

Vegetation Planting Guideline

VicTrack Property guideline

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1. Purpose

The Vegetation Planting Guideline (Guideline) has been prepared to outline the requirements when planning vegetation planting works on VicTrack land.

It is designed to guide project managers, tenants, community groups, contractors, licence holders or other third parties on requirements for planting vegetation on VicTrack land and is intended to support, but not replace, specialist advice on vegetation projects or rail operator requirements.

2. Context

VicTrack is one of the largest landholders in Victoria, as the owner of the state's transport-related land, infrastructure and assets that has been held by the state from the late 1800s. VicTrack property includes active rail corridors, suspended and dismantled lines, leased land to third parties and vacant land (see Section 2.1. for more information). This land may have significant biodiversity value with recorded threatened species or communities.

Vegetation planting works are important in the context of integration with the local landscape, management of weed incursion, stabilisation of the soil and maintenance of biodiversity values. Badly planned vegetation planting works can be expensive and hazardous within a working rail environment and therefore strategies need to be developed in the context of current land use, safety, future maintenance implications and biodiversity value.

VicTrack is a partner in Landcare's Grassroots Program and funds an extensive program that protects and restores native grasslands in and around railway corridors. VicTrack also supports agreements with Keep Victoria Beautiful Stationeers groups to vegetate station precincts. Additionally, VicTrack leases land for beautification that allows community groups and local councils to improve the amenity and ecology of local areas and drive positive social and environmental change. Revegetation in these areas is primarily guided by biodiversity and amenity values.

This document details the key issues to be considered during the planning phase to meet VicTrack's objectives for managing VicTrack land. This document addresses the following areas:

- Description of key zones within the rail corridor and key issues affecting the planning, implementation, and ultimate success of vegetation planting works
- Outline of the steps involved in project management of vegetation planting works
- Supporting technical information about revegetation techniques

The guideline provides preliminary advice for works within the active rail corridor, however, works that are within areas leased or managed by a rail operator, the relevant rail operator must provide the appropriate approval for the planting works and all rail operator requirements must be followed.

Landscaping techniques (e.g. transplanting, grassing and turf establishment, irrigation) and the ongoing maintenance of existing rail vegetation are not covered in this Guideline.

2.1. Land uses on VicTrack land

Only a small portion of the land VicTrack owns is under VicTrack's direct control, with the majority of the land either leased:

- indirectly to rail network managers and rail operators (e.g. franchisee lessees); or
- directly to non-rail occupiers (third party lessees / licensees).

The three main rail operators in Victoria are Metro Train Melbourne (MTM), V/Line and the Australian Rail Track Corporation (ARTC). Assets maintained by the network managers include the rail reserve and, as such, network managers are responsible for maintaining all land within their lease area.

Properties leased to third party lessees are typically leased directly to the tenants through VicTrack or VicTrack’s property agent.

VicTrack is responsible for maintaining vacant land (i.e. land not leased), and VicTrack operational land.

3. Definitions

Common terms, abbreviations and their definitions used throughout this document are outlined in **Table 1** below.

Table 1. Terms, Abbreviations and Definitions.

Term	Abbreviation	Definition
Australian Rail Track Corporation	ARTC	Rail Transport Operator responsible for interstate infrastructure
Authority		A Commonwealth, State or local organisation that has the power to make political and administrative decisions
Biodiversity		<ul style="list-style-type: none"> Rare, vulnerable, threatened species or communities, or habitat for significant fauna listed under the Flora and Fauna Guarantee Act or Environment Protection Conservation Act; and/or Native vegetation that are plants that are indigenous to Victoria, including trees, shrubs, herbs and grasses that are considered as a patch or a scattered tree as defined in the <i>Guidelines for the removal, destruction or lopping of native vegetation</i> (DELWP, 2017)
Danger Zone		All space 3m horizontally from the nearest rail and any distance above or below this 3m, unless a safe place exists or can be created
Department of Energy, Environment and Climate Action	DEECA	A State department that is responsible for protecting and preserving Victoria’s native landscape
Ecological Vegetation Class	EVC	A type of native vegetation classification that is described through a combination of its floristics, life form and ecological characteristics, and through an inferred fidelity to particular environment attributes. Each EVC includes a collection of floristic communities (i.e. lower level in the classification that is based solely on groups in the same species) that occur across a biogeographic range, and although differing in species, have similar habitat and ecological processes operating.
Environment Services Group	ESG	VicTrack’s team that ensures environmental issues are adequately managed.
Metro Trains Melbourne	MTM	Rail Transport Operator responsible for metropolitan passenger infrastructure and passenger service
Rail Corridor		<p>Means railway land.</p> <p>Everywhere within 15m of the outermost rails or</p> <ul style="list-style-type: none"> - within the boundary fence where boundary fences are provided and are closer than 15 metres, or - if the property boundary is less than 15 metres, the property boundary, or - where a permanent barrier such as a fence, wall, embankment or level crossing separates the operational rail corridor from non-operational land.
Rail Infrastructure Managers		Rail Infrastructure Managers are responsible for managing the rail and related infrastructure

Term	Abbreviation	Definition
Rail Reserve		Land used for provision of Rail Operations and may include areas outside the Rail Corridor
Rail Transport Operator		A party accredited by the Office of the National Rail Safety Regulator to operate in the State of Victoria and may be one of V/Line, MTM Yarra Trams, a Tourist and Heritage railway operator, ARTC or other
Revegetation		Replanting to either stabilise the soil of disturbed land following soil and vegetation disturbance, or to increase the biodiversity and/or amenity value of existing vegetation. The requirement to revegetate may be an approval condition, a requirement under the lease/licence agreement, the desire to improve biodiversity value, enhance screening for amenity purposes or be driven by the need to reduce the risk of soil erosion or weed incursion.
V/Line		Rail Transport Operator responsible for regional infrastructure and passenger service

4. Vegetation Planting Design Requirements

The design for any vegetation planting must be primarily driven by consideration of the key constraints and a review of the risks that need to be addressed, as well as location (i.e., is the site in an operational and non-operational area, and proximity to the rail).

4.1. Constraints, risks and objectives

The following objectives must be met for any vegetation planting works on VicTrack land:

- Meet rail safety requirements – mature vegetation should not obstruct line of sight; obscure railway signals or signage; have potential to foul the railway track; undermine the integrity of track structure; or increase bush fire risk
- Protect existing rail infrastructure – mature vegetation, including roots, should not interfere with rail infrastructure such as track foundation, overhead power lines, signal boxes or underground cables including VicTrack telecommunication infrastructure
- Protect existing non-rail assets - mature vegetation, including roots, should not interfere with over or underground services or buildings. Vegetation should not diminish lighting or obscure the view of CCTV
- Minimise maintenance requirements – species chosen should have minimal maintenance requirements and reduce the risk of weed incursion or soil erosion along the rail corridor
- Where possible, protect and enhance existing biodiversity values – in areas where biodiversity values are known, vegetation planting should be designed in such a manner that existing biodiversity values are retained and protected
- Reduce impacts on adjoining properties – a vegetation planting plan will need to account for adjacent property uses and utilise buffers where appropriate
- Appropriate plant selection for the land – it is preferable to use native vegetation where possible as native species have biodiversity benefits, a lower fuel load, are more drought tolerant and are usually better suited to the local conditions. Plant selection must not include edible produce unless in either raised garden beds with clean imported soil or the applicant has obtained soil sampling data from the land to determine the land is suitable for that purpose

Each objective, risks, along with how that risk must be considered during the planning stages, are described in Table 2.

Table 2. Design objectives and risks

Design Objective	Risk	Risk Description	Consideration of risk during design
Meet rail safety requirements	Obstruction line of sight	Vegetation that is of sufficient height and mass can obscure signals and obstruct a driver's view of high risk areas i.e. road level crossings, and at curves	Planting needs to consider the possible implications by assessing the mature height and width of proposed vegetation. See Section 4.2.1 for further information. Vegetation should not be planted around level crossings.
	Vegetation fouling track	The potential for trees or branches to foul the track presents a major hazard to rail operations.	If trees or shrubs are proposed, these must be of sufficient distance from the track so that mature specimens will not pose a hazard. The distance away from the track at least the mature height of the tree/species. See Section 4.2.1 for further information
	Vegetation fouling power or communication lines	Vegetation growth can present a hazard to power or communication lines within the rail corridor causing line failure or presenting a fire risk.	A sufficient clearance envelope needs to be maintained in line with power company guidance and relevant legislation e.g., the Electricity Safety (Electric Line Clearance) Regulations 2020, and in accordance with rail operator requirements (e.g. Metro Trains <i>Electric Line Clearance Plan</i> , <i>VicTrack Network Protection Plan TS-SP 015</i>)
	Bush fire risk	VicTrack has obligations under the <i>Country Fire Authority (CFA) Act 1958</i> to prevent the occurrence and spread of fires on any land vested in it or under its control and management. Excessive vegetation	Consideration should be given to the use of native species which have a lower fuel load than exotic species. The planting strategy should consider the continuity of vegetative fuel i.e., a grass fire spreading into a shrub layer and into trees, creating an elevated fire. This 'ladder'

Design Objective	Risk	Risk Description	Consideration of risk during design
		growth contributing to fuel load and bush fire risk is a risk.	effect can be avoided by not planting a shrub layer.
Protect existing rail infrastructure	Damage to underground rail utilities from tree roots	The roots of some trees and shrubs can damage underground services resulting in the requirement for additional maintenance/access to repair damage.	<p>Damage to underground infrastructure by plant roots will need to be considered during species selection. Trees and shrubs known to have large and expansive root width and depth must not be planted in areas of known underground services.</p> <p>A Before You Dig Australia (BYDA) and a VicTrack telecommunications request via external.property@victrack.com.au should be lodged prior to work to help inform species selection as well as inform planting procedures. On-site service location/proving should be undertaken as required.</p> <p>If any works are proposed within 5m of a VicTrack telecommunication's asset, a VicTrack permit to work is required (applications can be made via VicTrack's website).</p>
	Drainage impacts affecting the formation	Growth at the toe of the ballast can reduce track drainage, which can soften the formation and lead to track defects and increased maintenance	No planting of vegetation within the exclusion zone.
	Damage to overhead powerlines	Vegetation growth can present a hazard to overhead services presenting a fire risk	A sufficient clearance envelope needs to be maintained in line with the rail operator guidance (e.g. Metro Trains <i>Electric Line Clearance Plan</i>) and relevant legislation e.g., the Electricity Safety (Electric Line Clearance) Regulations 2020.

Design Objective	Risk	Risk Description	Consideration of risk during design
Protect existing non-rail infrastructure	Damage to underground utilities from tree roots	The roots of some trees and shrubs can damage underground services resulting in damage to interfacing rail infrastructure or the requirement for additional maintenance/access to repair damage.	<p>Proximity to and damage to underground infrastructure by plant roots must be considered during species selection.</p> <p>Plants known to have large and expansive root width and depth / taproots that grow deep into the ground in search of moisture and nutrients must not be planted in areas of known underground services.</p> <p>A Before You Dig Australia (BYDA) and a VicTrack telecommunications request via external.property@victrack.com.au should be lodged prior to work to help inform species selection as well as inform planting procedures. On-site service location should be undertaken as required.</p> <p>All utility clearances and requirements must be adhered to.</p>
	Damage to assets, buildings	Roots can damage foundations of buildings and assets, resulting in structural issues or requirement for repairs	Proximity to and damage to assets must be considered. Plants known to have large and expansive root width and depth must not be planted near buildings.
Minimise maintenance requirements	Vegetation restricting access	Vegetation growth blocking access tracks or access to infrastructure such as signal boxes	<p>Access tracks and rail infrastructure such as signal boxes and VicTrack Telecommunication pits and fibre Joints need to be kept free of vegetation to allow access.</p> <p>Species selection needs to consider growth rates and ease of maintenance for these purposes.</p>

Design Objective	Risk	Risk Description	Consideration of risk during design
	Maintenance schedule and costs	Excessive vegetation growth could increase the requirement for maintenance and associated costs	Choose species that have minimal maintenance requirements
Protect existing biodiversity values	Unsuitable revegetation resulting in impacts to remnant habitats	Use of unsuitable species, such as known weeds, in a planting scheme that result in impacts to remnant native vegetation.	<p>It is recommended that the site is assessed for existing biodiversity values, or any known biodiversity information be requested from the rail operator/VicTrack, Council, local DEECA office and/or local Landcare groups, where relevant.</p> <p>Planting should exclude all known environmental weeds or nuisance species. Consideration should be given to using native or indigenous species that would not impact the quality or extent of remnant vegetation.</p>
	Removal of native vegetation may trigger permit and regulatory approvals	<p>If revegetation works result in a requirement to remove native vegetation, a permit may be required.</p> <p>An exemption for removal of planted native vegetation (not including species listed under the Flora and Fauna Guarantee Act or Environment Protection and Biodiversity Conservation Act) for aesthetic or amenity purposes applies unless public funding was provided to assist in planting or managing the native vegetation and the terms of the funding did not anticipate removal or harvesting of the vegetation. An exemption also applies for regrowth which is less than 10 years old which has naturally established on land</p>	Significant biodiversity removal must be avoided. Where required, it must be completed to the minimum extent necessary and comply with statutory obligations. VicTrack approval is also required.

Design Objective	Risk	Risk Description	Consideration of risk during design
		<p>lawfully cleared of naturally established native vegetation.</p> <p>VicTrack and some rail operators have access to a native vegetation removal exemption under 52.17 of the Planning and Environment Act under specific circumstances.</p>	
<p>Reduce impacts on adjoining properties</p>	<p>Unsuitable revegetation impacting adjoining properties</p>	<p>Planting needs to consider risk of vegetation spreading into adjacent property boundaries.</p> <p>Failed revegetation may result in increased weed incursion which may impact adjoining properties.</p>	<p>Consider adjacent land use and risk of spread of species.</p> <p>Consider height and width of species.</p> <p>Consider use of buffer zones to restrict species spread.</p>
<p>Appropriate plant selection for the land</p>	<p>Possible land contamination</p>	<p>Railway land may contain contaminants that present a possible human health risk for consumption of edible produce e.g., vegetable plants and fruit trees.</p>	<p>It is not preferable to grow edible produce on railway land.</p> <p>If proposed, edible produce must be either:</p> <ul style="list-style-type: none"> • Grown in raised garden beds (planter boxes) with clean imported soil that is suitable for growing produce with either <ul style="list-style-type: none"> – a minimum depth of 500mm; or – lined with an impenetrable barrier layer (plastic, concrete or equivalent) before being filled with clean imported soil. • If planted in site soils, engage an environmental consultant to undertake a Soil Assessment of the land, and demonstrate the land is suitable for cultivation purposes. The scope must be agreed to by VicTrack prior to proceeding.

Design Objective	Risk	Risk Description	Consideration of risk during design
	Unsuitable species requiring additional maintenance	It is preferable to use native vegetation on VicTrack land as native species have biodiversity benefits, a lower fuel load, are more drought tolerant and are usually better suited to the local conditions.	<ul style="list-style-type: none"> Not planted directly over the VicTrack Telecommunication Cable network. <p>VicTrack may provide approval to grow edible produce directly in the soils if appropriate testing can be undertaken by the applicant to confirm the soils are not impacted.</p> <p>See Section 7.2 for details on controls when handling soil that has the potential to be contaminated.</p> <p>Selection of suitable species should be guided by the relevant Ecological Vegetation Classes (EVC) for the locality. See Section 5 for further information on species selection.</p>

In addition to the above, design of a vegetation planting or revegetation plan also needs to take several factors into account, including location within the rail corridor or proximity to an active rail corridor.

4.2. Location

It must be determined if a site is within operational or non-operational land. If you are unsure, contact VicTrack for guidance, or refer to RailMap.

4.2.1. Operational rail land

For the purposes of these Guidelines, operational rail land is defined as land leased to public transport operators (Rail Infrastructure Managers) for public transport, freight transport or tourist and heritage railway purposes. These Guidelines do not override rail operator requirements, permits or approvals, and are intended to support rail operator requirements.

One of the key factors in determining species lists and types will be location within the rail corridor. To guide selection of species, the rail corridor has been divided into four separate vegetation zones, each with specific revegetation requirements.

The rail corridor is usually defined as everywhere within 15m of the outermost rail unless a boundary fence, barrier, property boundary or other permanent structure such as a fence, wall or level crossing separates the active corridor from non-operational land.

For the purposes of these Guidelines, vegetation zones have been developed using similar industry practice. Figure 1 outlines zones that apply to vegetation works within the rail corridor.

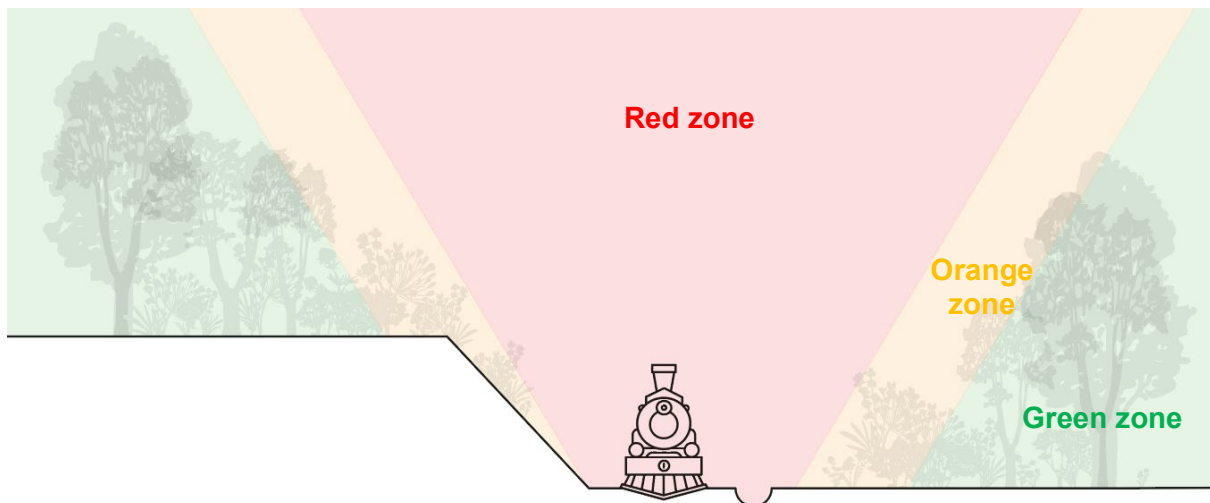


Figure 1. Vegetation management zones in the railway corridor

Revegetation within operational rail land will be heavily constrained and related to risks outlined further in Table 3.

Table 3. Rail Corridor Vegetation Zones

Zone	Definition	Minimum requirements
Red Zone	Operational rail areas, including danger zone (3 m from the rail) and surrounding maintenance envelope. As a minimum, 3-6 metres (in any direction) from the nearest rail infrastructure, subject to agreement from the rail operator. This zone applies to access tracks within the rail corridor, including fire breaks. This zone applies to areas under overhead power lines or communication lines	No revegetation or vegetation planting is to be undertaken.
Orange Zone	Between 5 and 15 meters from the nearest rail infrastructure	Only suitable species to be planted. Vegetation species must not exceed 3 metres high and 3 metres wide when mature, unless agreed with the relevant rail operator.
Green zone	Over 15 metres from the infrastructure	Vegetation species must not exceed 9 metres high and 9 meters wide when mature

4.2.2. Non-operational rail land

Vacant land or land leased to third parties

Plantings on these types of property are not as constrained as those within the rail corridor and will be driven by existing conditions, with the aim of maintaining and where possible enhancing biodiversity, as well as proximity to any adjacent operational land with consideration of distance to a rail line and the minimum requirements in Table 2.

VicTrack operational land

VicTrack's preference for VicTrack operational land is for native low maintenance groundcovers or grasses.

4.3. Existing Biodiversity

Vegetation planting works must consider existing biodiversity values and not impact existing remnant native vegetation. Where significant biodiversity is known to be present, the plan must demonstrate how the vegetation planting will enhance existing biodiversity values.

Information used to inform the presence of existing biodiversity values may come from:

- A biodiversity report completed for the site
- Previous biodiversity or environmental reports completed for the area held by VicTrack, rail operator or tenant
- Consultation with the rail network manager/VicTrack, your local Council, DEECA, relevant environmental organisation (e.g., LandCare) or ecologist
- Information on previous native vegetation (i.e. ecological vegetation class) that would previously have occurred via NatureKit online mapping tool (environment.vic.gov.au/biodiversity/naturekit).

5. Plant Species Selection

Plants must be selected based on all requirements and considerations outlined in Section 4, as well as consideration of the following:

- preferably indigenous to the local area or native to Australia
- must not be declared or non-declared weed species
- preferably require minimal ongoing maintenance
- preferably have low water requirements
- preferably benefit local wildlife through the provision of pollen, nectar, fruit, seed or dense cover
- preferably should not be deciduous where they may have a likelihood of dropping significant leaf litter that may fall or blow onto the tracks
- avoid deciduous plants near station precincts, footpaths and access roads
- must meet the local or state heritage requirements to use certain types of plants or species, if required.

It is preferable to use native vegetation for any revegetation project on VicTrack land as native species have biodiversity benefits, a lower fuel load, are more drought tolerant and are usually better suited to the local conditions.

Selection of suitable native species should be guided by the relevant Ecological Vegetation Classes (EVC) for the locality. The EVC is the standard unit for classifying vegetation types in Victoria and list the types of lifeforms (e.g. canopy tree, medium shrub) that can be expected to be present in each EVC benchmark description. Details on EVCs can be assessed through the DEECA website or via NatureLink (environment.vic.gov.au/biodiversity/naturekit). VicVeg Online (vicveg.net.au/vvHome) is a website that provides a species list for each EVC as well as information in regard to revegetation suitability and planting techniques.

Where possible Nursery Industry Accreditation Scheme Australia (NIASA) accredited nursery should be used to source plant species. Native species nurseries are heavily reliant on seasonal seed availability so adequate lead time (up to a year) should be allowed to ensure that time is available to collect seed material and/or propagate material. All seed and tube stock should be weed and disease free, healthy and appropriately hardened off prior to planting.

Where enhancing existing biodiversity values that are present on VicTrack and/or surrounding land is a key design objective, external stakeholders and experts may need to provide advice on the design and ongoing management of the site being enhanced. This will depend on the significance of the value/s being enhanced and the level of effort proposed.

While vegetation planting within an operational rail corridor needs to be primarily guided by safety, there can be opportunities on non-operational land to create a landscape that can add biodiversity value and preserve areas of existing value by maintaining connectivity and green corridors.

5.1. Consultation with Aboriginal stakeholders

For large scale vegetation plantings, it is recommended that consultation be undertaken with relevant Aboriginal stakeholder representatives to encourage sharing of Aboriginal knowledge and demonstrate culturally appropriate practices for vegetation management.

Aboriginal stakeholder representatives include Registered Aboriginal Parties, recognised community representatives and knowledge holders who are acknowledged by Traditional Owners and are individuals and/or groups who speak to and for Country.

6. How to make an application to plant vegetation on VicTrack land

An application for planting or revegetation works must be made to either:

- VicTrack, where the land is vacant or leased for non-operational rail purposes; or
- Relevant rail operator for works proposed on operational rail land.

Applications to the rail operator must follow the relevant rail operator application process.

Applications to VicTrack can be made by:

- Contacting your leasing agent (for leased land)
- Contacting your project manager (for VicTrack contractors) or
- Making an application on VicTrack's website victrack.com.au
- Contacting VicTrack property at 03 9619 8889, or customer.service@victrack.com.au

Applications must include a plan which addresses the following as a minimum:

- Contact details
- Funding source of the planting
- A site plan showing the location of the proposed plantings, including marked up distances to the nearest operational railway line, where relevant
- Plant type (e.g., tree, grass, shrub etc.), origin (native or exotic) and a list of plant species with the expected estimate of mature width and height of plants proposed
- A written explanation and confirmation on how each of the objectives outlined in Section 4 have been addressed, with consideration of the design constraints outlined in this Guideline
- Details on any vegetation already present, where known
- Details on if any removal of vegetation already present is proposed (this will be subject to approval from the relevant authority and VicTrack)
- If including edible produce, details of raised garden beds and/or soil quality information (see Section 2 for more details)
- Proposed timing
- Any future maintenance or monitoring requirements, and responsible party to complete actions

Planting must not commence until VicTrack/Rail Infrastructure Manager has issued written approval of the application.

7. Implementation

Upon obtaining written approval of the planting proposal, the following sections outline the minimum considerations for implementation of the works.

7.1. Services Checks

Ensure works will not impact on services in the area by undertaking a Before You Dig search (<https://www.byda.com.au>) and obtain VicTrack telecommunication plans via VicTrack's External Plant by sending an email to external.property@victrack.com.au.

7.2. Access

Access to the land will need to follow the access permit procedures of the Rail Infrastructure Manager, tenant and/or VicTrack. Works cannot commence until appropriate access approval has been obtained.

Work within 5m of Telecommunication Assets must obtain a VicTrack Permit To Work from VicTrack via the VicTrack website.

All works must comply with any utility and services requirements.

7.3. Soil handling

Railway land has the potential to be contaminated. Accordingly, when handling soil or disturbing soil, an applicant must comply with any provided Environmental Management Plan (EMP). This may include VicTrack's PR-GL 005 *Environmental Management Plan, Guidelines on the management of VicTrack land when occupied for Sensitive Uses*, that provides a framework of protocols and procedures to minimise the risk to site users by potential contamination during any soil disturbance works.

In general, when handling soil on rail land you should:

- Wear gloves
- Maintain good hygiene (no eating, drinking or smoking when handling soil, prior to eating, drinking or smoking, hands and exposed skin should be washed thoroughly with soap and water)
- If any suspected asbestos or unusual odours or staining to soil are identified during site works, stop work and notify the relevant rail operator or VicTrack immediately.

If surplus soils are generated from the works, they must be either removed and disposed of to a lawful place in accordance with regulations, or reused, subject to VicTrack approval, in accordance with VicTrack's PR-GL 004 *Soil Reuse Guideline*.

7.4. Ground preparation

The ground must be prepared prior to planting to remove invasive weeds species and ensure the soil is fit for planting. The preparation of the site will depend largely on the existing ground cover, site conditions and the species being planted. As a general rule, site preparation usually involves weed elimination, subsequent soil conditioning and follow-up watering to promote initial root development. Mulch may be required. VicTrack contractors must adhere to VicTrack's VT-PL 012 *Weed and Pest Management Plan*.

7.5. Imported soil

Any soil introduced to railway land must be purchased from a reputable landscape supplier who must provide evidence that the material is free of contaminants and classified as clean fill material in accordance with EPA guidelines.

7.6. Suspected cultural heritage

If any suspected Aboriginal or cultural heritage items or places are uncovered, stop work and notify the relevant authority and VicTrack/the relevant rail operator. Further guidance can be found in VicTrack's PR-GL 006 *Cultural Heritage Contingency Plan*.

7.7. Record keeping

All native vegetation planting works on VicTrack must be registered and a copy of the register issued to VicTrack, as per Appendix 1. A copy can be issued to ESGroup@victrack.com.au.

8. Maintenance and monitoring

Follow up watering and weed management is recommended for viability of the planting. Plant health monitoring is useful to determine the success of the planting, the health of the plants, weed infestations or threats, and identify any required follow up actions.

The type of follow up maintenance and /or monitoring is subject to the type of planting and the species.

The responsibility for any future maintenance or monitoring must be documented and agreed to with the relevant parties.

9. Reference documents

This guideline should be read and applied in conjunction with the following documents:

Document ID	Document Title
VT-SP 192	Corporate Biodiversity Management Plan
PR-GL 006	Cultural Heritage Contingency Plan
PR-GL 005	Environmental Management Plan, Guidelines on the management of VicTrack land, when occupied for Sensitive Uses
PR-GL 004	Soil Reuse Guidelines
VT-PL 012	Weed and Pest Animal Management Plan

10. Document review and approval

Delegation	Name	Position	Version	Date
Owner	Narelle Simmons	Group Manager Environment	1.0	19 August 2024
Reviewers	Kate Kraft	Planning Manager	1.0	6 Oct 2023
	Joe De Luca	Infrastructure Manager	1.0	19 August 2024
	Alan Barclay	Group Manager Health & Safety	1.0	19 July 2023

Delegation	Name	Position	Version	Date
	Narelle Simmons	Group Manager Environment	1.0	3 July 2023
Approver	Andrew Santana	Executive General Manager Property	1.0	27 August 2024

11. Document history

Version	Amendment description	Author	Date
Draft	Draft	Madelyn Nunn	3 July 2023
Version 1.0	Address reviewer comments	Madelyn Nunn	19 August 2024

12. Review period

This guideline will be reviewed at least every two (2) years by the Document Owner, or amended as appropriate.

The content of this document is uncontrolled when printed. The current version of this document is available on The Loop.

