Department of Primary Industries

OUT17/29236

Ms Amy Porter
Transport Assessments
NSW Department of Planning and Environment
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Dear Ms Porter

Inland Rail Parkes to Narromine (SSI 7475)
Comment on the Environmental Impact Statement

I refer to your email of 14 July 2017 to the Department of Primary Industries (DPI) in respect to the above matter. Comment has been sought from relevant branches of DPI. Views were also sought from NSW Department of Industry - Lands that are now a division of the broader Department and no longer within NSW DPI.
Any further referrals to DPI can be sent by email to landuse.enquiries@dpi.nsw.gov.au.

DPI has reviewed the Environmental Impact Statement and provides the following recommendations for consideration in assessment of the proposal, with detailed comments at **Attachment A.**

Prior to project approval

- Water supply works should be confirmed to ensure an adequate water supply is available and the impacts of the proposed extraction are adequately assessed. The identification and assessment of water supply works will enable exclusion of approval requirements under the *Water Management Act 2000* where applicable.

Post project approval

- DPI supports the proposal to complete further detailed modelling of the hydrological impacts of the proposed culverts prior to construction. DPI recommends downstream erosion and channel widening be mitigated through appropriate culvert design and mitigating measures in accordance with DPI Water's Guidelines for Controlled Activities on Waterfront Land.
- Buffers between construction compounds and watercourses should be in accordance with DPI Water's Guidelines for Controlled Activities on Waterfront Land.

Recommended conditions of approval

- That a Construction Environmental Management Plan be prepared in consultation with DPI Water prior to commencing works.
- That works within waterfront land are consistent with DPI Water's Guidelines for Controlled Activities on Waterfront Land.

Yours sincerely

Mitchell Isaacs
Director, Planning Policy & Assessment Advice

DPI *appreciates your help to improve our advice to you. Please complete this three minute survey about the advice we have provided to you, here:* https://goo.gl/o8TXW

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ATTACHMENT A

Inland Rail Parkes to Narromine (SSI 7475)
DPI Water detailed comment on the Environmental Impact Statement

Water Supply

- Water demands for construction have been estimated at 75-100ML and no water demands are predicted for the operational period. The EIS has identified a number of potential water sources including Council, local mines, existing groundwater bores and dams and the Macquarie River. No confirmation however has been provided of access to these sources and the EIS acknowledges additional approvals may be required prior to using water from these sources. Additional information is required to ensure water supply security.
- Licensing may be required for water sourced from bores, dams and the Macquarie River. As the individual works have not been identified in the EIS the application of the relevant exclusion for a WMA approval under the EP&A Act has not been determined. The proponent may be required to obtain a Water Supply Work Approval for such works. This process would require further advertising and assessment which may add delays to the work schedule.
- Private dams referred to as a water source may require additional licensing depending on their current licensing status and where the water is to be used.

Groundwater

- The identification of groundwater impacts is limited to drawdown associated with extraction from bores. Excavation is stated to be limited to 1m depth hence is unlikely to intercept groundwater. The bore impact is not discussed in terms of individual bores but rather a generalised interpretation of potential impacts from bore use. As the bores to be used and demands from each bore have not been provided no assessment can be given on the acceptability of the impact or whether additional licensing or mitigation is required. This would be considered further when the proponent confirms the water supply works.
- Groundwater dependent ecosystems are not predicted to be impacted by the proposed works within the rail corridor.

Surface Water and Watercourses

- Approximately 29 construction compounds are proposed along the rail route. Buffers from riparian vegetation have been developed based on fish habitat classifications with a 50m buffer for class 2 and 3 watercourses and 10 – 50m for other classes. DPI Water's buffers specified in the Guidelines for Controlled Activities on Waterfront Land (CAA Guidelines) are recommended as a mitigating measure to address watercourse stability and to maintain riparian vegetation.
- The hydrology assessment has identified the potential for erosion downstream of the proposed culverts and the need to implement mitigating measures such as rock to address the impact. The assessment predicts an erosion risk downstream of the proposed rock protection for about 100m and the potential for maximum widening of the watercourse occurring after 5 to 10 significant floods. DPI Water has concerns with the potential for widening and recommends design and mitigating measures be adopted to prevent this from occurring. It is understood detail on specific design measures are to be identified through further detailed modelling and design prior to construction. DPI Water supports this approach and advises the works need to be consistent with the Guidelines for Controlled Activities on Waterfront Land.
- It is unclear whether additional works are required to upgrade the existing access track within the rail corridor. Where additional permanent or temporary watercourse crossings are required during construction for access roads these works will need to be consistent with the Controlled Activities Guidelines.

- The EIS proposes sediment and erosion control to be developed in accordance with the guidelines, Managing Urban Stormwater: Soils and Construction (Landcom 2004) which is supported by DPI Water.
- Flood modelling completed for the project has identified reduced flood impacts downstream of the culverts, however increases have been identified upstream of culverts in terms of both flood extent and duration for a 1 in 100 AEP flood event. OEH is addressing the flood impacts from the project and the site is not covered by a Floodplain Management Plan.

END ATTACHMENT A