

Proponent Commitments

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT



Inland Rail is a subsidiary of Australian Rail Track Corporation

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1. Proponent Commitments

This appendix sets out the Proponent commitments for the detailed design, construction works, commissioning, and operation of the New South Wales (NSW)/Queensland (QLD) Border to Gowrie (B2G) Project (the Project), as per the Terms of Reference (ToR) in Table 1-1 (summary of ToR is in Appendix A2: Terms of Reference Cross-reference table).

These proponent commitments should be read in conjunction with the Draft Outline Environmental Management Plan (EMP) presented in Chapter 24. The Draft Outline EMP was prepared for the Project to enable the identified environmental and social outcomes to be achieved for the life of the Project through the detailed design, preconstruction and early works, construction and operations. Commitments as presented in this Appendix may extend beyond the scope of the Draft Outline EMP, be more general and relate to the Inland Rail Program as a whole. The Draft Outline EMP provides the direction for the Construction Environmental Management Plan (CEMP) and Operations EMP and:

- > Describes the environmental management framework for the Project
- > Describes monitoring, reporting, auditing, review and documentation requirements
- > Includes requirements for training and awareness, community and stakeholder engagement
- Includes frameworks for discipline-specific matter.

The Draft Outline EMP includes:

- Environmental outcomes
- Performance criteria
- Mitigation measures
- Monitoring requirements
- Corrective action
- Reporting.

The Draft Outline EMP will be updated following completion of EIS process to incorporate relevant permit and approval conditions, design refinements, and detailed construction planning to inform the CEMP and Operations EMP.

TABLE 1-1 RELEVANT ENVIRONMENTAL IMPACT STATEMENT TERMS OF REFERENCE

EIS Terms of Reference requirements

7.4 Include a consolidated description of all the proponent's commitments to implement management measures (including monitoring programs). Should the project proceed, these should be able to be carried over into the approval conditions as relevant.

The Proponent commitments described in this appendix are categorised as:

- Project-wide, relevant to all or multiple stages of the Project
- > Detailed design, including ongoing activities and investigations before commencement of Project works
- Project works, including pre-construction and early works, construction, commissioning and rehabilitation activities
- > Operation of the rail corridor, including maintenance.

2. Project-wide commitments

The commitments listed in Table 2-1 will apply across the Project lifecycle, or to one or more of the detailed design, Project works (pre-construction activities, early works and construction works) or operations stages of the Project.

Matter	ID	Commitments
General	P1	Design allows for interoperability between the Australian Rail Track Corporation (ARTC) and Queensland Rail (QR) networks.
		The Proponent will continue to engage with QR and the Department of Transport and Main Roads (DTMR) about potential connections and interfaces between the two networks, along with identifying and resolving relevant operational considerations.
	P2	The Proponent, ARTC, commits to finalising the Outline Environmental Management Plan (EMP) consistent with the Draft Outline EMP, and will update it progressively and in time to inform the preparation of the EMPs necessary to support the detailed design, pre- construction activities and early works, construction works and operations stages of the Project.
Land acquisition	P3	The Proponent will continue to engage with the State of Queensland and other relevant stakeholders to acquire and protect the rail corridor and land required to facilitate the Project.
	P4	Where practicable and feasible, the Project will use existing government-owned land, and minimise acquisition of private land.
Environmental offsets	P5	Environmental offsets (through Interim Offset Property Management Plans and Offset Area Management Plans) will be provided where Project works have a quantified significant residual impact on matters of national environmental significance (MNES) or matters of State environmental significance (MSES).
Flora and fauna	P6	Detailed ecological surveys of the Project footprint will be undertaken during the detailed design development. Surveys will be conducted in accordance with the relevant survey guidelines for MNES and MSES. Data obtained from these detailed surveys will be used to refine the quantification of ecological impacts and confirm the calculation of offset requirements for the Project.
		The ecology surveys will also support secondary approvals and establish baseline conditions against which relevant outcomes of the Rehabilitation and Landscaping Management Plan and monitoring activities can be compared.
Flooding	P7	ARTC will continue to work with:
		 Landowners whose properties or infrastructure are affected by flooding throughout the detailed design and construction works stages of the Project as guided by a suitably experienced and qualified person
		 Directly impacted landowners affected by the alignment throughout the detailed design, construction works and operations stages of the Project
		 State agencies, local governments and the Expert Flood Panel throughout the detailed design, construction works and operations stages of the Project.
Groundwater	P8	ARTC will continue to engage with potentially impacted groundwater users. Where a groundwater bore is expected to be decommissioned or have access/usage impaired as a result of the Project, 'make good' measures will be agreed in consultation with the affected landowner.
	P9	Decommissioning of groundwater supply or monitoring bores will be conducted in accordance with the <i>Minimum Construction Requirements for Water Bores in Australia</i> (National Uniform Drillers Licensing Committee, 2020).
Cultural Heritage	P10	The Project will be delivered in accordance with approved Cultural Heritage Management Plans.
	P11	Archaeological investigations will be conducted by personnel qualified and experienced in Aboriginal heritage, and in consultation with the registered Aboriginal stakeholders, in accordance with the approved Cultural Heritage Management Plans.
Operational noise and vibration	P12	A program of noise and vibration monitoring will be undertaken within 12 months of commencement of Project operations. The purpose of such monitoring is to quantify the rail noise and vibration levels, to assess the Project's compliance, to assess the effectiveness of mitigation measures and to identify where further mitigation measures are required.
Economic	P13	During detailed design, Project work and the initial year of operation, the Project will work with tourism associations and local councils to develop a strategy to support local business capture indirect Project benefits, and to help mitigate both property-specific and generalised impacts on tourism values.

TABLE 2-1 PROJECT WIDE COMMITMENTS

Matter	ID	Commitments
Social Impact Management Plan	P14	 Finalise and implement the Project Social Impact Management Plan (SIMP). The SIMP includes implementation and commitments, and five management sub plans: Community and Stakeholder Engagement Sub Plan Workforce Management Sub Plan Housing and Accommodation Sub Plan Health and Community Wellbeing Sub Plan Local Business and Industry Sub Plan. The SIMP action plan commitments will be implemented and monitored consistent with the SIMP monitoring framework during the relevant stages.
Community and stakeholder engagement	P15	 The Community and Stakeholder Management Plan will be developed to guide and monitor engagement activities, in accordance with the SIMP. The Community and Stakeholder Management Plan will: Establish and maintain engagement mechanisms that build relationships between the Proponent and its stakeholders, and enable adaptive management of impacts on amenity, connectivity and community values during construction Support mitigation of impacts on amenity, community cohesion and local character through during and posterior and is part and in partnership with community and covernment
		 Enable implementation of the measures identified in the SIMP to address: Enable implementation of the measures identified in the SIMP to address: cultural landscapes, land acquisition, amenity and lifestyle, disadvantage and community cohesion, connectivity and pedestrian safety during detailed design amenity and lifestyle, connectivity and sense of place during pre-construction residential amenity, cultural landscapes, connectivity and pedestrian traffic safety, sense of place/local character during construction.

3. Detailed design stage

The commitments described in Table 3-1 will apply to the design processes undertaken during the detailed design stage, and relate to investigations, surveys, development of the CEMP and other plans identified for preparation during the detailed design stage.

TABLE 3-1 COI		TS—DETAILED DESIGN ACTIONS
Matter	ID	Commitment
General	D1	The Project will be designed to meet the environmental outcomes identified in the Draft Outline EMP, through achieving the performance criteria, by implementation of the proposed design mitigation and management measures.
	D2	The implementation of mitigation measures relevant to design will be documented to demonstrate the Project design's achievement of the relevant environmental outcomes in the Draft Outline EMP.
	D3	Ongoing consultation with services and utility providers to confirm requirements for treatment of clashes and asset protection measures and, where required, the timing of any relocation works (independent of, and separate to, the Environmental Impact Statement (EIS) (i.e. works that are not Project works).
	D4	Where native title rights and interests have not been extinguished, ARTC will seek engagement regarding the resolution of any relevant matters.
Land resources	D5	Where practicable, problematic soils associated with the Project works will be avoided or modified, treated and appropriately managed.
Surface water	D6	A field assessment of unmapped waterways will be undertaken in consultation with the Queensland Department of Agriculture and Fisheries to confirm waterway status under the <i>Fisheries Act 1994</i> (Qld), including where applicable the colour coding relative to fish passage to inform temporary and permanent work activities and approval requirements.
Surface water	D7	Project works will be designed to minimise the use of water resources and maximise the opportunities for re-use of suitable water captured from construction sites.
Flooding	D8	Relevant outcomes from the Independent International Panel of Flood Experts (Expert Flood Panel), hydraulic modelling criteria and from further consultation with stakeholders including landowners, QR, Goondiwindi Regional Council (GRC), Toowoomba Regional Council (TRC) and Queensland Government departments will inform and refine the Project design.
	D9	The assessment and management of changes in flood behaviour and flood impacts will be undertaken with respect to the Project's flood and geomorphic mitigation framework. Acceptable localised impacts will be determined during detailed design on a case-by-case basis, in consultation with stakeholders and landowners using the flood impact objectives (FIOs) as a guide (Annexure A (Section A.1.1 and Section A.1.2)).
Groundwater	D10	ARTC will continue to consult with DRDMW about groundwater resources relevant to the Project, including the water authorisation required under the existing water plans as related to the proposed Project activities, groundwater modelling and recommended mitigation and management measures.
	D11	Where an established bore is expected to be decommissioned or have access to it impaired as a result of the Project, 'make good' measures will be developed on a case-by-case basis and in consultation with the potentially affected landowner.
Operation noise and vibration	D12	Where reasonable and practicable, the established noise and vibration criteria for railway operations shall be met at sensitive receptors. The sensitive receptors include existing land uses, properties, and approved development current at the time of notification of the revised draft EIS.
	D13	Further investigations of operational noise will be undertaken to determine what reasonable and practical (or feasible) mitigation measures are required. This will also include consultation with QR and, where applicable, DTMR regarding proposed operations on the South Western Line and the Millmerran Branch Line concurrent with the Project.
	D14	Prior to finalising any required operational noise mitigation measures, the Proponent will consult with the landowners at sensitive receptors, as appropriate, regarding impacts and mitigations.
Construction noise and vibration	D15	Owners of buried pipework predicted to be affected by likely vibration impacts will be consulted as part of design development and construction planning.
Heritage	D16	Project works will be designed, located and managed to avoid or minimise impacts or disturbance of Aboriginal, historic and natural heritage items.

Matter	ID	Commitment
Traffic D17 The EIS traffic impact assessment, including road pavement impact assessment a resultant mitigation measures will be reviewed and updated where necessary to re the detailed design, construction methodology (including material handling) and fir routes. These works will be undertaken in consultation with DTMR, GRC, TRC and applicable, QR.		The EIS traffic impact assessment, including road pavement impact assessment and resultant mitigation measures will be reviewed and updated where necessary to reflect the detailed design, construction methodology (including material handling) and final haul routes. These works will be undertaken in consultation with DTMR, GRC, TRC and, where applicable, QR.
Hazard and risk	D18	The ARTC <i>Safety Policy</i> (ARTC, 2020) and the ARTC <i>Fatal & Severe Risk Program</i> (ARTC, 2017) will be implemented.
Waste and resource management	D19	Identify opportunities for beneficial reuse of spoil and other materials during detailed design and construction.
Environmental management	ImmentalD20At least two months before the commencement of Project works, the Prop to the Coordinator-General, a CEMP endorsed by the Environmental Mon will be consistent with the final Outline EMP.	
	D21	The CEMP will further develop the construction related elements of the Draft Outline EMP. The CEMP will identify the relationship/interface with other plans or strategies developed in response to measures identified in the Draft Outline EMP or other documentation required to support secondary approvals.
Construction water	D22	Requirements for construction water (volumes, quality, demand curves, access, location (relative to need), approvals requirements and timeframes) will be documented in a Construction Water Plan, developed in consultation with relevant State and local government agencies (GRC, TRC). This plan will include identification of opportunities to utilise dewatered artificial impoundments (where impacted along the alignment) and/or beneficial reuse of water from other sources for construction water purposes.
	D23	 The selection and potential use of construction water sources will adopt the following hierarchy (subject to demand and quality requirements): Public surface water storages Recycled water Permanently flowing watercourses Privately held storage Under private agreement Existing registered and licensed bores Mains water. The approach will confirm the suitability of water sources, with a focus on using existing sustainable allocated water entitlements in the first instance

4. Construction works commitments

The commitments described in Table 4-1 will apply to pre-construction activities and early works, construction and commissioning.

TABLE 4-1 COMMITMENTS—PROJECT WORKS

Matter	ID	Commitment
Environmental management	W1	Prior to commencement of relevant Construction Works, the Proponent will prepare a CEMP. The CEMP will be developed to include plans in accordance with the Draft Outline EMP as submitted to the Coordinator-General.
	W2	Construction works will be managed in accordance with the CEMP endorsed by the Environmental Monitor.
	W3	The CEMP will specify performance criteria for water use in construction to minimise the risk of adverse water quality, environmental or health impacts, and avoid the use of potable water where non-potable sources can be applied.
Construction Noise and Vibration	W4	A Construction Noise and Vibration Management Plan would be prepared and implemented as part of the CEMP. This plan will include construction working hours, and associated measures, processes and responsibilities to manage and monitor noise and vibration, and minimise the potential for impacts during construction.
Flora and fauna	W5	Fauna passage and other connectivity measures will be provided in accordance with the Wildlife Connectivity Plan with regard to the rationale and approach described in the Fauna Connectivity Strategy.
	W6	Clearing activities (i.e. MNES, MSES, or habitat for MNES or MSES) will be monitored and reported with reference to the results of pre-clearing surveys.
	W7	Monitor and report clearing activities in accordance with approval conditions.
Heritage	W8	Construction works that involve excavation, construction or other activities that may cause harm to Aboriginal cultural heritage will be undertaken in accordance with the approved Cultural Heritage Management Plans in accordance with the <i>Aboriginal Cultural Heritage Act 2003</i> (Qld).
Traffic	W9	Workforce parking will be provided within the Project footprint or otherwise managed to avoid, or minimise and mitigate, adverse impacts to the local community.
	W10	ARTC will continue consultation with relevant emergency service agencies, as appropriate, (e.g. Queensland Fire and Emergency Services, Queensland Ambulance Service and Queensland Police Service) regarding potential impacts and protocols for emergency services
	W11	Reasonable and practicable access will be maintained to properties during construction works.

5. Operations

When operational, the Project will become part of Inland Rail, within the existing ARTC national rail network, and will be subject to the laws, policies and procedures that already apply to that network (e.g. Environmental Management System and Safety Management System). The Project Operation EMP will be updated in accordance with this Draft Outline EMP to include Project-specific management measures.

ARTC will implement network-wide management requirements where identified risks require further management during the operations stage.

Where required, ARTC will also conduct operational monitoring to ensure commitments in the revised draft EIS are adequately addressed. Operational monitoring will be developed and assessed against data collected during previous stages of the Project.

6. References

Australian Rail Track Corporation. (2017). Fatal & Severe Risk Program. Available at: **artc.com.au/work/contractors/fatal-and-severe-risks-and-life-saving-behaviours/**

Australian Rail Track Corporation. (2020). *Safety Policy - COR-PO-001*. Available at: **artc.com.au/uploads/COR-PO-001.pdf**. [Accessed 2020].

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Department of Aboriginal and Torres Strait Islander Partnerships. (2005). *Aboriginal Cultural Heritage Act 2003: Cultural Heritage Management Plan Guidelines*.

Department of Transport and Main Roads. (2023). *Transport Noise Management Code of Practice: Volume 2— Construction Noise and Vibration*. Brisbane, Queensland. Available at: **Transport Noise Management Code of Practice: Volume 2 – Construction Noise and Vibration**.

National Uniform Drillers Licensing Committee. (2020). *Minimum Construction Requirements for Water Bores in Australia – Fourth Edition*. Available at: adia.com.au/wp-content/uploads/2020/09/Minimum-Construction-Requirements-Edition-4.pdf. [Accessed 2020].



Proponent Commitments

Annexure A

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT





Annexure A

A.1 Project design goals

A.1.1 Project hydraulic design criteria

The Project will adopt the criteria set out in Table A-1.

TABLE A-1 PROJECT HYDRAULIC DESIGN CRITERIA

Performance criteria	Requirement
Flood immunity	Rail line—1% Annual Exceedance Probability (AEP) flood immunity to formation level
Hydraulic analysis and design	Hydrologic and hydraulic analysis and design to be undertaken based on <i>Australian Rainfall and Runoff: A Guide to Flood Estimation</i> (Ball et al., 2019) (ARR 2019) and State and local government guidelines.
	ARR 2019 climate change guidelines are to be applied with an increase in rainfall intensity to be considered. No sea-level change considerations are required due to the location outside tidal zone.
	ARR 2019 blockage assessment guidelines are to be applied.
Scour protection of structures	All bridges and culverts should be designed to reduce the risk of scour with events up to 1% AEP event considered.
	Mitigation to be achieved through providing appropriate scour protection or energy dissipation or by changing the drainage structure design.
Structural design	1 in 2,000 AEP event to be modelled for bridge-design purposes.
Extreme events	Damage resulting from overtopping to be minimised.
Flood flow distribution	Locate structures to maintain efficient conveyance and spread of floodwaters.
Sensitivity testing	Consider climate change and blockage in accordance with ARR 2019. Understand risks posed and Project design sensitivity to climate change and blockage of structures.

A.1.2 Flood impact objectives

TABLE A-2 FLOOD IMPACT OBJECTIVES

	Objectives						
Change in peak water levels (afflux) [*]	Existing habitable ² and/or commercial and industrial buildings/premises (e.g. dwellings, schools, hospitals, shops) and sensitive infrastructure ³	Yards or gardens of residential or commercial/ industrial properties/lots (excluding habitable ² dwellings/ buildings)	Existing non- habitable structures (e.g. agricultural sheds, pump- houses)	Existing local roads currently in use Existing rail lines	State- controlled roads	Agricultural and grazing land/forest areas and other non- agricultural land	
	≤ 10 millimetres (mm) ⁴	≤ 50 mm ⁵	≤ 100 mm ^{4,6}	10 to 100 mm ⁷	10 to 20 mm ⁷	≤ 200 ⁸ mm with localised ⁹ areas up to 400 mm	
	Changes in peak water levels are to be assessed against the FIOs. Changes in peak water levels can have varying impacts on different infrastructure/land. Flood impact objectives were developed to consider the flood-sensitive receptors in the vicinity of the Project. It should be noted that in many locations the presence of existing buildings or infrastructure limits the change in peak water levels. For peak water levels assessed at any structure, the change in peak water level is measured relative to the existing floor level.						
Change in duration of	Identify changes to tin	ne of inundation by dete	ermining time of	submergence	in Existing a	nd Developed ¹⁰	
inundation ^{1,4}	Assess impacts against the following objectives for babitable floors ^{2.}						
	 Where existing flood inundation is less than 1 hour—up to 1 hour duration of inundation 						
	 Where existing flood inundation of 1 hour or more occurs—up to a 5 per cent increase in duration of inundation. 						
	For impacted roads/rail, the duration of inundation can increase by up to 10 per cent, subject to the determination of the time of submergence and consideration of impacts on accessibility/egress during flood events in consultation with the relevant authority.						
	Assess impacts against the following objectives for all other land uses:						
	Where existing flood inundation is less than 1 hour—up to 1 hour duration of inundation						
	Where existing flood inundation of 1 hour or more occurs—up to a 10 per cent increase in duration of inundation						
	The duration performance targets do not apply to newly flooded land where compliant with afflux criteria (general notes below).						
Flood flow distribution ¹	Aim to minimise changes in natural flow patterns and minimise changes to flood-flow distribution across floodplain areas. This includes the objective of maintaining drainage paths that are conveying runoff from adjoining terrain, minor watercourses, and gullies, to avoid ponding of water and/or excessive duration of inundation.						
	excessive duration of	inundation.					

Parameter		Objectives					
V	elocities ¹	Aaintain existing velocities where practical or minimise increases in velocities. Identify changes to velocities and impacts on external properties.					
		The Erosive Threshold Velocity (ETV) for natural ground surfaces should be established from a site- pecific assessment by a suitably qualified specialist, and in consideration of engineering guidelines. For sealed surfaces, this same approach could be applied, or through reference to suitable guidelines/specifications.					
		Assess against the following performance objectives:					
		Sealed surfaces (or surfaces otherwise protected against erosion):					
		 for existing velocities equal to or greater than 1 metre per second (m/s) (or the defined ETV), the increase in velocity is limited to 20 per cent 					
		 for existing velocities (or velocities associated with new flow paths) less than 1 m/s, the maximum design velocity is 1.2 m/s (or the defined ETV) 					
		Natural ground surfaces including watercourses, agricultural land, unimproved grazing land and other unsealed or unprotected areas:					
		 for existing velocities equal to or greater than 0.5 m/s (or the defined ETV), the increase in velocity is limited to 10 per cent (or within an acceptable range as determined by geomorphological assessment) 					
		 for existing velocities (or velocities associated with new flow paths) less than 0.5 m/s (or the defined ETV), the maximum design velocity is 0.5 m/s (or the defined ETV). 					
H	lazard	Assess against the following objectives:					
() d	epth	Roads/rail, urban and commercial areas, dwellings:					
р	roduct) ¹	a 10 per cent increase in velocity x depth product.					
		Other land:					
		In both cases where the velocity x depth product is below 0.15 square metres per second (m ² /s) in the Developed ⁶ Case, no percentage change performance targets apply)					
E	xtreme vent risk	Consider risks posed to neighbouring properties and emergency access/egress for events larger than he 1% AEP event to minimise unexpected or unacceptable impacts.					
n	nanagement	At sites with existing sensitive infrastructure ³ , uses involving vulnerable people and/or any critical road network that was designed to be immune to flooding in any extreme event, the objective for increase in peak water level under the 0.2% AEP (1 in 500) is 10 mm ¹¹ .					
		At existing habitable ² dwellings and/or commercial and industrial buildings/premises under the 0.05% 1 in 2000) AEP event, a maximum increase in peak water level of 250 mm applies.					
S te	ensitivity esting	Consider risks posed by climate change and blockage in accordance with ARR 2019. Indertake assessment of impacts associated with Project alignment for both scenarios.					
Tal 1 2 3	ole notes: These FIOs app lie within/travers outlined in Table Habitable floors Sensitive infrast facilities, telecor	for events up to and including the 1% AEP event and relate to land outside the rail corridor (as well as roads and level crossings th he rail corridor). Where transport corridors are shared or lie immediately adjacent to the Inland Rail corridor, relevant FIOs apply as (i.e. for existing rail, State controlled roads, local roads, etc.). clude all lawfully occupied dwellings regardless of land-use zoning. cture means infrastructure that is an essential service required to operate during emergency events, including water treatment unications substations and electrical substations.					
4 5	 Data permitting and based on a review of calibration outcomes, where negative calibration bias is identified, a suitable tolerance (commensurate the bias) will be added to the design flood levels to assess afflux and duration acceptability against the nominated flood impact objective thresho This FIO reduces to ≤20 mm for developed lots that are less than 1,000 square metres (m²) in area. 						
7	the structure.	I packing facility). This could influence the application of one of the other FIOs, which may be more suited to the specific usage of					
1	changes (>10 m flood-sensitive lo	e undertaken with the relevant asset owner based on the application of the appropriate FIOs. This consultation will present all across the road or rail network to identify specific roads or sections of rail that require local and/or route specific considerations. Ir ations this may entail a lower afflux threshold being adopted.					
8 9	Where the Project alignment crosses the Condamine River and Lockyer Creek floodplains, this objective reduces to 100 mm (with localised ⁹ areas u to 200 mm), in light of the combination of floodplain sensitivity, inundation duration, and land use (intensive horticulture). 'Localised' is defined as the lesser of <1.0 hectare (ha) or 5 per cent of an individual lot.						
10 11	The 0.2% AEP (1 in 2000 AEP e	o implies fully constructed/operational rail line and associated works. n 500) event is only required to be assessed where adherence to the flood impact objective cannot be inferred from the 1% AEP a int results.					
Ge	neral notes: Justification mus	be provided in the selection of a governing flood impact objective where two or more competing FIO may apply – in the absence of					
•	such justification ETV means the	ne most limiting of the applicable FIO shall apply. locity at which water movement has the potential to create scour or erosion. For natural surfaces, the erosive threshold of the regretative conditions shall be established from an assessment by a suitably qualified specialist. In the absence of such assessment					
•	being undertake The effects of a	an ETV of 0.5 m/s shall be assumed. increased lateral spread of floodwaters (i.e. associated with permissible afflux) beyond 1 ha or 5 per cent of the affected lot area					
•	The term 'Road'	lates to the operational road surface.					
•	Within the rail corridor erosion protection measures will be installed (as required). This is with a view to managing the risk of scour propagating beyond the rail corridor boundary.						

Consultation will be undertaken using the full suite of flood impact information (including afflux, velocity, duration and hazard). In locations where the afflux or velocity flood impact objectives are exceeded, the change in flood hazard will be communicated to the landowner with respect to the combined flood hazard classifications as defined in ARR 2019 and the velocity x depth product.