APPENDIX A

Secretary's Environmental Assessment Requirements and summary of agency requirements

ILLABO TO STOCKINBINGAL ENVIRONMENTAL IMPACT STATEMENT

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Appendix A Secretary's Environmental Assessment Requirements and summary of agency requirements

A.1 Secretary's Environmental Assessment Requirements

The Secretary's Environmental Assessment Requirements (SEARs) for the proposal, and where they are addressed in this EIS, are provided in Table A-1. The SEARs relevant to the workforce accommodation camp assessment, and where they are addressed in that assessment, are provided separately in Appendix A of Appendix I.

TABLE A-1: SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)

Key issue and desired performance outcome		Requirement	EIS reference
General SEARs			
1. Environmental Impact Assessment Process	1	The Environmental Impact Statement must be prepared in accordance with Part 3 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (the Regulation).	Appendix B.2
	2	The project will impact on matters of national environmental significance (MNES) protected under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and will be assessed under an Accredited Assessment. The Proponent must assess impacts to MNES protected under the EPBC Act. The assessment must be in accordance with the requirements listed in Attachment A.	Chapter 10 and Technical Paper 1 Refer to Table A-2 for requirements in full
	3	Where the project requires approval under the EPBC Act and is being assessed under the Bilateral Agreement (pursuant to Amending Agreement No.1) the EIS must address: a consideration of any Protected Matters that may be impacted by the development where the Commonwealth Minister has determined that the project is a Controlled Action; b identification and assessment of those Protected Matters that are likely to be significantly impacted; c details of how significant impacts to Protected Matters have been avoided, mitigated and, if necessary, offset; and d consideration of, and reference to, any relevant conservation advices, recovery plans and threat abatement plans.	Technical Paper 1
	4	The onus is on the Proponent to ensure legislative requirements relevant the project are met.	Chapter 3 and Appendix B

Key issue and desired performance outcome	Requirement		EIS reference
2. Environmental Impact Statement	1	The EIS must include, but not necessarily be limited to, the following:	Summary
	a	executive summary	
	b	a description of the project, including all components and activities (including ancillary components and activities, borrow pits, construction camps and rail sidings) required to construct and operate it including: i project overview; ii site and route locations (including use of plans); iii scope of works to construct the project, including key activities, description of methodologies, working hours, indicative plant and equipment to be used; iv timing of key construction activities; v acquisition of privately owned, council and crown land; and vi connections to adjacent Inland Rail sections;	Chapters 1, 7 and 8
	c	a statement of the objective(s) of the project;	Section 1.4, Chapter 1
	d	a summary of the strategic need for the project regarding its State significance and relevant State Government policy;	Section 5.4, Chapter 5
	e	an analysis of any feasible alternatives to the project;	Chapter 6
	f	a description of feasible options within the project;	Section 6.5, Chapter 6
	g	a description of how alternatives to and options within the project were analysed to inform the selection of the preferred alternative/option. The description must contain sufficient detail to enable an understanding of why the preferred alternative to and options(s) within the project were selected;	Section 6.6, Chapter 6
	h	a general description of different construction methods that were analysed and preferred methods;	Section 8.2, Chapter 8
	a	a concise description of the general biophysical and socio-economic environment that is likely to be impacted by the project (including offsite impacts). Elements of the environment that are not likely to be affected by the project do not need to be described;	Section 2.3, Chapter 2
	i	a description of the trains that will operate under the project;	Section 7.5, Chapter 7
	j	a demonstration of how the project design has been developed to avoid or minimise likely adverse impacts;	Chapters 4 and 6
	k	the identification and assessment of key issues as provided in the Assessment of Key Issues' performance outcome;	Chapters 10 to 26
	l	a statement of the outcomes the Proponent will achieve for each key issue;	Chapters 10 to 26 and Chapter 28
	m	measures to avoid, minimise or offset impacts must be linked to the impact(s) they treat, so it is clear which measures will be applied to each impact;	Chapter 27

Key issue and desired performance outcome	Requirement		EIS reference
	n	consideration of the interactions between measures proposed to avoid or minimise impact(s), between impacts themselves and between measures and impacts	Chapters 10 to 26 Appendix G.
	o	an assessment of the relevant cumulative impacts of the project taking into account other projects that have been approved but where construction has not commenced, projects that have commenced construction, and projects that have recently been completed;	Chapter 26
	p	statutory context of the project as a whole, including: i how the project meets the provisions of the EP&A Act and EP&A Regulation; and ii a list of any approvals that must be obtained under any other Act or law before the project may lawfully be carried out;	Chapter 3 Appendix B
	q	a chapter that synthesises the environmental impact assessment and provides: i a succinct but full description of the project for which approval is sought; ii a description of any uncertainties that still exist around design, construction methodologies and/or operational methodologies and how these will be resolved in the next stages of the project; iii a compilation of the impacts of the project that have not been avoided; iv a compilation of the proposed measures associated with each impact to avoid or minimise (through design refinements or ongoing management during construction and operation) or offset these impacts; v a compilation of the outcome(s) the Proponent will achieve and how these will be monitored; vi the reasons justifying carrying out the project as proposed, having regard to the biophysical, economic and social considerations, including ecologically sustainable development and cumulative impacts; and vii relevant project plans, drawings, diagrams in an electronic format that enables integration with mapping and other technical software.	Summary Chapters 7 and 8, Chapters 10 to 28. Appendix E to H
	5	The EIS must only include data and analysis that is reasonably needed to make a decision on the project. Relevant information must be succinctly summarised in the EIS and included in full in appendices. Irrelevant, conflicting or duplicated information must be avoided.	Detailed findings are in appendices and technical papers

Key issue and desired performance outcome	Requirement		EIS reference
3. Assessment of Key Issues* Key issue impacts are assessed objectively and thoroughly to provide confidence that the project will be constructed and operated within acceptable levels of impact. *Key issues are nominated by the Proponent in the CSSI project application and by the Department in the SEARs. Key issues need to be reviewed throughout the preparation of the EIS to ensure any new key issues that emerge are captured. The key issues identified in this document are not exhaustive but are key issues common to most CSSI projects.	1	The level of assessment of likely impacts must be proportionate to the significance of, or degree of impact on, the issue, within the context of the project location and the surrounding environment. The level of assessment must be commensurate to the degree of impact and sufficient to ensure that the Department and other government agencies are able to understand and assess impacts.	Chapters 10 to 26 Technical papers
	2	For each key issue the Proponent must: a Assess the issue (including modelling as relevant), and address and undertake the requirements specified in section 2; b describe the biophysical and socio-economic environment, as far as it is relevant to that issue, including substantiated baseline data that is reflective of current guidelines where relevant; c describe the legislative and policy context, as far as it is relevant to the issue; d identify, describe and quantify (if possible) the impacts associated with the issue, including the likelihood and consequence (including worst case scenario) of the impact (comprehensive risk assessment), and the cumulative impacts (parallel and sequential) with other projects; e demonstrate how potential impacts have been avoided (through design, or construction or operation methodologies); f identify clear and quantifiable actions, outcomes and, where possible, performance criteria; g detail how likely impacts that have not been avoided through design will be minimised, and the predicted effectiveness of these measures (against performance criteria where relevant) h detail how any residual impacts will be managed or offset, and the approach and effectiveness of these measures; and i measures to monitor the avoidance, minimisation and offsetting of impacts to ensure quantified outcomes and criteria are met.	Chapters 10 to 26 Technical papers
	3	Where multiple reasonable and feasible options to avoid or minimise impacts are available, they must be identified and considered and the proposed measure justified taking into account the public interest.	Chapter 6 and Chapters 10 to 26

Key issue and desired performance outcome		Requirement	EIS reference
4. Consultation The project is developed with meaningful and effective engagement during project design and delivery.	1	The project must be informed by consultation, including with relevant local, State and Commonwealth government agencies, infrastructure and service providers, special interest groups, local Aboriginal community groups, affected landowners, businesses and the community. The consultation process must be undertaken in accordance with the current guidelines.	Chapter 4 and Appendix C
	2	The Proponent must document the consultation process and demonstrate how the project has responded to the inputs received.	Section 4.3, Chapter 4 and Appendix C
	3	The Proponent must describe the timing and type of community consultation proposed during the design and delivery of the project, the mechanisms for community feedback, the mechanisms for keeping the community informed, and procedures for complaints handling and resolution.	Section 4.4, Chapter 4 and Appendix C
	4	Where the Proponent establishes a Community Consultative Committee (CCC) for the project, the establishment and operation of the CCC must be in accordance with the Department's Community Consultative Guidelines State Significant Projects (2016). The CCC must not be the only or primary method of engagement with the community on the project.	Section 4.2, Chapter 4 and Appendix C
Key Issue SEARs			
1. Biodiversity The project design considers all feasible measures to avoid and minimise impacts on terrestrial and aquatic biodiversity. Offsets and/or supplementary measures are assured which are equivalent to any remaining impacts of project construction and operation.	1	Biodiversity impacts in accordance with s7.9 of the Biodiversity Conservation Act 2016 (BC Act), the Biodiversity Assessment Method (BAM), and be documented in a Biodiversity Development Assessment Report (BDAR).	Section 10.4 and 10.5 of Chapter 10 and Technical Paper 1
	2	The BDAR must document the application of the avoid, minimise and offset framework in accordance with the BAM.	Technical Paper 1
	3	The BDAR must include information in the form detailed in s6.12 of the BC Act, cl6.8 of the Biodiversity Conservation Regulation 2017 and the BAM.	Technical Paper 1
	4	The BDAR must be submitted with all digital spatial data associated with the survey and assessment as per Appendix 10 of the BAM.	Technical Paper 1
	5	The BDAR must be prepared by a person accredited in accordance with the Accreditation Scheme for the Application of the Biodiversity Assessment Method Order 2020 under s6.10 of the BC Act.	Technical Paper 1
	6	The BDAR must include details of the measures proposed to address offset obligations in accordance with the BAM and the EPBC Act, as follows: a the total number and classes of biodiversity credits required to be retired for the development/project; b the number of classes of like-for-like biodiversity credits proposed to be retired; c the number and classes of biodiversity credits proposed to be retired in accordance with the variation rules; d any proposal to fund a biodiversity conservation action; e any proposal to make a payment to the Biodiversity Conservation Fund.	Technical Paper 1

Key issue and desired performance outcome	Requirement		EIS reference
	7	Impacts on biodiversity values not covered by the BAM. This includes a threatened aquatic species assessment (Part 7A Fisheries Management Act 1994) to address whether there are likely to be any significant impact on listed threatened species, populations or ecological communities listed under the *Fisheries Management Act 1994* (FM Act).	Section 10.4.3 and 105.2 of Chapter 10 and Technical Papers 1 and 2
	8	Identify whether the project, or any component of the project, would be classified as a Key Threatening Process (KTP) in accordance with the listings in the BC Act, FM Act and the *Environmental Protection and the Biodiversity Conservation Act 2000 (*EPBC Act).	Section 10.6 of Chapter 10 and Technical Papers 1 and 2
2. Protected and Sensitive Lands The project is designed, constructed and operated to avoid or minimise impacts on protected and sensitive lands. The project is designed, constructed and operated to avoid or minimise future exposure to coastal hazards and processes.	1	Assess the impacts of the project on environmentally sensitive land and processes (and the impact of processes on the project) including, but not limited to: a protected areas (including land and water) managed by DPE BCD and/or DPI Fisheries under the *National Parks and Wildlife Act 1974* and the *Marine Estate Management Act 2014;* b Key Fish Habitat as mapped and defined in accordance with the FM Act; c waterfront land as defined in the *Water Management Act 2000;* d land or waters identified as Critical Habitat under the BC Act, FM Act or EPBC Act; and e biobank sites, private conservation lands and other lands identified as offsets.	Section 10.4 and 10.5 of Chapter 10 and Technical Papers 1 and 2
3. Transport and Traffic Network connectivity, safety and efficiency of the transport system in the vicinity of the project are managed to minimise impacts. The safety of transport system customers is maintained. Impacts on network capacity and the level of service are effectively managed. Works are compatible with existing infrastructure and future transport corridors.	1	Construction transport and traffic (vehicle, pedestrian and cyclists) impacts, including, but not necessarily limited to: a the likely construction access routes (including haul routes) and the scheduling of construction vehicle movements; b the indicative number, frequency and size of construction related vehicles (passenger, commercial and heavy vehicles, including spoil management movements and track machines); c construction worker parking; d the nature of existing traffic (types and number of movements) on construction access routes (including consideration of peak traffic times and sensitive road users and parking arrangements) and assessment of traffic impacts on these routes including identifying traffic management measures to mitigate any impacts; e provisions proposed to ensure safe access and egress to/from the classified road network; f the nature of any train paths (types and number of movements) and potential impact to these train paths due to additional track possession requirements; and g the need to close, divert or otherwise reconfigure elements of the road and cycle network associated with the construction of the project and the duration of these changes.	Section 11.3, 11.4 and 11.5 of Chapter 11 and Technical Paper 3

Key issue and desired performance outcome	Requirement	EIS reference
	2 Operational transport impacts of the project for both road and rail, including: a forecast travel demand and traffic volumes for the project (road and rail); b travel time analysis; c performance of key level intersections and level crossings by undertaking a level of service analysis at key locations; d wider transport interactions (local and regional roads, cycling, movement of livestock or farm vehicles, intermodal hubs, public and freight transport and the broader NSW rail network); and e identification of traffic and transport measures to mitigate any impacts. The assessment must include the modelling of the operational impact of the project.	Section 11.5 of Chapter 11 and Technical Paper 3
	3 Assess the feasibility of level crossings (existing and proposed), and justify the safety and operational impacts and/or benefits of the proposed crossing type, taking into account the NSW Government's Construction of New Level Crossings Policy.	Section 6.8 of Chapter 6
	4 In the assessment of level crossings, the EIS must: a Provide a safety assessment for each level crossing. The safety assessment is to be consistent with ALCAM, and any Interface Agreements and related Safety Management Plans; b demonstrate how the risks identified in the So Far As Is Reasonably Practicable (SFAIRP) process will be reduced in consultation with the relevant road authority and TfNSW; c assess potential short-stacking impacts; d confirm road approaches to level crossings are fit for purpose, safe and designed and constructed in accordance with Austroads Guide to Road Design; and account any rationalisation of private and public level crossings in line with the NSW Government's *Level Crossing Closure Policy.*	Section 6.8 of Chapter 6, Sections 11.3, 11.4 and 11.5 of Chapter 11 and Technical Paper 3

Key issue and desired performance outcome	Requirement	EIS reference
4. Flooding, Hydrology and Geomorphology The project minimises adverse impacts on property, public safety and the environment resulting from alteration of the water flow characteristics of watercourses and overland flowpaths. Where feasible, the project includes remedial measures to mitigate any adverse water flow impacts or flood safety risks caused by the existing rail infrastructure within the project area. Construction and operation of the project avoids or minimises the risk of, and adverse impacts from, infrastructure flooding, flooding hazards, or flooding induced by infrastructure failure.	1 Description of topographic and hydrological conditions of the site and surrounding area, including: a assessment of the existing hydrology and flooding characteristics of all watercourses within and adjacent to the project area. This includes locating and assessing flowpaths emanating from existing culverts, pipes and bridges under the rail formation, or from overtopping of the existing formation in flood events. b description of the existing and proposed topography in all areas that could be potentially affected by floodwaters. This includes the spatial location, and the horizontal and vertical dimensions of all spoil mounds c carrying out of investigations to assess the propensity for scour, erosion and geomorphological changes to occur within any watercourses or overland flowpaths affected by the project.	Chapter 12 and Technical Paper 4
	2 Design parameters and features, including: a description and justification of quantitative flood management objectives for flooding, hydrological and geomorphological changes resulting from the project. These objectives are to consider land use and include afflux, velocity, extent, duration, hazard and scour potential b description and justification of the proposed flood planning level (FPL) for the project including the annual exceedance probabilities (AEPs) of the floods which will overtop the formation and rail. When establishing the appropriate FPL, consider any impacts on adjacent infrastructure and any alteration works required to improve flood immunity of affected infrastructure. c description of the location and size of all existing and proposed pipes, culverts and bridges, and the locations and AEPs of floods that overtop the existing formation and rail. d preliminary engineering designs of the velocity dispersal velocity to avoid adverse scouring on the land downstream of the project area, adjacent to locations where pipes, culverts or bridges are proposed or where the rail formation may be overtopped e At locations along the rail route, identification of the width of land between the toe of the formation and the downstream boundary of the project area, that is available for the construction of these mitigation works. Where there is insufficient width of project land available for these works, clear identification of the extent of additional land beyond the project boundary area that may be required, including the locations where easements over land or acquisition of land may be required.	Section 12.2, Chapter 12 and Technical Paper 4
	3 Operational phase impacts of the project on flood behaviour for a full range of flood events up to and including the PMF (including consideration of the impacts of climate change and differing storm durations), including: a utilisation of 2D hydrologic and hydraulic models that are consistent with ARR and current best practice and utilise topographic and infrastructure data that is of sufficient spatial coverage and accuracy to ensure the resultant models can accurately assess existing and proposed water flow characteristics;	Section 12.5, Chapter 12 and Technical Paper 4

Key issue and desired performance outcome	Requirement	EIS reference
	b identification of allowance for blockage of all cross-drainage structures to be made in accordance with ARR; c having these models independently peer-reviewed with the review findings published in the EIS; d assessing any changes to the potential flood affectation, scouring or geomorphological changes to other properties, assets and infrastructure, over a full range of flood durations and flood frequencies against the proposed quantitative flood management objectives; e assessing changes in upstream and downstream flowpaths (location, discharges and velocities, including overland flow); f where the existing rail infrastructure has an adverse flood impact on property or people, the flood assessment must consider the extent to which the project alleviates or exacerbates these existing impacts; g assessing impacts of extreme floods up to the probable maximum flood (PMF) including consideration of flood risks to people and property resulting from failure of the formation or washouts of ballast. h assessing the consistency (or inconsistency) with the applicable Council or DPIE Water floodplain management plans. The requirements of these plans must be discussed with DPIE Water and the relevant Council; i assessing whether each component of the project is compatible with the flood hazard of the land and the hydraulic functions of flow conveyance, floodway and flood storage; j assessing impacts on farm dams, agricultural infrastructure, crops and activities associated with altered hydrology including volumetric changes in water flows; k assessing any impacts that the project may have upon existing community emergency management arrangements for flooding. These matters must be discussed with the State Emergency Service and applicable Council; and l evaluating any social and economic impacts that the project may have on the community as a consequence of changes to flooding and hydrology including dividing or fragmentation of property and changes to property management which could lead to the loss of viability.	
	4 Construction impacts of the project including: a typical construction methodology and programming that may affect flood impacts; b structures and plant located on the floodplain during construction; c land uses and infrastructure in the vicinity of the project susceptible to flood impacts that may arise during the construction phase; d acceptable impacts having regard to the nature and duration of various construction activities within the floodplain, and the probabilities of a range of flood events occurring over the duration of the construction period; and e measures to mitigate risks of construction impacts occurring.	Section 12.4, Chapter 12 and Technical Paper 4

Key issue and desired performance outcome	Requirement		EIS reference
	5	In the event that operational impacts do not comply with the nominated quantitative flood management objectives, provide measures to ensure the project's detailed design complies with the quantitative objectives. Alternatively: a demonstrate that design changes to meet objectives at a given project location are not practicable; and b describe how broad flooding objectives will still be met at a given location; and c detail procedures to ensure that the flood performance is acceptable to affected parties.	Section 12.6, Chapter 12 and Technical Paper 4
5. Water—Hydrology Long term impacts on surface water and groundwater hydrology (including drawdown, flow rates and volumes) are minimised. The environmental values of nearby, connected and affected water sources, groundwater and dependent ecological systems including estuarine and marine water (if applicable) are maintained (where values are achieved) or improved and maintained (where values are not achieved). Sustainable use of water resources.	1	Describe (and map) the existing hydrological regime for any surface and groundwater resource (including reliance by users and for ecological purposes) likely to be impacted by the project, including stream orders, as per the BAM.	Surface water—Section 12.2, Chapter 12, and Technical Paper 4 Groundwater—Section 14.2, Chapter 14 and Technical Paper 6
	2	Prepare a conceptual water balance for ground and surface water including the proposed intake and discharge locations, volume, frequency and duration, sources, security and licensing requirements.	Surface water—Section 12.2, Chapter 12, and Technical Paper 4 Groundwater—Section 14.2, Chapter 14 and Technical Paper 6
	3	Surface and groundwater hydrology impacts of the construction and operation of the project and any ancillary facilities (both built elements and discharges) on surface and groundwater hydrology in in accordance with the current guidelines, including: a natural processes within rivers, wetlands, estuaries, marine waters and floodplains that affect the health of the fluvial, riparian, estuarine or marine system and landscape health (such as modified discharge volumes, durations and velocities), aquatic connectivity and access to habitat for spawning and refuge; b impacts from any permanent and temporary interruption of groundwater flow, including the extent of drawdown, barriers to flows, implications for groundwater dependent surface flows, ecosystems and species, groundwater users and the potential for settlement; c changes to environmental water availability and flows, both regulated/licensed and unregulated/rules-based sources; d direct or indirect increases in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses; e minimising the effects of proposed stormwater and wastewater management during construction and operation on natural hydrological attributes (such as volumes, flow rates, management methods and re-use options) and on the conveyance capacity of existing stormwater systems where discharges are proposed through such systems; and f water take (direct or passive) from all surface and groundwater sources with estimates of annual volumes during construction and operation.	Surface water—Sections 12.4 and 12.5, Chapter 12, and Technical Paper 4 Groundwater—Sections 14.4 and 14.5, Chapter 14 and Technical Paper 6

Key issue and desired performance outcome	Requirement		EIS reference
	4	Identification of any requirements for baseline monitoring of hydrological attributes.	Surface water—Section 12.6 and Technical Paper 4 Groundwater—Sections 14.6 and Technical Paper 6.
6. Water—Quality The project is designed, constructed and operated to protect the NSW Water Quality Objectives over time where they are currently not being achieved, including downstream of the project to the extent of the project impact including estuarine and marine waters (if applicable).	1	Water quality impacts, including: a stating the ambient NSW Water Quality Objectives (NSW WQO) and environmental values for the receiving waters relevant to the project, including the indicators and associated trigger values or criteria for the identified environmental values; b identifying and estimating the quality and quantity of all pollutants that may be introduced into the water cycle by source and discharge point and describe the nature and degree of impact that any discharge(s) may have on the receiving environment, including consideration of all pollutants that pose a risk of non-trivial harm to human health and the environment; c identifying the rainfall event that the water quality protection measures will be designed to cope with; d the significance of any identified impacts including consideration of the relevant ambient water quality outcomes; e demonstrating how construction and operation of the project will, to the extent that the project can influence, ensure that: i where the NSW WQOs for receiving waters are currently being met they will continue to be protected; and ii where the NSW WQOs are not currently being met, activities will work toward their achievement over time; f justifying, if required, why the WQOs cannot be maintained or achieved over time; g demonstrating that all practical measures to avoid or minimise water pollution and protect human health and the environment from harm are investigated and implemented h identifying sensitive receiving environments (which may include marine waters downstream) and develop a strategy to avoid or minimise impacts on these environments; and i identifying proposed monitoring locations, monitoring frequency and indicators of surface and groundwater quality.	Sections 13.4 and 13.5 of Chapter 13 and Technical Paper 5
7. Soils The environmental values of land, including soils, subsoils and landforms, are protected. Risks arising from the disturbance and excavation of land disposal of soil are minimised, including disturbance to acid sulfate soils and site contamination.	1	Assess whether the land is likely to be contaminated and identify if remediation of the land is required, having regard to the ecological and human health risks posed by the contamination in the context of past, existing and future land uses. Where assessment and/or remediation is required, the Proponent must document how the assessment and/or remediation would be undertaken in accordance with current guidelines.	Section 20.3 of Chapter 20 and Technical Paper 14
	2	Assess whether salinity is likely to be an issue and if so, determine the presence, extent and severity of soil salinity within the project area.	Sections 20.4 and 20.5 of Chapter 20 and Technical Paper 14

Key issue and desired performance outcome	Requirement		EIS reference
	3	Assess the impacts of the project on soil salinity and how it may affect groundwater resources and hydrology.	Sections 20.4 and 20.5 of Chapter 20 and Technical Paper 14
	4	Assess the impacts on soil and land resources (including erosion risk or hazard). Particular attention must be given to soil erosion and sediment transport consistent with the practices and principles in the current guidelines.	Sections 20.4 and 20.5 of Chapter 20 and Technical Paper 14
8. Heritage The design, construction and operation of the project facilitates, to the greatest extent possible, the long-term protection, conservation and management of the heritage significance of items of environmental heritage and Aboriginal objects and places. The design, construction and operation of the project avoids or minimises impacts, to the greatest extent possible, on the heritage significance of environmental heritage and Aboriginal objects and places.	1	Direct and/or indirect impacts (including cumulative impacts) to the significance of: a Aboriginal places and objects, as defined under the *National Parks and Wildlife Act 1974* and in accordance with the principles and methods of assessment identified in the current guidelines b Aboriginal places of heritage significance, as defined in the Standard Instrument—Principal Local Environmental Plan c environmental heritage, as defined under the *Heritage Act 1977*; and d Items listed on the State, National and World Heritage lists; e heritage items, areas of cultural significance and conservation areas identified in environmental planning instruments applicable to the project area; and f heritage items in relevant Section 170 Heritage and Conservation Registers.	Sections 15.4 and 15.5 of Chapter 15 and Technical Paper 7
	2	Where impacts to heritage items are identified, the assessment must: a include a significance assessment, a statement of heritage impact for all heritage items and a historical archaeological assessment; b assess the consistency of the project against conservation policies of any relevant conservation policies of any relevant conservation management plan c consider impacts to the item of significance caused by, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, curtilage, subsidence and architectural noise treatment (as relevant) d outline measures to avoid and minimise those impacts in accordance with the current guidelines; and e be undertaken by a suitably qualified heritage consultant(s) (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria).	Sections 15.4 and 15.5 of Chapter 15 and Technical Paper 7
	3	Where archaeological investigations of Aboriginal objects are proposed these must be conducted by a suitably qualified archaeologist, in accordance with section 1.6 of the *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (DECCW 2010).	Section 15.2 of Chapter 15 and Technical Paper 7
	4	Impacts to Aboriginal objects and/or places must be assessed and documented in an Aboriginal Cultural Heritage Assessment Report (ACHAR). Consultation must be undertaken with Aboriginal people in accordance with the *Aboriginal Cultural Heritage Consultation requirements for proponents* (DECCW, 2010). The ACHAR must	Sections 15.4 and 15.5 of Chapter 15 and Technical Paper 7

Key issue and desired performance outcome	Requirement		EIS reference
		a document the outcomes of consultation with Aboriginal people and outline measures proposed to mitigate impacts. The significance of cultural heritage values for Aboriginal people who have a cultural association with the land; b identify and describe the Aboriginal cultural heritage values that exist across the whole area that will be affected by the project; c document the outcomes of the archaeological surface survey and test excavation to inform the need for targeted test excavations; d assess and document impacts on Aboriginal cultural heritage values and demonstrate attempts to avoid impacts upon cultural heritage values and identify any conservation outcomes. Where impacts are unavoidable, the ACHAR must outline measures proposed to mitigate impacts. Any objects recorded as part of the assessment must be documented and notified to the AHIMS Register; and e outline procedures to be followed if Aboriginal objects, burials or skeletal material are found at any stage of the life of the project to formulate appropriate measures to manage unforeseen impacts.	
9. Noise and Vibration Construction noise and vibration (including airborne noise, ground-borne noise and blasting) are effectively managed to minimise adverse impacts on acoustic amenity. Increases in noise emissions and vibration affecting nearby properties and other sensitive receivers during operation of the project are effectively managed to protect the amenity and well-being of the community. Increases in noise emissions and vibration affecting environmental heritage as defined in the *Heritage Act 1977* during operation of the project are effectively managed.	1	Construction and operational noise and vibration impacts in accordance with relevant NSW noise and vibration guidelines.	Section 16.6, 16.7, 16.8 amd 16.9 of Chapter 16 and Technical Papers 8, 9 and 10
	2	The assessment of construction noise and vibration must address: a the nature of construction activities and related noise characteristics; b the intensity and duration of noise (both air and ground borne) and vibration impacts. This must include consideration of construction impacts associated with ancillary facilities (and the like) and construction fatigue; c the identification and nature of receivers, existing and proposed, during the construction period; d the structural integrity and heritage significance of items (including Aboriginal places and items of environmental heritage); e the nature of the impact and the sensitivity of receivers, including but not limited to residential (permanent and short term), tourist and commercial uses, both existing and proposed, and level of impact including for out of hours works; f the need to balance timely conclusion of noise and vibration-generating works with periods of receiver respite, and other factors that may influence the timing and duration of construction activities (such as traffic management); g noise impacts of out-of-hours works (including utility works and works associated with the SSI including those undertaken under another assessment pathway), possible locations where out-of-hours works would be undertaken, the activities that would be undertaken, the estimated duration of those activities and justification for these activities in terms of the Interim Construction Noise Guideline (DECC, 2009); h sleep disturbance (including the number of noise-awakening events); i details and analysis of the predicted effectiveness of mitigation measures to adequately manage identified impacts, including impacts as identified in (h),	Sections 16.6 and 16.7, and Technical Paper 8 Appendix F and H

Key issue and desired performance outcome		Requirement	EIS reference
		j any potential residual noise and vibration impacts following application of mitigation measures; and k a description of how receiver feedback received during the preparation of the EIS has been taken into account (and would be taken into account post exhibition of the EIS) in the design of mitigation measures, including any tailored mitigation, management and communication strategies for sensitive receivers.	
	3	If blasting is required, demonstration that blast impacts can comply with the current guidelines.	Section 16.6.8 of Chapter 16 and Technical Paper 8
10. Economic, land use and agriculture The project minimises adverse economic impacts and capitalises on opportunities potentially available to affected communities. The project minimises impacts to property and business including agricultural enterprises and accommodation and achieves appropriate integration with adjoining land uses, including maintenance of appropriate access to properties and community facilities, and minimisation of displacement of existing land use activities, dwellings and infrastructure.	1	Economic impacts in accordance with the current guidelines.	Section 17.3 of Chapter 17 and Technical Paper 12
	2	Economic impacts from construction and operation on potentially affected properties, businesses, recreational users and land and water users, including property acquisitions/adjustments, access, amenity and relevant statutory rights.	Section 17.3 of Chapter 17 and Technical Paper 12
	3	Opportunities and processes to prioritise local industry participation practices to source construction goods and services, including training and employment targets within communities along or near the rail alignment.	Sections 17.6 and 17.7 of Chapter 17 and Technical Paper 11 and 12
	4	Agricultural land use impacts in accordance with the current guidelines, including: a current and potential Biophysical Strategic Agricultural Land and Class 1, 2 and 3 Agricultural land Classes, including land capability and agricultural productivity; b division or fragmentation of property and changes to property management and infrastructure connectivity, which could lead to the loss of viability; c property access and the efficient safe crossing of the rail corridor by machinery and livestock d impacts to changes in water regimes; e connectivity of property infrastructure severed by the rail corridor; and f livestock exclusion/management to minimise harm and losses.	Sections 18.4 and 18.5 and Chapter 18
	5	Biosecurity risks and management measures relating to the potential for spread of pests, diseases or weeds along the length of the project alignment, in accordance with the 'general biosecurity duty' under the Biosecurity Act 2015.	Sections 18.3, 18.4, 18.5 and 18.6 of Chapter 18 and Technical Paper 1
	6	Economic impact of temporary accommodation for construction workers on communities near the project site.	Section 17.8 of Chapter 17, Technical Papers 11 and 12 and Appendix I
	7	The temporary and permanent interface with road reserves, Crown Land and Travelling Stock Routes and the use and management of these landholdings affected by the proposal.	Sections 18.4 and 18.5 of Chapter 18
11. Social	1	Potential social impacts of the project from the points of view of the affected community/ies and other relevant stakeholders, i.e. how they expect to experience the project.	Sections 17.6 and 17.7 of Chapter 17 and Technical Paper 11

Key issue and desired performance outcome	Requirement		EIS reference
The project minimises adverse social impacts and capitalises on opportunities potentially available to affected communities.	2	How potential environmental changes in the locality may affect people's (including, but not limited to): a community; b access to accommodation and housing; c access to and use of infrastructure, services, and facilities; d culture; e health and wellbeing; surroundings; f personal and property rights; g decision-making systems; and h fears and aspirations, as relevant and considering how different groups may be disproportionately affected.	Sections 17.6 and 17.7 of Chapter 17 and Technical Paper 11
	3	Social actions and outcomes that address both negative and positive social impacts.	Sections 17.6 and 17.7 of Chapter 17 and Technical Paper 11
12. Visual Amenity The project minimises adverse impacts on the visual amenity of the built and natural environment (including public open space) and capitalises on opportunities to improve visual amenity.	1	Assess the visual impact of the project (including spoil mounds, formation, bridges, viaducts and overpasses) and any ancillary infrastructure on: a views and vistas; b streetscapes, key sites and buildings; c heritage items including Aboriginal places and environmental heritage; and d the local community.	Section 19.4 and 19.5 of Chapter 19 and Technical Paper 13
	2	Provide artist impressions and perspective drawings of the project to illustrate how the project has responded to the visual impact through urban design and landscaping.	Section 19.5 of Chapter 19 and Technical Paper 13
13. Waste All wastes generated during the construction and operation of the project are effectively stored, handled, treated, reused, recycled and/or disposed of lawfully and in a manner that protects environmental values.	1	Assess predicted waste generated from the project during construction and operation, including: a classification of the waste in accordance with the current guidelines; b estimates/details of the quantity of each classification of waste to be generated during the construction of the project, including bulk earthworks and spoil balance; c handling of waste including measures to facilitate segregation and prevent cross contamination; d management of waste including estimated location and volume of stockpiles; e waste minimisation and reuse; f lawful disposal or recycling locations for each type of waste; and g contingencies for the above, including managing unexpected waste volumes.	Section 21.3 and 21.4 of Chapter 21
	2	Assess potential environmental impacts from the excavation, handling, storage on site and transport of the waste particularly with relation to sediment/leachate control, noise and dust.	Section 21.3 of Chapter 21
14. Climate Change and Sustainability	1	Sustainability of the project in accordance with the Infrastructure Sustainability Council of Australia (ISCA) Infrastructure Sustainability Rating Tool and recommend an	Section 23.7 of Chapter 23

Key issue and desired performance outcome		Requirement	EIS reference
The project reduces the NSW Government's operating costs and ensures the effective and efficient use of resources. Conservation of natural resources is maximised. Conservation of natural resources is maximised. The project is designed, constructed and operated to be resilient to the future impacts of climate change.		appropriate target rating for the project. The Proponent must assess the risk and vulnerability of the project to climate change in accordance with the current guidelines.	
	2	Sustainability of the project against the current guidelines including targets and strategies to improve Government efficiency in use of water, energy and transport.	Section 23.7 of Chapter 23
	3	The risk and vulnerability of the project to climate change in accordance with the current guidelines	Section 22.7 of Chapter 22
	4	Climate change risks must be quantified with reference to the NSW Government's climate projections at 10km resolution (or lesser resolution if 10km projections are not available) or equivalent projection tool (such as the Climate Futures Tool from CSIRO and BoM (attenuated for project region)) and incorporate specific adaptation actions in the design.	Sections 22.6, 22.7 and 22.8, Chapter 22

A.2 Summary of EPBC Act assessment requirements (from Attachment A to the SEARs)

The EPBC Act assessment requirements for the proposal, and where they are addressed in this EIS, are provided in Table A-2. The EPBC Act assessment requirements relevant to the workforce accommodation camp assessment, and where they are addressed in that assessment, are provided separately in Appendix A of Appendix I.

TABLE A-2: SUMMARY OF EPBC ACT ASSESSMENT REQUIREMENTS (FROM ATTACHMENT A TO THE SEARS)

Key issue	Requirement		EIS reference
General Assessment Requirements	1	For each of the EPBC Act-listed species and ecological communities impacted by the proposed action, the EIS must provide: a survey results, including details of the scope, timing and methodology for studies or surveys used and how they are consistent with (or justification for divergence from) published Commonwealth guidelines and policy statements b a description of the habitat and habits (including identification and mapping of suitable breeding habitat, suitable foraging habitat, important populations and habitat critical for survival), with consideration of, and reference to, any relevant Commonwealth guidelines and policy statements including listing advice, conservation advice and recovery plans, threat abatement plans and wildlife conservation plans; and c maps displaying the above information (specific to EPBC matters) overlaid with the proposed action.	Section 10.3 of Chapter 10 and Technical Paper 1
	2	The EIS must describe the nature, geographic extent, magnitude, timing and duration of any likely direct, indirect and consequential impacts on any relevant EPBC Act-listed species and communities. It must clearly identify the location and quantify the extent of all impact areas to each relevant EPBC Act-listed species or community.	Section 10.4 and 10.5 of Chapter 10 and Technical Paper 1
	3	For each of the EPBC Act-listed species and communities that are likely to be impacted by the development, the EIS must provide information on proposed avoidance and mitigation measures to deal with the impacts of the action, and a description of the predicted effectiveness and outcomes that the avoidance and mitigation measures will achieve.	Section 10.5, Chapter 10 and Technical Paper 1
	4	The EIS must identify each EPBC Act-listed species and community likely to be significantly impacted by the proposed action. Where a significant impact is likely, the EIS must provide information on the proposed offset strategy, including discussion of the conservation benefit, how offsets will be secured, and timing of protection.	Section 10.7 of Chapter 10 and Technical Paper 1

A.3 Agency requirements

The Agency requirements for the proposal, and where they are addressed in this EIS, are provided in Table A-3. The Agency requirements relevant to the workforce accommodation camp assessment, and where they are addressed in that assessment, are provided separately in Appendix A of Appendix I.

TABLE A-3: AGENCY REQUIREMENTS

Agency		Requirement	EIS reference
Department of Planning and Environment	1	Traffic and transport assessment to include the following: a assessment in two distinct stages: construction and operational phase b inclusion of Traffic Impact Assessment (TIA) in reference to section 2 of the Guide to Traffic Generating Developments and to include: i improvements to the road network ii upgrades to rail crossings, road widening and intersection treatments iii mitigation for traffic impacts like a Traffic Management Plan.	Chapter 11 and Technical Paper 3
	2	Consideration to also include assessment of impacts including vibration impacts of construction and operation periods on nearby road related infrastructure including roads, bridges, culvers and road side furnishings.	Chapter 16 and Technical Papers 8, 9 and 10
(then) Commonwealth Department of Agriculture, Water and the Environment (now Department of Climate Change, Energy, the Environment and Water)	1	Refer to Attachment A of the SEARs as summarised in section A.2.	Chapter 10 and Technical Paper 1
Department of Industry	1	If a Crown Road is required as part of the proposal, the road is to be closed and purchased, transferred to council or acquired through the acquisition process.	Chapter 18
	2	Should there be any Crown Land within the proposal, the proponent should contact DoI Lands.	Chapter 18
Department of Primary Industries	1	Proposal minimises social and economic impacts and capitalises on opportunities potentially available to affected communities.	Chapter 17 and Technical Paper 11 and 12
	2	Proposal to minimise impacts to property and business and achieves appropriate integration with adjoining land uses, including maintenance of appropriate access to properties and community facilities, and minimisation of displacement of existing land use activities, dwellings and infrastructure.	Chapter 18
	3	Proposal assess agricultural land-use impacts in accordance with the current guidelines: a Infrastructure proposals on rural lands (DPI, 2013) b Land Use Conflict Risk Assessment (LUCRA) Guide (DPI, 2011).	Chapter 18
	4	Proposal assess impacts from construction and operation on potentially affected properties, businesses, recreational users and land and water users, including property acquisitions/adjustments, access, amenity and relevant statutory rights.	Chapters 17 and 18 and Technical Paper 11

Agency		Requirement	EIS reference
	5	Addition of SEARS to topics related to socio-economic, land use and property. Ensure that where any rural property is bisected by the proposal, appropriate access options to land on both sides of the railway line are included in the project—depending on the size of the property more than one cross over/underpass may be required to maintain best land management practices. The proposal will need to demonstrate how it will minimise interruptions to agricultural industries and what types (not commercial in confidence details) of arrangements will be put in place for affected landholders.	Chapters 17 and 18
	6	Biosecurity risk assessment/s are undertaken and biosecurity risk management plans are developed and implemented to help prevent, eliminate or minimise any biosecurity impact from the proposal. The approach would demonstrate and provide evidence to the local communities that biosecurity risks have been considered and are actively being managed.	Chapter 18 and Technical Paper 1
	7	All waterway crossing comply with NSW DPI Fisheries current fish passage requirements for waterway crossings and NSW DPI policy and guidelines for fish habitat conservation and management.	Chapter 10 and Technical Papers 1 and 2
Environment Protection Authority (EPA)	1	Air quality assessment to include the following: a identification of residential and commercial receivers potentially affected by dust emissions from the construction site; b assessment of the potential impacts on residential and commercial receivers c identification of measures and strategies to minimise dust impacts d an assessment of the impact of exhaust emissions from locomotives and other motorised equipment being operated on the project site, including locomotives idling on the network e measures to control and minimise locomotive exhaust emissions including best practice locomotive emissions performance for in-service locomotives, and measures to limit the need for locomotives to idle on the network, and to minimise the impact of exhaust emissions from idling locomotives f for locomotive operators: i switching off locomotives not required for operation ii use of software to optimise engine loading in multi locomotive trains iii installing idling management equipment (such as engine stop/start) or similar iv crew training g for network operators: i reduce delays on the networks reducing extensive wait times and idling.	Chapter 24 and Technical Paper 15
	2	Construction waste management assessment to include the following: a Reference to NSW waste Avoidance and Resource Recovery Strategy 2014-21 (EPA 2014) b Reference to *Waste Classification Guidelines – Part 1: Classification of Waste* (EPA 2014).	Chapter 21
	3	Assessment of contaminate soils to the following: a a specific requirement for construction activities to be carried out in accordance with relevant EPA guidelines made or approved under section 105 of the Contaminated Land Management Act 1997 b specific requirement for construction activities to address unexpected contaminated material finds and management strategies to address these finds c a specific requirement for Contaminated Land Management Plan.	Chapter 20 and Technical Paper 14

Agency	Requirement	EIS reference
	4 Assessment for construction noise and vibration to include the following: a identification of other noise generating activities being carried out outside the proposal, both simultaneously and concurrently with the proposal and assess the cumulative impacts on noise sensitive receivers b impact of idling locomotives on the nearby residents and other noise receivers c an assessment of construction and operational noise and vibration impacts in accordance with the NSW EPA Noise Policy for Industry (NPfI) 2017 d reference to Noise Policy for Industry (EPA, 2017).	Chapter 16 and Technical Paper 8 Appendix H
	5 Assessment of soil and water management to include the following: a identification of the potential sources and volumes of discharges to waters (such as stormwater runoff and seepage) b identification of the need for off-site discharges during construction and any associated treatment requirements c description of receiving waters, including background water quality d assessment of potential impacts on receiver waters e identification of measures and strategies to minimise/manage impacts on receiving waters.	Chapter 20 and Technical Paper 5 and 6
Office of Environment and Heritage	1 Assessment of biodiversity to include the following: a biodiversity impacts related to the proposed development are assessed in accordance with Section 7.9 of the Biodiversity Conservation Act 2016 (BC Act) using the Biodiversity Assessment Method (BAM) and documented in a Biodiversity Development Assessment Report (BDAR). BDAR must include information in the form detailed in the BC Act (s6.12) and Biodiversity Conservation Regulation 2017 (s6.8) and the BAM, unless OEH and DPE determine that the proposed development is not likely to have any significant impact on biodiversity values b BDAR must document the application of the avoid, minimise and offset framework including assessing all direct, indirect and prescribed impacts in accordance with the BAM c BDAR must include details of the measures proposed to address the offset obligation as follows: i total number and classes of biodiversity credits required to be retired for the development/project ii number and classes of like-for-like biodiversity credits proposed to be retired iii number and classes of biodiversity credits to be retired in accordance with the variation rules iv any proposal to fund a biodiversity conservation action v any proposal to make a payment to the Biodiversity Conservation Fund d BDAR must be submitted with all digital spatial data associated with the survey and assessment as per Appendix 11 of the BAM e BDAR must be prepared by a person accredited in accordance with the Accreditation Scheme for the Application of the Biodiversity Assessment Method Order 2017 under s6.10 of the BC Act.	Chapter 10 and Technical Paper 1

Agency	Requirement	EIS reference
	2 Assessment of Aboriginal heritage to include the following: a identify and describe the Aboriginal heritage values that exist across the whole area that will be affected by the proposal and document these in the Aboriginal Cultural Heritage Assessment Report (ACHAR). This may include the need for surface survey and test excavation. The identification of cultural heritage values must be conducted in accordance with the Code for Practice for Archaeological Investigations of Aboriginal Objects in NSW (OEH 2010), and be guided by the Guide to investigating, assessing and reporting on the Aboriginal Cultural Heritage in NSW (DECCW, 2011) and consultation with OEH regional branch officers b consultation with Aboriginal people must be undertaken and documented in accordance with the Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW). The significance of cultural heritage values for Aboriginal people who have a cultural association with the land must be documented in the ACHAR c impacts on Aboriginal heritage values are to be assessed and documented in the ACHAR. The ACHAR must demonstrate attempts to avoid impact upon cultural heritage values and identify any conservation outcomes. Where impacts are unavoidable, the EIS must outline measures proposed to mitigate impacts. Any objects recorded as part of the assessment must be documented and notified to OEH d include a surface survey undertaken by a qualified archaeologist in areas with potential for subsurface Aboriginal deposits. The result of the surface survey is to inform the need for targeted test excavation to better assess the integrity, extent, distribution, nature and overall significance of the archaeological record. The results of surface surveys and test excavations are to be do documented in the ACHAR e the ACHAR must outline: i procedures to be followed if Aboriginal objects are found at any stage of the life of the proposal to formulate appropriate measures to manage unforeseen impacts ii procedures to be followed in the event Aboriginal burials or skeletal material is uncovered during construction to formulate appropriate measures to manage the impacts to this material.	Chapter 15 and Technical Paper 7
	3 Assessment of Non-aboriginal heritage to include the following: a impacts to State and local heritage including conservation areas, natural heritage areas, places of Aboriginal heritage value, buildings, works, relics, gardens, landscapes, views, trees b outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures) generally consistent with the NSW Heritage Manual (1996) c be undertaken by a suitably qualified heritage consultant(s) (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Criteria for the Assessment of Excavation Directors) d include a state of heritage impact for all heritage items (including significance assessment) e consider impacts including, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, landscape and vistas, and architectural noise treatment (as relevant) f where potential archaeological impacts have been identified develop an appropriate archaeological assessment methodology, including research design, to guide physical archaeological test excavations (terrestrial and maritime as relevant) and include the results of these test excavations.	Chapter 15

Agency	Requirement	EIS reference
	4 Assessment of flooding to include the following: a map the following features as described in the Floodplain Development manual 2005 (NSW Government 2005) including: i flood prone land ii flood planning area, the area below the flood planning level iii hydraulic categorisation (floodways and flood storage areas) iv flood hazard b describe flood assessment and modelling undertaken in determining the design flood levels for events, including a minimum of the 5% Annual Exceedance Probability (AEP), 1% AEP flood levels and the probable maximum flood, or an equivalent extreme event c model the effect of the proposal (including fill) on the flood behaviour for a range of design events including 0.5% and 0.2% AEP year flood events as proxies for assessing sensitivity to an increase in rainfall intensity of flood producing rainfall events due to climate change d modelling to consider and document: i existing council flood studies in the area and examine consistency to the flood behaviour documented in these studies ii impact on existing flood behaviour for a full range of flood events including up to the probable maximum flood iii impacts of the proposal on flood behaviour resulting in detrimental changes in potential flood affection of other development or land (this may include redirection of flow, flow velocities, flood levels, hazards and hydraulic categories) iv relevant provisions of the NSW Floodplain Development Manual 2005 e assess impacts from the proposal on flood behaviour including i whether there will be detrimental increases in the potential flood affectation of other properties, assets and infrastructure ii consistency with Council Floodplain Risk Management Plans and Rural Floodplain Management Plans iii compatibility with the flood hazard of the land and hydraulic functions of low conveyance in flood ways and storage in flood storage areas of the land iv whether there will be adverse effect to beneficial inundation of the floodplain environment, on, adjacent to or downstream of the sit v whether there will be direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses vi any impacts the proposal may have upon existing community emergency management arrangements for flooding (to be discussed with the SES and Council) vii whether the proposal incorporates specific measures to mage risk to life from flood (to be discussed with the SES and Council) viii emergency management, evacuation and access, and contingency measures for the development considering the full range or flood risk—based upon the probable maximum flood or an equivalent extreme flood event (to be discussed with the SES and Council) 5 any impacts the proposal may have on the social and economic costs to the community as consequence of flooding.	Chapter 12 and Technical Paper 4

Agency		Requirement	EIS reference
Transport for NSW	1	Proposal must be informed by consultation, including with relevant government agencies (including TfNSW and Roads and Maritime Services) infrastructure service providers, special interest groups, producers, freight operators, affected landowners, business and the community. The consultation process must be undertaken in accordance with the current guidelines.	Chapter 4 and Appendix C
	2	Assess construction transport and traffic (vehicle, pedestrian, bus services, train operations and cyclists) impacts, including but not necessarily limited to: a number, frequency and size of construction related vehicles (passenger, commercial and heavy vehicles, including spoil management movements and track machines) b nature of existing traffic (types and number of movements) on construction access routes (including consideration of peak traffic times and sensitive road users and parking arrangements) and assessment of traffic impacts on these routes including identifying traffic management measures to mitigate any issues c provisions proposed to ensure safe access and egress to/from the classified road network d the nature of any train paths (types and number or movements) and potential impact to these train paths due to additional track possession requirements	Chapter 11 and Technical Paper 3
	3	Assess and model the operational transport impacts of the proposal including: a forecast travel demand and traffic volumes for the project and the surrounding road, cycle and public transport network (road and rail) b travel time analysis (road and rail) c assessment of impacts on the operation of bus services and public transport infrastructure d identification of traffic and transport measures to mitigate any impacts.	Chapter 11 and Technical Paper 3
	4	Assess the feasibility of level crossings (existing and planned) and consider: a NSW government's Construction of new level Crossings Policy which requires avoiding new level crossings wherever possible given the inherent risk attached to any level crossing, even those with modern active controls. The proponent must exhaust all other options (e.g. grade separation) prior to proposing to build a new level crossing. If it is considered that a new level crossing is still required, the proponent will need to demonstrate that they have taken these steps to consider all the possible alternatives to a new level crossing. They also need to provide information about the safety and operational impacts and/or benefits of the proposed new crossing b practice of upgrading level crossings to boom gates and warning lights adopted by the NSW Level Crossing Improvement Program (LCIP) c level crossing ALCAM assessments and site specific risk assessments. The proponent must demonstrate how they reduce risks identified So Far As is Reasonably Practicable (SFAIRP) d rationalisation of private and public level crossings in line with NSW government's Level Crossing Closures Policy e consistency with any interface Agreements and related Safety Management Plans, including draft interface Agreements and draft Safety Management Plans f operation of level crossing with regards to road and rail travel speeds, vehicle types, train lengths, train numbers, road and rail traffic volumes and sight distance.	Chapters 6 and 11 and Technical Paper 3

Agency	Requirement		EIS reference
	5	Review and inclusion of guidelines: a Construction of New Level Crossing Policy (TfNSW) b Future Transport Strategy 2056 c Draft NSW Freight and Ports Plan d Murray–Murrumbidgee Regional Transport Plan (TfNSW).	Chapters 3, 6 and 11 and Technical Paper 3
Cootamundra-Gundagai Regional Council	1	Proposal must be informed by consultation, including with relevant government agencies infrastructure service providers, special interest groups, producers, freight operators, affected landowners, business and the community. The consultation process must be undertaken in accordance with the current guidelines, and provide opportunities for local authorities to identify key stakeholders in their area.	Chapter 4 and Appendix C
	2	Proponent must describe the timing and type of community consultation proposed during the design and delivery of the project, the mechanisms for community feedback, the mechanisms for keeping the community informed, and procedures for complaints handling and resolution. This may include the provision of information to local authorities to enable responses to community enquiries.	Chapter 4 and Appendix C
	3	Proponent must identify and asses any direct and/or indirect impacts including cumulative impacts to the heritage significance of other State or locally significant heritage items.	Chapter 15
	4	The Proponent must assess construction and operational noise and vibration impacts in accordance with relevant NSW noise and vibration guidelines. The assessment must include consideration of impacts to sensitive receivers including small businesses, and include consideration of sleep disturbance and, as relevant, the characteristics of noise and vibration (for example, low frequency noise). The assessment must include options for mitigation where significance construction and/or operational noise and vibration impacts are identified.	Chapter 16 and Technical Papers 8, 9 and 10
	5	Where the rail corridor severs properties, level crossing will be provided to provide vehicular and operational access between the severed portion of properties and vehicular access to sites within the severed properties. Allowance must be made to enable the movement of stock around a property severed by the rail corridor minimising stock crossing the rail line.	Chapter 11
	6	Assessment of construction transport and traffic (vehicle, pedestrian and cyclists) impacts including consideration of remediation works necessary if construction traffic damages local roads networks or significantly brings forward maintenance requirements.	Chapter 11 and Technical Paper 3
	7	Proponent must notify the relevant water authority before commencing works which impact upon or in any other way affect or risk affecting the water supply.	Chapter 13 and Technical Paper 5

A.4 Rapid Assessment Framework

The Rapid Assessment Framework is a comprehensive set of reforms implemented by the NSW Government to ensure State Significant Infrastructure (SSI) is supported by better quality assessment, better coordination and better engagement with the community. These changes came into effect under the Environmental Planning and Assessment Amendment (Major Projects) Regulation 2021. The Rapid Assessment Framework includes a series of guidelines, in particular, the *State Significant Infrastructure Guidelines* (SSI Guidelines) (DPIE, 2021a), which proponents must consider under the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation 2021).

The Illabo to Stockinbingal (I2S) Environmental Impact Statement (EIS) was prepared prior to these reforms and the mandatory application of this guidance; however, under the superseded Environmental Planning & Assessment Regulation 2021 (EP&A Regulation), Division 4, the EIS for a SSI project must be prepared *with regard* to the SSI Guidelines.

This sub-section of the appendix demonstrates where the EIS fulfills the requirements of the Rapid Assessment Framework and, in particular, the requirements of the SSI Guidelines.

A.4.1 Undertaking engagement guidance

The following section provides a comparison of the key requirements of the (then) DPIE guideline *Undertaking Engagement Guidelines for State Significant Projects* (DPIE, 2021c) (Undertaking Engagement Guidelines), which came into effect from 1 October 2021 and applies to SSI projects. Undertaking Engagement Guidelines encourages engagement throughout the lifecycle of a project, from early planning through to delivery, and is an appendix to an overarching document—the SSI Guidelines.

Specifically, consideration is given to the extent to which the I2S EIS has met the requirements for proponents as described in chapter 3 and Appendix A of the Undertaking Engagement Guideline. These sections outline what project proponents should consider when preparing an engagement strategy and the expectations for engagement with the community and stakeholders during the preparation of the EIS.

Reference is made to Chapter 4: Engagement and Appendix C: Engagement Report (Appendix C) of this EIS that provides more specific detail on the engagement undertaken as part of this EIS.

Consistency with Chapter 3 requirements for developing an engagement strategy

The ARTC *Inland Rail Communications and Engagement Strategy* (0-0000-900-PCS-00-ST-0002, ARTC, 2018c) and the *Inland Rail Community Engagement Management Plan* (0-0000-900-PMP-00-PL-0008_0, ARTC 2021b) provide the overarching communications and engagement framework for the Inland Rail program. Table B-4 summarises how the strategy aligns with the requirements of Chapter 3 of the *Undertaking Engagement Guideline* ('key factors when developing an engagement strategy'). References to report sections and appendices in the table refer to the Consultation Report attached to this EIS in Appendix C.

TABLE B-4: CONSISTENCY WITH CHAPTER 3 REQUIREMENTS OF UNDERTAKING ENGAGEMENT GUIDELINES

3. Key factors when developing engagement strategy	Comment on consistency
3.1 Plan early	ARTC's strategy is centred on community engagement practices that are open, transparent, ongoing and equitable. The strategy was built on activities that had occurred since endorsement of the Inland Rail Implementation Group's recommendations in 2015. Alongside Inland Rail's social performance initiatives and ARTC corporate values, the engagement strategy seeks to build trust and credibility to contribute to creating and maintaining the program's social license to operate. The issues raised and the understanding gained through this period up to the point of project application, were used to inform the engagement strategy for the EIS. Information on early consultation with landowners between 2018 and 2021 can be found in Appendix C. The *ARTC Inland Rail Communications and Engagement Strategy* (ARTC, 2018c) and the *Inland Rail Community Engagement Management Plan* (ARTC, 2021b) were implemented to establish a proactive strategy that would deliver effective and meaningful engagement during development of the reference design and EIS. This enabled identification of relevant stakeholders who may have an interest in, or be affected by, the proposal (see section 4 of Appendix C), consider the level of influence participants can have on elements of the proposal (see section 3.3.1 of Appendix C) and to consider suitable engagement activities (see section 5 of Appendix C).
3.2 Engage as early as possible	As described in section 1 of Appendix C, EIS-specific engagement began at the commencement of development of the EIS and at the initial 30 per cent reference

3. Key factors when developing engagement strategy	Comment on consistency
	design. Prior to this, community engagement on route options occurred in early 2018 within the region. This included feasibility design consultation with members of the community, adjacent residents and heavy/regular users of the sites, such as nearby schools and briefings with the various councils across the route.
3.3 Ensure engagement is effective	Stakeholders were engaged with using methods that were appropriate to the target audience with the tools outlined in Section 5 of Appendix C. Activities included workshops, information sessions, meetings and briefings to reach out and provide numerous opportunities to engage with the proposal. Consistent with the level of public participation selected for the proposal per the IAP2 spectrum, stakeholders were informed, consulted, and involved in the planning and decision-making processes. A Community Consultative Committee was set up for the proposal in 2019. This disseminated detailed information on design, property and impacts to a group of stakeholders and community members. Here the information was discussed so participation with the proposal was possible as it developed. The outcomes of the engagement, as well as how it has been considered and has influenced the final reference design and EIS, is provided in section 5.2 and 5.3.
3.4 Ensure engagement is proportionate to the scale and impact of the project	Section 5 of Appendix C outlines the consultation tools and their intended purpose and is used to guide an appropriate, proportionate and relevant engagement activity. These activities were carried out in the region and main towns affected by the proposed work, where communities could be directly affected by the work.
3.5 Be innovative	As seen in Section 5, there are a variety of different consultation tools that are utilised to reach a variety of audiences, such as: the Inland Rail website; phone calls; emails; an interactive project map where comments can be pinned to the map; social media on multiple platforms; and mailing of printed information and advertisements in local media. Engagement activities have also adapted to the lockdown and social distancing requirements of the COVID-19 pandemic, with a move to online meetings where appropriate.
3.6 Be open and transparent about what can be influenced	Where possible, Inland Rail has sought to incorporate stakeholder feedback directly into the design process, as described in Section 5.3. Aspects of the proposal development and design that were negotiable or non-negotiable were detailed within the strategy. This enabled informed conversations between the stakeholders and Inland Rail. Where a particular aspect of the proposal could be influenced, engagement was carried out with the relevant stakeholders, e.g. a number of influenceable or 'negotiable' design elements were taken to impacted landowners, and design change suggestions were fed back to the design team and service providers to be progressed into the 100 per cent design (refer to Section 5.1.2).
3.7 Implement the community participation objectives	DPE expects proponents to adopt their community participation objectives when engaging on State significant projects, which are: ▸ open and inclusive ▸ easy to access ▸ relevant ▸ timely ▸ meaningful. In preparation and implementation of the engagement strategy ARTC has followed the International Association for Public Participation (IAP2) and the NSW Department of Planning, Industry and Environment—Draft Environmental Impact Assessment Guidance Series, Community and Stakeholder Engagement. This has included the Inland Rail program engagement principles as described in section 3.2, which align with the community participation objectives from the Undertaking Engagement Guidelines.

Consistency with Appendix A requirements for engagement

Appendix A of the Undertaking Engagement Guideline makes note of the expectations for engagement at each phase in the assessment process. Currently, the phases relevant to the proposal and proponent-led engagement would be from the 'scoping phase' and the 'preparing the EIS' phase. Consistency of the EIS with these requirements and, in particular, the consultation report in Appendix C, is detailed in Table B-5.

TABLE B-5: CONSISTENCY WITH THE REQUIREMENTS OF APPENDIX A OF UNDERTAKING ENGAGEMENT GUIDELINES

Phase	Expectation of the proponent	Comment	Where this has been addressed
Scoping	Identify any early engagement that has been carried out that is relevant to the project (e.g. engagement undertaken as part of a prior planning process)	Communication on the proposal commenced at the proposal announcement in 2015. From 2018, community workshops and information sessions were held, which informed the scope and the issues for consideration in the EIS.	Section 3 and 4 of Appendix C
	Identify the key stakeholders for further engagement (i.e. individuals, special interest groups, councils and government agencies with an interest in, or that are likely to be affected by, the project)	The engagement strategy was based around an understanding of the local community with an interest in the outcome of a decision on Inland Rail or that may be, affected directly or indirectly by the affected by the proposal. In addition, an extensive list of stakeholders is identified in the EIS and includes elected members of the parliament, local councils, government agencies, landowners and affected site neighbours, Special interest groups, local businesses and industry, and Traditional Owners.	Section 4 of Appendix C
	Plan how they intend to engage with the community, council and government agencies, so that the engagement is proportionate to the scale and nature of the project and the likely level of community interest in the project	Chapter 7 of the I2S Scoping Report provided an outline of the proposed consultation strategy and objectives for the proposal. This was informed by consultation and community engagement, which had occurred since the feasibility stage. Stakeholder analysis was further informed by briefings with the council executives and councillors within affected local council areas.	Section 3 and 4 of Appendix C
Preparing the EIS	Implement any engagement activities required by the SEARs (including engagement with relevant government agencies, council and the community)	A summary of the extensive engagement with community and stakeholder since the scoping report was submitted is outlined in Chapter 4: Engagement.	Chapter 4: Engagement Section 4 of Appendix C
	Inform the community about the opportunities to engage	Information has been communicated to the community and stakeholders since the proposal announcement. This has been in the form of newsletters, email, and website information as well as briefings, committees, attendance at regional shows, individual and group meetings. Various opportunities for engagement have been communicated and made available.	Section 5 of Appendix C

Phase	Expectation of the proponent	Comment	Where this has been addressed
	Explain how community feedback will be considered and documented	Community information sessions have explained how feedback will be considered in the design development. All feedback provided is recorded in a project database and considered relevant to the context it is provided. The proposal website has hosted an interactive map of the current proposal design. This tool notes that comments dropped on the map as feedback will be used by Inland Rail to better understand the key issues from a community perspective.	Communication material on Inland Rail proposal webpage. Section 5 of Appendix C
	Provide relevant information in plain English so that potential impacts and implications can be readily understood	All communication material is prepared with high standards of care, ensuring the information is timely, comprehendible, and relevant to the community. Technical information is presented in plain English with the use of graphic tools where appropriate.	Appendix C Communication material on Inland Rail proposal webpage.
	Be clear about the level of influence engagement will have by identifying what elements can be changed as a result of feedback	Where possible, Inland Rail has sought to incorporate stakeholder feedback directly into the design process, as described in section 5.3 of Appendix C. Aspects of the proposal development and design that were negotiable or non-negotiable were detailed in the strategy so that it was easy to understand and could inform conversations with stakeholders.	Section 5 of Appendix C
	Give the community the opportunity to voice their concerns or share local knowledge so that this information can be considered early on in the planning, design and assessment	Extensive feedback options have been given to enable feedback on the proposal. One example of this is the community consultative committee (CCC) set up specifically for proposal. They allow engagement throughout the proposal's progress, facilitate broader community involvement in the proposal, and act as a conduit between the proposal team and the community to provide information or address issues and concerns.	Section 4 and 5 of Appendix C
	Consider the issues raised by the community, council and relevant government agencies when making project refinements and accurately reflect how these issues have been addressed in EIS documentation	Stakeholders and community members raised various key issues during the preparation of the EIS, in meetings, briefings and information sessions, and via email and phone. The issues raised and how they have been reflected in the EIS are documented in section 4.3 of Chapter 4: Engagement.	Section 6 of Appendix C
	Keep the community, council and relevant government agencies informed with up-to-date information on the project	The approach for ongoing consultation is comprehensive to ensure information is provided on proposal progress.	Section 6 of Appendix C

A.4.2 State significant infrastructure guidance

This section presents a response to the requirements of the (then) DPIE *State significant infrastructure guidelines – preparing an environmental impact statement* (DPIE, 2021b) (DPIE SSI guideline). The guidelines came into effect on 1 October 2021, with all EIS prepared from this time required to consider the requirements. This section includes a review of the *General Requirements*, as outlined in Chapter 2 of the guideline, and a review of the requirements for the *Content of an EIS*, as outlined in Chapter 3 of the guideline, and where they have been addressed in this EIS.

These requirements are in addition to those provided in the proposal's Secretary's environmental assessment requirements issued on 30 April 2021 and to the requirements of Division 5 of Part 8 of the Environmental Planning and Assessment Regulation 2021 (NSW), which lists the information required to be included in an EIS. Refer to A.1 and A.2 for checklists demonstrating where this information has been included in this EIS.

General requirements

TABLE B-6: GENERAL REQUIREMENTS FOR THE PROJECT

Requirement	Comment on consistency
2.1 Form	
The EIS should be divided into two parts. The first part is made up of the main report. The main report clearly describes the project, summarises the findings of any community engagement and the detailed assessment of the impacts, including mitigation measures. It provides a justification and evaluation of the project as a whole, having regard to its economic, environmental and social impacts and the principles of ecological development.	The EIS follows this structure. The EIS contains the main report (which describes the proposal, summarises the findings of any community engagement and the detailed assessment of the impacts including mitigation measures) and key appendices. Technical papers are provided separately. Changes to the structure and content of chapters have been made to better align with the suggested content detailed in the guideline. There are some differences in structure, as suggested in the DPIE SSI guideline, which do not have a material impact on the required content of the EIS—specifically: ▸ strategic context is covered by Chapter 5: Strategic context and need and Chapter 2: General biophysical and cultural environment of the EIS. Despite being split across chapters, the division of content remains logical ▸ impact 'areas' or 'topics' have individual chapters and are not grouped into one chapter. This has been done to improve accessibility and navigation of the document ▸ Chapter 28: Justification of the proposal provides an overall justification and evaluation of the proposal as a whole, considering the negative and positive economic, environmental and social impacts as well as ESD. Changes to the structure and content of Chapter 27: Approach to environmental management and mitigation and Chapter 28: Justification of the proposal have been made to better align with the DPE SSI guidelines since the DPE consistency review.
The second part is made up of the appendices to the main report. This should include: ▸ a SEARs table, which identifies where each of the SEARs has been addressed in the EIS, including specialist assessment reports ▸ supporting maps or graphics that illustrate the project ▸ a statutory compliance table ▸ a community engagement table ▸ a table of the proposed mitigation measures ▸ any supporting information, including any detailed community engagement or technical reports.	The EIS contains the following appendices: ▸ a SEARs table in Appendix A ▸ maps and graphics are provided throughout the EIS to support the corresponding text in the proposal description, impact assessment and other chapters. Cross references have been provided if singular figures are referenced repeatedly. Production of a separate appendix to provide a 'mapbook' would lead to duplication ▸ a statutory compliance table in Appendix B ▸ community engagement and key issues raised in the engagement completed by ARTC is provided in Chapter 4: Engagement and Appendix C: Engagement Report (Appendix C). A review of the engagement completed to date against DPIE guidelines is provided in A.4.1. ▸ the summary of mitigation measures is provided in Chapter 27: Approach to environmental management and mitigation of the EIS instead of in a separate appendix. Presentation within the chapter is considered to be acceptable and provides the same outcome for readers (i.e. having a consolidated mitigation table) ▸ various other appendices supporting the EIS.

Requirement	Comment on consistency
In addition, the Summary of the EIS (see section 3.1) should be provided as part of the main report and be made available as a separate document so that it can be downloaded or accessed easily.	The Summary of the EIS has been revised and expanded to include additional context of the proposal (need, alternatives, engagement and additional description of the key findings of the EIS, including potential impacts). The summary will be made available as a separate electronic file in addition to the EIS as a complete electronic file when issuing this to DPE for exhibition. A summary of findings document will also be published and would support the exhibition of the EIS.
The main report should contain an accurate summary of the specialist assessment reports in the appendices and use suitable cross-referencing to reduce repetition between the two parts of the EIS. The description of the project in the specialist assessment reports should be consistent with the description of the project in the EIS.	The EIS has been prepared to be an accurate summary of the specialist reports and contains cross referencing where appropriate. The description of the proposal in the specialist reports is consistent with the EIS description. Full repetition of the proposal description has been avoided in the specialist reports with reference to the EIS instead.
2.2 Structure and length	
A recommended structure for an EIS is shown in Appendix A7. If some sections are not relevant, the proponent should adjust the structure of the EIS accordingly.	The EIS has been structured to align with the SEARs and generally approaches the requirements for the suggested 'detailed or standard assessment' through the effort made by ARTC and DPE during the 'Scoping Report' stage, conduct of environmental risk assessment and SEARs issue to elevate key or complex issues for in-depth analysis. The approach has been documented Chapter 9: Assessment approach and methodology to provide transparency to the reader and DPE regarding the choice of matters and their appropriate level of assessment. Minor changes have been made to the EIS chapter titles, where practical, to align more closely to the suggested structure in the SSI guideline.
While the length of the EIS will vary depending on the scale and nature of the matters requiring detailed assessment, the main report should be as succinct as possible. To assist in this regard, the Department has set indicative page limits for each section of the main report in Appendix A. These limits should only be used as a guide, as the primary objective is to ensure the EIS provides a justification and evaluation of the project as a whole.	The suggested page limits are guidance only. A chapter summary (overview) has been prepared for incorporation into the start of each chapter to provide a quick overview of the potential impacts, avoidance through design measures, engagement findings, key findings of the assessment and mitigation/management responses. Technical chapters have been drafted to support the more in-depth analysis provided in supporting technical papers.
2.3 Presentation	
The EIS should make it easy for people to understand what is proposed, and identify community views on the project and the likely impacts so they can make informed submissions or decisions on the project.	The EIS has been prepared by experienced practitioners and has been subject to technical reviews within WSP and ARTC (and its subject matter experts) at key stages of the EIS and technical report production. A component of this includes a critical review of the presented assessment methodology, analysis, reasoning and readability of the document.

Requirement	Comment on consistency
To ensure the EIS is prepared to a high standard, the proponent should: ▸ ensure the EIS has a clear narrative, including the development of the project and the consideration of feasible alternatives, the findings of any community engagement, the detailed assessment of its potential impacts, and the justification and evaluation of the project as a whole ▸ structure the information in the EIS in a clear and logical way, making it easy for readers to draw a clear link between the summary of the findings of the detailed assessment in the main report and the appendices of the EIS, and between these findings and the justification and evaluation of the project as a whole ▸ use objective analysis and provide reasons and evidence to support any conclusions ▸ use plain English to explain complex information simply avoid using jargon ▸ use maps, photographs, interactive digital tools, figures, graphics and tables to improve the presentation of information where possible ▸ ensure the visual presentation of material is consistent with the text presentation of the same material and that both presentations are located close to each other ▸ ensure the EIS does not contain any false or misleading information.	The EIS has been structured with consideration of the key issues and the requirements of the SEARs. The content of the EIS has been prepared to: ▸ to provide a logical narrative on the proposal, providing background on the Inland Rail program and proposal through to the proposal description, the approach to, and results of, the impact assessment of the proposal, proposed mitigation and management, and overall justification and evaluation of the proposal as a whole. Appendices are in the order they are referred to throughout the EIS. This, in turn, provides a clear and logical structure of the document ▸ succinctly summarise the key matters documented in the technical papers. These chapters have been prepared to provide a 'plain English' summary of these technical assessments. Key findings as summarised in the chapters are linked to the justification and evaluation of the proposal as a whole (including residual impacts) ▸ avoid jargon and to use plain English, with definitions provided where technical terms could not be avoided ▸ provide an objective analysis of the positive and negative impacts of the proposal. Reasoning/evidence for conclusions have been provided ▸ use maps, figures and tables where it provides benefit to the reader and to support the written content of the EIS ▸ provide cross referencing to other content within the EIS to assist the reader to navigate the EIS and to avoid duplication of content ▸ provide overviews at the start of each assessment chapter to provide a succinct summary of the key findings ▸ not contain any false or misleading content, as per the EIS declaration at the front of the report.
2.4 GIS data specifications	

The proponent must:
▸ maintain appropriate geo-referenced file formats of all the maps used in the EIS
▸ supply all relevant GIS data to the Department as polygon datasets in one of the following file formats:
  ▸ shapefile
  ▸ file geodatabase or
  ▸ MapInfo TAB
▸ use the following coordinate system details:
  ▸ Datum: GDA 1994
  ▸ Projection: GCS GDA 1994.
	Datasets have been prepared to meet these requirements.
	The specifications have been met by the current I2S figures (noting figures will be georeferenced prior to exhibition).
	A copy of the BDAR data has been supplied to DPE as shapefiles and it is using the GDA94 MGA zone 55 for the projection.

2.5 General map requirements	
Maps in the EIS must build on a standard base map for the project and include: ▸ a north arrow (for maps in plain view) ▸ a scale (or where a cross section is not to scale, an indication of the elevation of key features and vertical exaggeration) ▸ a legend clearly indicating each line type that is not labelled on the map ▸ the source data of the base map (where applicable).	All maps are prepared with these requirements met.
2.6 Accessibility and navigation	
The EIS must generally conform with the Web Content Accessibility Guidelines (WCAG) 2.0 Level AA and material relevant to creating accessible documents on the NSW Government's website.	The EIS has been prepared to conform with the WCAG requirements for accessible documents. All specifications will be met within the tagged PDF file.

Requirement	Comment on consistency
2.7 Declaration	
To ensure the EIS is prepared to a high standard, a registered environmental assessment practitioner (REAP) must provide a declaration in respect of completeness, accuracy, quality and clarity of the information in the EIS before it is submitted to the Department.	The document does not include a REAP declaration, noting that transitional provisions of the Regulations does not require a REAP declaration for the proposal (as SEARs were issued before July 2022), if the EIS is lodged before 31 December 2022. Nevertheless, it is noted that the EIS has been certified by a Technical Executive who has 29 years of environmental planning experience in NSW. The EIS declaration is provided at the start of the document and reflects the requirements of the Environmental Planning and Assessment Regulation 2021.
This declaration must be made to the effect that: ▸ the EIS has been prepared in accordance with Schedule 2 and Part 10 of the EP&A Regulation ▸ the EIS contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates ▸ the information contained in the EIS is neither false nor misleading ▸ for SSD and SSI, it contains information required to be provided under the Registered Environmental Assessment Practitioner Guidelines.	The EIS declaration at the start of EIS reflects these requirements except for the REAP specific aspects.
The information required to be provided under the Registered Environmental Assessment Practitioner Guidelines are that the EIS: ▸ addresses the SEARs for the project ▸ identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments ▸ has been prepared having regard to the Department's State Significant Infrastructure Guidelines - Preparing an Environmental Impact Statement ▸ contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development ▸ contains a consolidated description of the project in a single chapter of the EIS ▸ contains an accurate summary of the findings of any community engagement ▸ contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole. A pro forma declaration has been provided at Appendix B. A signed copy of this declaration should be included as a page within each EIS.	The EIS: ▸ has been prepared to address the SEARs of the proposal, and has been overseen by Paul Greenhalgh, a Technical Executive in environment and planning who has 29 years of planning experience (15 years of which has been preparing major state significant EISs in NSW) ▸ Chapter 3: Statutory context and Appendix B identify the statutory requirements for the proposal, and relevant consideration of other Environmental Planning Instruments. Where appropriate, the statutory requirements are addressed in Chapter 3, Appendix B or within the impact assessment chapters, and has had regard to the key elements of the DPIE SSI guidelines, despite preparation of the EIS commencing ahead of the finalisation of the SSI guidelines ▸ provides a simple and easy to understand summary of the proposal as whole in the Summary and Chapter 28: Justification of the proposal chapters ▸ provides a project description split across two chapters (Chapter 7 and Chapter 8), this has been done for readability and is split according to the operational and construction phases of the proposal ▸ provides an accurate summary of ARTC's findings of community engagement in Chapter 4: Engagement/Appendix C: Engagement Report and has provided a detailed review against the 'Undertaking Engagement Guidelines for SSI projects' (DPE, 2021c) in A.4.1 ▸ provides impact assessment chapters (Chapter 10–26) that provide an accurate summary of the technical assessments prepared for the proposal. The preparation of the EIS commenced ahead of the finalisation of the State Significant Infrastructure Guidelines by (then) Department of Planning, Industry and Environment (DPIE SSI Guidelines) (DPIE, 2021a). Nevertheless, as documented elsewhere in this document, key elements of the DPIE SSI guidelines - preparation of an EIS, have been incorporated into the EIS. A signed copy of the declaration can be found at the start of EIS.

Content of an EIS

TABLE B-7: REQUIRED CONTENT OF AN EIS

Requirement	Where this has been addressed
3.1 Summary	
The EIS must include a summary of the EIS in nontechnical language (not an executive summary as usually understood). The summary should be concise, providing a description of the findings of the EIS in a way that is easy to read and understand by the general public. The summary should aim to tell the story about what is proposed and what else was considered, what the environmental implications are of the proposal and how they will be managed. There should be a logical flow, which does not need to reflect the order of chapters in the EIS. Images and graphics should be used to help communicate the summary, avoiding jargon and acronyms. Content should be summarised accurately and objectively. It should report all the assessment's key conclusions and be consistent with the rest of the EIS. Issues should be described at an appropriate level of detail tailored to the potential for significant impacts described in the EIS.	Summary, noting this has been refined and expanded with additional detail to meet the guideline advice. A Summary of Findings document (prepared by ARTC) would also be published and would support the exhibition of the EIS.
3.2 Introduction	
This section should set the context for the detailed assessment of the project in the next sections of the EIS, and include: ▸ the proponent's details, address and ABN ▸ a simple description of the project, including: ▸ a statement of the objectives of the development ▸ maps of the site in its regional setting ▸ the background to the project, including: ▸ any relevant history ▸ key strategies that have been adopted to avoid, minimise or offset the impacts of the project ▸ a description of any related development or infrastructure that is required for the project or may be developed as a result of the project, but would be subject to a separate approval process (e.g. new or upgraded ancillary infrastructure, approvals for subsequent stages of the project).	The EIS provides: ▸ details of ARTC's headquarters and ABN in the Certification and Chapter 1: Introduction ▸ a simple description of the proposal and provides an overview figure in its regional setting in section 1.3 ▸ the objectives of Inland Rail and the proposal in section 1.4 ▸ an overview of the Inland Rail program and the proposal in section 1.2 ▸ a summary of the key strategies taken to avoid, minimise or offset the impacts of the proposal has not been provided in Chapter 1 with the intent of maintaining a succinct chapter. This information has been presented in Chapter 6: Alternatives and proposal options (specifically section 6.7.2 relating to feasibility design) and is also included as a front section in the impact assessment chapters ▸ a description of the adjoining sections of the Inland Rail program in section 1.3.5
3.3 Strategic Context	
This section must identify the key strategic context issues that are relevant to the assessment of the project. If the strategic context for the project is complex, this section should contain a simple summary of the key strategic issues and include a detailed analysis of the strategic context in the appendices of the EIS. This section should also include an analysis of feasible alternatives considered having regard to the objectives of the project, including the consequences of not carrying out the project. The analysis of alternatives should explain how the project has ended up in its current form, summarising the key alternatives that have been considered and rejected (e.g. alternative ways of achieving the objectives of the project; and alternative sites, designs, mitigation measures) and the reasons why they were rejected.	These requirements are satisfied across Chapter 5: Strategic context and need, Chapter 2: General biophysical and cultural environment and Chapter 6: Alternatives and proposal options, specifically: ▸ Chapter 5: Strategic context and need provides an overview of the proposal, Inland Rail program and need for the proposal, in the context of government policies and guidelines relevant to Inland Rail. ▸ Chapter 2: General biophysical and cultural environment provides an overview of the regional and local planning context including key features of the corridor. ▸ Chapter 6: Alternatives and proposal options provides an overview of the strategic alternatives (i.e. non-rail), alternative locations/routes and options within the proposal.

Requirement	Where this has been addressed
3.4 Project Description	
A project description, including but not limited to - ▸ project area ▸ physical layout and design, including an overview of the project in a table that captures the main elements of the project and all construction and operational mitigation measures ▸ uses and activities, including a description of any related development or infrastructure that is required for the project or may be developed as a result of the project, but would be subject to a separate approval process ▸ timing and sequencing.	This aspect of the EIS has been kept as two chapters—Chapter 7: Proposal description—operation and Chapter 8: Proposal description—construction to maintain document structure and respond to community interest in the construction methodology. Both chapters provide: ▸ a description of the proposal area, which is also depicted in figures throughout the chapter ▸ the physical layout and design of features during operation and construction to an appropriate level (throughout the chapters) ▸ overview tables at the start of each chapter of the key features/components (Section 7.1 and Section 8.1) ▸ uses and activities associated with the construction and operational phases of the proposal is provided throughout the chapters ▸ related development (in terms of other IR projects) is not described here as it does not form part of the proposal but is provided in section 1.3.5 ▸ timing and sequencing is provided in Section 7.5.1 (with respect to operations at 2026 and 2040) and Section 8.2.14 (for construction sequencing)
3.5 Statutory Context	
This section must identify the relevant statutory requirements for the project, having regard to: ▸ the EP&A Act and Regulation ▸ other relevant legislation ▸ environmental planning instruments and associated plans and guidance ▸ relevant approvals (e.g. staged infrastructure approvals).	Chapter 3: Statutory context and the supporting Appendix B: Statutory compliance includes: ▸ an overview of the approval required under the EP&A Act (Section 3.2) and a discussion on the EPBC Act (and decision that it is a controlled action) (section 3.5.1) ▸ a summary of the other NSW and Commonwealth legislation relevant to the proposal (section 3.3 and section 3.4), has been included in Appendix B in a tabular format to meet the general intent of the DPIE SSI guideline. This consideration identifies the EPIs in the proposal area ▸ the content generally identifies legislation and supporting regulations that apply to the proposal (at approval or delivery stages), with a cross references, where applicable, to where this has been considered in the EIS ▸ Section 3.7 provides a summary of the approval requirements at the conclusion of the chapter.
3.6 Community Engagement	
In this section, the proponent should describe the community engagement that was carried out during the preparation of the EIS. This description should: ▸ identify the key stakeholders for the project (e.g. councils, government agencies special interest groups and individuals who may be affected by the project) ▸ describe what actions were taken to: ▸ keep the community informed about the project ▸ obtain feedback from the community on the project ▸ engage with certain stakeholders on the detailed assessment of key matters ▸ demonstrate that this engagement was consistent with the community participation objectives in the Undertaking Engagement Guidelines for State Significant Projects and complied with the community engagement requirements in the SEARs.	Chapter 4: Engagement and Appendix C provides a summary of the key stakeholders (Section 4.1.2 of the EIS, and Chapter 4 of Appendix C), the engagement tasks completed (Section 4.2 of the EIS chapter, Chapter 5 of Appendix C) and the key matters identified through this engagement (Section 4.3 of the EIS chapter, Section C.5.2 of Appendix C). A comparison of the engagement completed to date against the DPIE guidelines is provided in A.4.1 above. Please refer to that section for a more detailed comparison.

Requirement	Where this has been addressed
3.7 Assessment and Mitigation of Impacts	
The level of assessment of likely impacts must be proportionate to the significance of, or degree of impact on, the issue, within the context of the proposal location and the surrounding environment. The level of assessment must be commensurate to the degree of impact and sufficient to ensure that the Department and other government agencies are able to understand and assess impacts.	The DPIE SSI guidelines includes a framework to identify what required a detailed or standard assessment approach. The level of assessment provided in this EIS has been informed by the Scoping Report, SEARs and completion of the environmental risk assessment (Appendix G). This mirrors the intent of the DPIE guideline approach in which key issues have been elevated to require a 'detailed assessment', and where appropriate, supported by a technical assessment report. The EIS chapters have been drafted to suit a public and agency audience, with technical reports providing a greater in-depth analysis to meet regulatory agency requirements. The content and length of each chapter has been prepared to reflect the importance or significance of the impact (and therefore level of assessment). The EIS has been structured to present the 'key issues' first, with assessments reflecting the 'standard' assessment approach following these chapters.
For each key issue, the EIS must include a summary of the results of the assessment of the potential impacts of the project undertaken in detailed studies.	The EIS has been structured to present the 'key issues' first, with assessments reflecting the 'standard' assessment approach following these chapters. Chapters 10–26 of the EIS contains a summary of the key findings at the start of each chapter to provide a quick overview of the key impacts and responses. Where appropriate, consultation feedback/outcomes have been identified. The EIS contains:
(a) a summary of the condition of the existing environment;	▸ a summary of the existing environment
(b) a summary of the key findings of the detailed technical studies in the appendices of the EIS, using suitable cross-referencing to reduce repetition between the two parts of the EIS;	▸ a summary of the key findings at the start of each chapter to provide a quick overview of the key impacts and responses. Where appropriate, consultation feedback/outcomes have been identified.
(c) description of the scale and nature of the predicted impacts, including any cumulative impacts, and whether these impacts will comply with the relevant statutory requirements, standards or performance measures;	▸ impacts are considered in terms of the potential scale and nature of the predicted impacts. Where a statutory requirement or standards apply to the impact in question, compliance (or otherwise) is identified. Where non-compliance is identified, further discussion and justification is provided.
(d) demonstrated ability to avoid, mitigate or offset the impacts of the project having regards to - ▸ mitigation measures incorporated into the design of the project (e.g. changes to the project area, project layout and design, key uses and activities carried out on site, timing), ▸ other mitigation measures that will be implemented, and ▸ any negotiated agreements or offsets proposed to address residual impacts of the project following mitigation;	▸ mitigation measures are identified in each chapter, linked to the impact/issue identified in the assessment. Each chapter also contains a discussion on the effectiveness of the mitigation measures and identifies the potential expected residual impacts following the implementation of the mitigation measures, as supported by the risk assessment. This is to meet the specific SEARs and agency requirements issued for this proposal but also relates to the requirement for demonstrating the ability to mitigate the impacts of the proposal.
(e) detailed reasons justifying any predicted exceedances of relevant standards or performance measures;	▸ Chapter 27: Approach to environmental management and mitigation provides the discussion on performance outcomes for the proposal and key uncertainties. Individual impact chapters do, nevertheless, reach conclusions in the preceding discussions, which align with the intent of the guidelines for the EIS to demonstrate consistency with performance standards/obligations, etc.

Requirement	Where this has been addressed
(f) identification of key uncertainties associated with the assessment and what action will be taken to address these uncertainties; and	▸ Chapter 27: Approach to environmental management and mitigation provides the discussion on performance outcomes for the proposal and key uncertainties. Individual impact chapters do, nevertheless, reach conclusions in the preceding discussions, which align with the intent of the guidelines for the EIS to demonstrate consistency with performance standards/obligations, etc.
(g) highlight any key linkages between the assessment of different matters or likely cumulative impacts of the project.	Where relevant, key linkages between different matters/impact areas is discussed. The cumulative impact assessment is consistent with assessment practice prior to the introduction of *Cumulative Impact Assessment Guidelines for State Significant Projects* (DPIE, 2021e) but considers potential impacts in the context of the impact 'topic' (or issue-specific CIA), spatial extent of potential impacts, and the potential for sensitive receivers to be impacted by multiple impacts and projects (e.g. a combined CIA). As such, the assessment generally meets the intent of the new impact assessment guidance issued by DPE.
3.8 Project Justification	
This section must provide a justification and evaluation of the project as a whole, having regard to: ▸ its economic, environmental and social impacts and the principles of ecologically sustainable development. ▸ the design of the project and what action has been taken to avoid or minimise the impacts of the project (e.g. objectives of the project, alternatives considered, project area, physical layout and design, uses and activities, timing, proposed mitigation measures), ▸ the consistency of the project with the strategic context (e.g. supported by Government policy, consistent with regional plans, avoids impacts on key natural and built features with significant conservation value, provides economic benefits to regional community, the corridor is suitable for the project), ▸ compliance with any relevant statutory requirements ▸ community views about the project and how they have been addressed in the design of the project or the assessment of the impacts of the project, ▸ the scale and nature of the economic, social and environmental impacts of the project, including any cumulative impacts, and ▸ any key uncertainties associated with the impact assessment and actions proposed to address these.	Changes to the structure and content of Chapter 28: Justification of the proposal have been made to better align with the DPIE SSI guidelines since the DPE consistency review, specifically: ▸ section 28.1.7 provides a summary of the statutory requirements ▸ section 28.2 provides a succinct summary of the key strategies taken to avoid/minimise impacts ▸ section 28.2.2 provides a summary of the key impacts that have not been avoided (including cumulative). These summaries provide discussion of the key impacts in that impact area, the scale and nature of these impacts, and, where relevant, compliance with statutory requirements/standards/guidelines ▸ section 28.3 provides on overall justification for the proposal, in the context of strategic need/context, the biophysical, economic and social impacts of the proposal, the residual impacts and key uncertainties of the proposal, and consideration of ESD provisions.
The EIS must include the following appendices: (a) a SEARs table, identifying the sections and subsections where the SEARs have been addressed in the EIS and in the specialist assessment reports; (b) a statutory compliance table, identifying where the relevant statutory requirements have been addressed in the EIS; (c) a community engagement table, identifying where the issues raised by the community during engagement have been addressed in the EIS; (d) a table of the proposed mitigation measures for the project (excluding any mitigation measures that are built into the physical layout and design of the project and captured in the project description); and (e) any supporting information, including any detailed technical reports prepared by specialists.	(a) Appendix A: Secretary's Environmental Assessment Requirements and summary of agency requirements (b) Appendix B: Statutory compliance provides a response to the DPIE SSI guidelines for a statutory compliance table (c) Section 4.3 of the EIS and Section C.5.2 of Appendix C provides a summary of the key issues raised in stakeholder engagement and where this has been addressed in the EIS (d) Chapter 27: Approach to environmental management and mitigation provides the consolidated mitigation measures, noting these do not include mitigation approaches that have been embedded into the proposal to date (as described in Chapter 7 and Chapter 8 of the EIS) (e) Technical papers 1–15 have been prepared to support the impact assessment, as documented in the EIS.