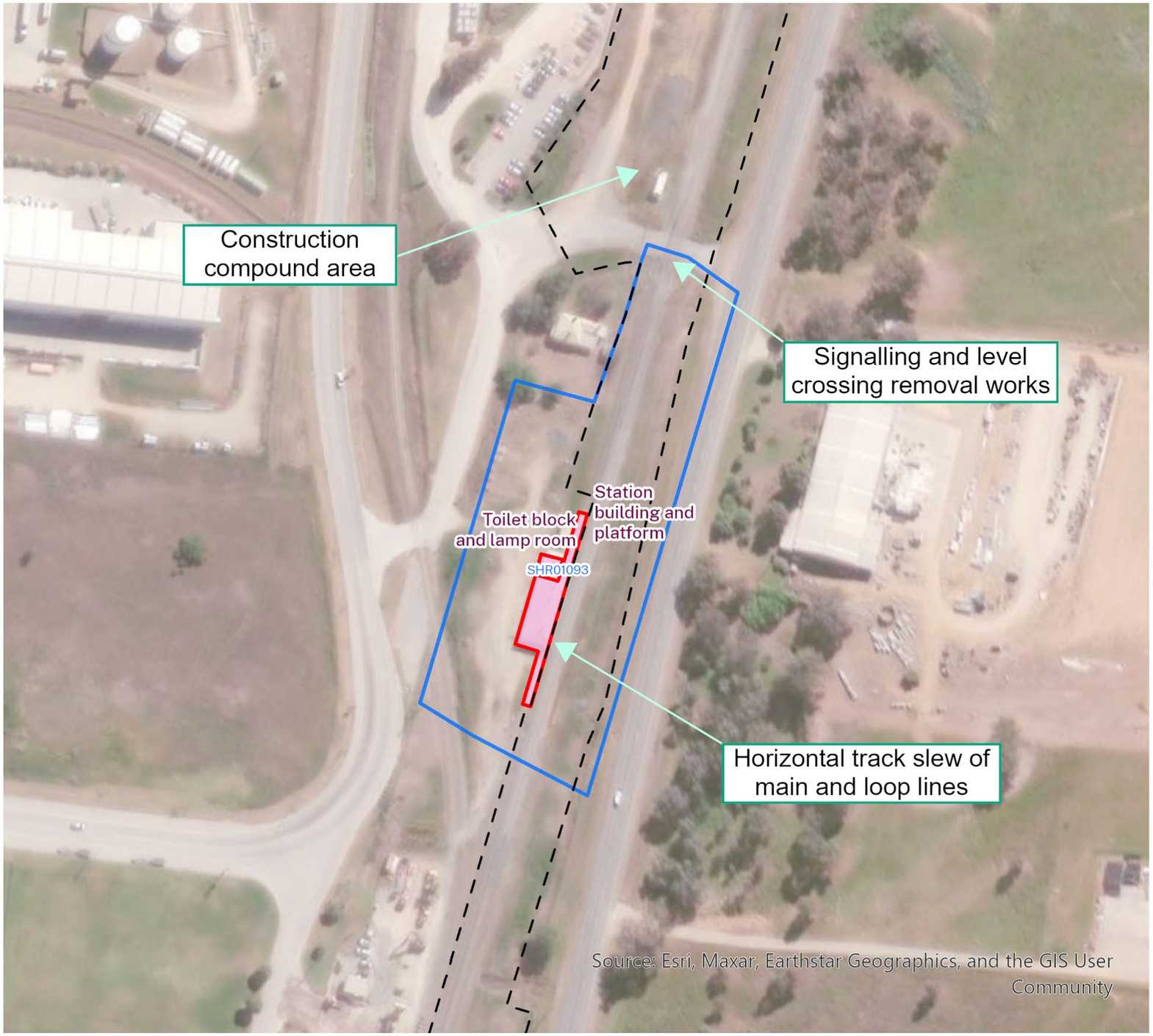
TABLE 4 BS 7385 STRUCTURAL DAMAGE CRITERIA – STRUCTURALLY SOUND

Group	Type of structure	Damage level	Peak component particle velocity PPV (mm/s)		
			4 – 15 Hz	15 – 40 Hz	>40 Hz
1	Reinforced or framed structures Industrial and heavy commercial buildings	Cosmetic	50	50	50
		Minor	100	100	100
		Major	200	200	200

Group	Type of structure	Damage level	Peak component particle velocity PPV (mm/s)		
			4 – 15 Hz	15 – 40 Hz	>40 Hz
2	Unreinforced or light framed structures Residential or light commercial type buildings	Cosmetic	15 - 20	20 - 50	50
		Minor	30 - 40	40 - 100	100
		Major	60 - 80	80 - 200	200

TABLE 5 DIN 4150-3 STRUCTURAL DAMAGE CRITERIA - STRUCTURALLY UNSOUND

Group	Type of structure	Guideline values vibration velocity (mm/s)				
		Foundations, all directions at a frequency of:			Topmost floor, horizontal	Floor slabs, vertical
		1 – 10 Hz	10 – 50 Hz	50 – 100 Hz	All frequencies	All frequencies
3	Structures that because of their particular sensitivity to vibration, cannot be classified into Group 1 or 2 and are of great intrinsic value e.g. heritage listed buildings	3	3 - 8	3 - 8	8	20



Inland Rail - A2I

CoA E56 SSPP

Bomen Yard

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 12.5 25 50

Metres

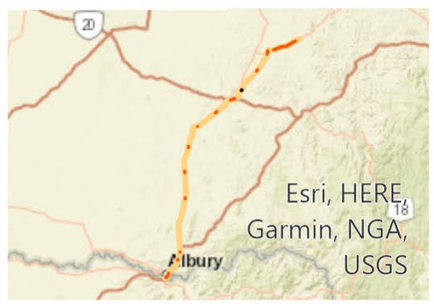


FIGURE 1 BOMEN YARD - SHR ITEM 01093 CURTILAGE

Condition E56 Site Specific Protection Plan for State Heritage Item 01172 'Junee Railway Station moveable relics' and 01173 'Junee Railway Station, yard, locomotive depot'

Purpose

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 works within and adjacent to the curtilage of State Heritage Register (SHR) item 01172 - Junee Station Railway Station moveable relics and item 01173 – Junee Station, yard, and locomotive depot. 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).

Scope

The project would generally involve the following scope at the Junee Station Yard enhancement site within or adjacent to the curtilage of the SHR item:

- Salvage and relocation of the existing pedestrian bridge, which would also require minor works on the station platform to remove redundant footings;
- Adjustment to utilities, including adjustments to existing overhead and underground signalling;
- Removal of existing signal gantry;
- Track work in Junee Station Yard (approximately 100 metres south of the curtilage for SHR item 01173).

Structures considered to be contributory to the significance of the Junee Railway Station, yard, locomotive depot, as determined by a suitably qualified heritage consultant are shown in Figure 1.

Potential impacts

Potential impacts of the above scope of works at the Junee Station Yard enhancement site on contributory structures are considered in Table 1.

TABLE 1 POTENTIAL IMPACTS TO SHR ITEMS AT JUNEE STATION YARD

HERITAGE ITEM	LISTING	ID	IMPACTS
Junee Station Railway Station moveable relics			
Junee Station Railway Station moveable relics	State Heritage Register	01172	The Project would not involve activities that would directly impact the Junee Railway Station moveable relics. Key potential impacts of the project would include vibration and aesthetic values.
Junee Station, Yard, and Locomotive Depot			
Station building and platform	State Heritage Register	01173	Salvage and relocation of the pedestrian bridge, including removal of footings from station platform. Construction activities, signalling works and removal of redundant track adjacent to structures.
Yard			Signalling works within 'track' component of Junee Station yard.
Locomotive depot/roundhouse			No planned direct impact.
Junee Post Office			
Junee Post Office	State Heritage Register	01425	The Project would not involve activities that would directly impact the Junee Post Office.

Mitigation measures

Works to be undertaken which may impact SHR items are contained in the scope section above. Direct and indirect impacts to heritage items are to be consistent with the approved project. 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:

- Develop and implement a **construction noise and vibration impact statement** (CNVIS) in accordance with CoA E78;
- 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;
- Salvage of the Junee Station pedestrian footbridge is to be in accordance with Table 11 of the CCHMP;
- Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the CCHMP;
- Junee Railway Station, Junee Post Office and Junee Railway refreshment rooms are to be demarcated by an asset protection zone;
- **Minimum (safe) working distances** adopted in accordance with the CNVMP (Section 7.5) where practicable. Safe working distances for relevant plant/equipment are shown in Table 3. 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 may be adopted. Specific trigger values for structures in poor condition to be determined in consultation with the noise and vibration specialist;
- Where works are required within the cosmetic damage minimum working distances:
  - Building condition surveys will be completed before and after the works to ensure no cosmetic damage has occurred. Condition status of all heritage structures that fall within the unsound heritage minimum working distance for the nominated vibration-intensive equipment should be confirmed prior to the commencement of works.
  - Attended vibration measurements will be undertaken before and during vibration generating activities to determine actual vibration levels of the item to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented in accordance with CoA E80.
  - Vibration damage criteria for structurally sound items are shown in Table 4. Vibration damage criteria for structurally unsound items are shown in Table 5.
- Vibration intensive works will cease if the monitoring indicates vibration levels are likely to, or do, exceed the relevant cosmetic damage criteria. Work methods will be modified prior to recommencing the activity;
- **Advice from a heritage specialist** is required for methods and locations for installing any monitoring equipment at heritage structures in accordance with CoA E81;
- **Heritage Photographic Archival Recordings** will be undertaken in accordance with Condition E48 prior to the commencement of construction for the Junee Station pedestrian bridge;
- The **Unexpected Heritage Finds and Human Remains Procedures** will be implemented during works.

Monitoring and inspections

Monitoring and inspection requirements for 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 Table 2.

TABLE 2 MONITORING AND INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT
Visual surveillance of exclusion zones and other mitigation measures	Daily during periods of active construction	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	Prior to commencement of works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Pre-condition survey report
Post-construction survey report	Following completion works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage	MR ESM (or delegate)	Post condition survey report
Vibration monitoring	During works involving vibration intensive equipment within the relevant minimum distance for cosmetic damage (see Table 3)	MR ESM (or delegate)	Quarterly Construction Noise and Vibration Monitoring Report

TABLE 3 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)
Small hydraulic hammer 300kg (5-12 tonne excavator)	2 m	5 m	1 m

TABLE 4 BS 7385 STRUCTURAL DAMAGE CRITERIA – STRUCTURALLY SOUND

Group	Type of structure	Damage level	Peak component particle velocity PPV (mm/s)		
			4 – 15 Hz	15 – 40 Hz	>40 Hz
1	Reinforced or framed structures Industrial and heavy commercial buildings	Cosmetic	50	50	50
		Minor	100	100	100
		Major	200	200	200
2	Unreinforced or light framed structures Residential or light commercial type buildings	Cosmetic	15 - 20	20 - 50	50
		Minor	30 - 40	40 - 100	100
		Major	60 - 80	80 - 200	200

TABLE 5 DIN 4150-3 STRUCTURAL DAMAGE CRITERIA - STRUCTURALLY UNSOUND

Group	Type of structure	Guideline values vibration velocity (mm/s)				
		Foundations, all directions at a frequency of:			Topmost floor, horizontal	Floor slabs, vertical
		1 – 10 Hz	10 – 50 Hz	50 – 100 Hz	All frequencies	All frequencies
3	Structures that because of their particular sensitivity to vibration, cannot be classified into Group 1 or 2 and are of great intrinsic value e.g. heritage listed buildings	3	3 - 8	3 - 8	8	20

Inland Rail - A2I

CoA E56 SSPP

Junee Station Yard (southern inset)

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

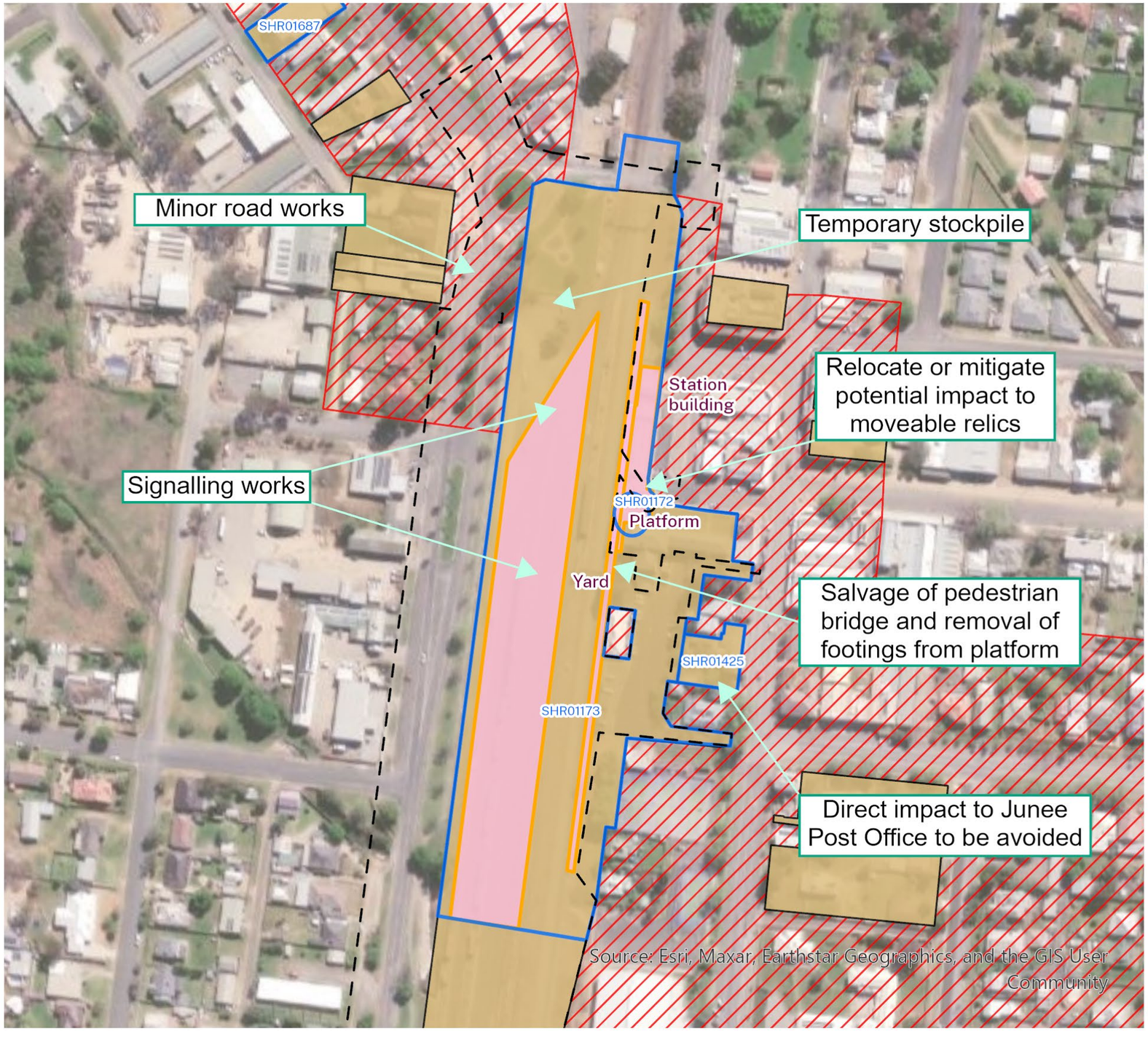
Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 20 40 80

Metres

FIGURE 1 JUNEE STATION YARD – SHR ITEMS 01172 AND 01173 CURTILAGE (SOUTHERN EXTENT)



Inland Rail - A2I

CoA E56 SSPP

Junee Station Yard (northern inset)

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Heritage

- Local Heritage Conservation Area
- Local Heritage item

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 20 40 80

Metres

FIGURE 2 JUNEE STATION YARD – SHR ITEMS 01172 AND 01173 CURTILAGE (NORTHERN EXTENT)

Inland Rail - A2I

CoA E56 SSPP

Junee Station Yard (full extent)

Legend

- Construction Impact Zone (CIZ)
- State Heritage Register curtilage
- SHR contributory structure (indicative footprint)

Assessed Impacts to Structures

- Direct impact to structure to be avoided
- Approved partial direct impact to structure
- Structure approved to be removed

Note: This figure reflects structures considered to be contributory to the significance of the State Heritage Register item, as determined by a suitably qualified heritage consultant.

Where structures fall within the CIZ and direct impact is to be avoided, exclusion zones will be implemented in accordance with Section 6.3.6 of the Construction Cultural Heritage Management Plan - Stage B.

CIZ extent current as at 03 September 2025.

0 70 140 280

Metres

FIGURE 3 JUNEE STATION YARD – SHR ITEMS 01172 AND 01173 CURTILAGE

APPENDIX D

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

ISC Credit		Where addressed
Heritage Assessment and Management (Her-1)		
Level 1		
Benchmark	Community heritage values have been identified through consultation and integrated into studies.	Section 1.6 Heritage Interpretation Plan – A2I
Benchmark	Measures to minimise adverse impacts to heritage during construction and operation have been identified and implemented.	Section 2.2 Section 5.2 Section 5.3 Section 5.4 Section 6 Heritage Interpretation Plan – A2I
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.	Section 3.3, Table 3 Section 7.1 Section 7.3 Construction Environmental Management Plan, Section 6.1 Heritage Interpretation Plan – A2I
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.	Section 1.6 Heritage Interpretation Plan – A2I Environmental Impact Statement
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.	Section 4 Heritage Interpretation Plan – A2I Environmental Impact Statement
Level 2		
Benchmark	Community and key stakeholders have participated in the heritage studies	Section 1.2 Section 1.3 Section 1.6 Heritage Interpretation Plan – A2I
Benchmark	Heritage values beyond those listed in government registers have been identified, considered and addressed.	Section 4 Heritage Interpretation Plan – A2I
Benchmark	Heritage has been interpreted to promote local heritage values.	Section 6.3.3 Heritage Interpretation Plan – A2I
Must Statement from v1.2 ISC Technical Manual	The interpretation of the heritage must at least include the following: 1. Details on the history of the area; 2. The location and extent of historic and cultural heritage sites; 3. Objectives of interpretation; and 4. An Interpretation Plan (or similar) to enrich an understanding of the place while providing guidance for	Section 6.3.3 Heritage Interpretation Plan – A2I Construction Environmental Management Plan, Appendix A

ISC Credit		Where addressed
	aspects of the development of the area that will build on its unique characteristics.	
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.	Section 1.2 Section 1.6 Environmental Impact Statement Heritage Interpretation Plan – A2I
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 heritage items and place in the vicinity that may be adversely impacted by proximity to the infrastructure.	Heritage Interpretation Plan – A2I
Monitoring of heritage (Her-2)		
Level 1		
Benchmark	Monitoring of heritage is undertaken at appropriate intervals during construction.	Section 7.3 Construction Environmental Management Plan, Section 7
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.	Section 6.3.10 Section 7.3
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.	Section 7.3.2 Construction Environmental Management Plan, Section 10
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).	Section 7.3.2 Appendix B, Unexpected Finds Procedure
Level 2		
Benchmark	Monitoring and modelling demonstrate maintenance of heritage values.	Section 6.3.5 Section 6.3.10 Construction Noise and Vibration Management Plan
Should Statement from v1.2 ISC Technical Manual	A suitably qualified professional or committee should oversee heritage monitoring.	Section 3.3, Table 3 Section 7.3 Construction Environmental Management Plan
Should Statement from v1.2 ISC Technical Manual	Where a heritage committee is used, it should involve client, contractor and community representatives.	Heritage Interpretation Plan – A2I

APPENDIX E

PSR and CEMF requirements

PSR and CEMF requirements are internal requirements beyond the Infrastructure Approval. These have been included for internal quality control purposes and do not form part of management plan.

TABLE E1-A: INTERNAL PSRS AND CEMF REQUIREMENTS APPLICABLE TO THIS PLAN

No.	Requirement	Where addressed
PSR Appendix C Section 6.1.3 m)	The key environmental risk areas which the Contractor shall consider in development of the Construction Environmental Management Plan include, but are not limited to: m) cultural heritage (Indigenous and non-Indigenous) including unexpected finds;	This Plan
PSR Appendix F Section 7.1	Without limiting any requirements in clause 14.2 of the Deed, the Contractor shall ensure that Indigenous Cultural Heritage and Non-Indigenous Cultural Heritage is addressed and appropriately managed throughout the performance of the Contractor's Activities.	This Plan
PSR Appendix F Section 7.1 a)	The Contractor shall undertake the Contractor's Activities in accordance with the following requirements: a) Aboriginal Cultural Heritage Management Plan (where nominated as a sub-plan of the Construction Environmental Management Plan referred to in section 6.6 of the CEMF) and any Aboriginal Cultural Heritage Management Plan required by the CoA or any other planning authorisation under the EP&A Act; and	This Plan
PSR Appendix F Section 7.1 b)	The Contractor shall undertake the Contractor's Activities in accordance with the following requirements: b) a Non-Indigenous Cultural Heritage Management Plan (where nominated as a sub-plan of the Construction Environmental Management Plan referred to in section 6.6 of the CEMF) and any Aboriginal Cultural Heritage Management Plan required by the CoA or any other planning authorisation under the EP&A Act to be prepared detailing how impacts will be managed in relation to dust deposition, vibration and settlement for places of Commonwealth, State and local cultural heritage significance as well as management of archaeological sites.	This Plan
CEMF Table 3	All personal must undergo a site induction of relevant environmental requirements, including but not limited to biodiversity, heritage and contamination unexpected find protocols	Section 7.2
CEMF Table 3	Provide a salvage and mitigation report including suitably scaled maps to 'No Go Zones' to ARTC prior to works commencing	Section 6.3.4 Section 6.3.3 MM AH-8
CEMF Table 3	Any no go flagging for heritage (indigenous and non-indigenous heritage) controls shall be implemented prior to works commencing	Section 6.3.6 MM NAH-1
CEMF Table 3	The Contractor shall have an archaeologist available at all times and be onsite during high-risk activities (i.e. ground disturbance)	An archaeologist will be available at all times and will be onsite during high-risk activities (e.g. works in a PAD). Section 6.1.1
CEMF Table 3	Implement the approved unexpected finds procedure and provide a copy of the unexpected finds procedure to ARTC prior to commencement of construction activities	Section 6.3.2 MM AH-9

No.	Requirement	Where addressed
CEMF Table 3	On-Site communication, including identification on maps of any heritage aspects, controls and mitigation in field prior to works commencing with work teams	MM NAH-03 Section 6.1.1

MARTINUS

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