STAGING REPORT

A2I | Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER:

6-0052-210-PES-00-RP-0001

Document Control

DOCUMENT TITLE:	Staging Report		
DOCUMENT OWNER:	Chris Standing - Environment, Approvals and Sustainability Manager		
PREPARED BY:	Alison Kriegel	**TITLE:**	Environmental Approvals Lead – A2I
SIGNATURE:		**DATE:**	24 February 2025
REVIEWED BY:	Adrian Broger	**TITLE:**	Environmental Approvals Support – A2I
SIGNATURE:		**DATE:**	24 February 2025

Approved by

NAME	TITLE	SIGNATURE	DATE

Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
A	22 July 2024	First issue for client and ER review	22 July 2024
B	1 September 2024	Second issue for client and ER review	1 September 2024
0	17 October 2024	Third issue for client and ER review	17 October 2024
1	14 November 2024	For ER endorsement	14 November 2024
2	18 November	For ER endorsement	18 November 2024
3	4 February 2025	To address DPHI comments	4 February 2025
4	24 February 2025	To update Stage A ancillary facilities	24 February 2025

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

GLOSSARY

TERM	DEFINITION
AA	The Acoustics Advisor for the CSSI approved by the Planning Secretary.
Ancillary facility	A temporary facility for construction of the CSSI including an office and amenities compound, construction compound, material crushing and screening plant, materials storage compound, maintenance workshop, testing laboratory, a fixed material stockpile area and car parking facilities. Minor ancillary facilities are considered lunch sheds, office sheds and portable toilet facilities or similar.
ARTC	Australian Rail Track Corporation
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
Consultation	To provide information and actively engage with and obtain and consider feedback from stakeholders during development of post approval documents. How the feedback has been considered and whether any changes have been made in response to this feedback is then documented and communicated back to stakeholders. Consultation should not be limited to one-way notification about the project. This definition must be used to inform the Communication Strategy required under Condition B1.
CSSI	The Critical State Significant Infrastructure, as described in Schedule 1, the carrying out of which is approved under the terms of this approval
DCCEEW	NSW Department of Climate Change, Energy, the Environment and Water
DCCEEW (Cth)	Commonwealth Department of Climate Change, Energy, the Environment and Water
Department	NSW Department of Planning, Housing and Infrastructure
DCCEEW Water Group	Water Group of the NSW Department of Climate Change, Energy, the Environment and Water
EIS	The Environmental Impact Statement referred to in Condition A1, submitted to the Planning Secretary seeking approval to carry out the development described in it, and including any additional information provided by the Proponent in support of the application for approval of the project.
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence under the POEO Act
ER	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings

TERM	DEFINITION
Heavy Vehicle	Has the same meaning as in the Heavy Vehicle National Law (NSW)
Heritage item	A place, building, work, relic, archaeological site, tree, movable object or precinct of heritage significance, that is listed under one or more of the following registers: the State Heritage Register under the Heritage Act 1977 (NSW), a state agency heritage and conservation register under section 170 of the Heritage Act 1977 (NSW), a Local Environmental Plan under the EP&A Act, the World, National or Commonwealth Heritage lists under the Environment Protection and Biodiversity Conservation Act 1999 (Cth), and an "Aboriginal object" or "Aboriginal place" as defined in section 5 of the National Parks and Wildlife Act 1974 (NSW).
Heritage NSW	Heritage NSW, NSW Department of Climate Change, Energy, the Environment and Water
ICNG	Interim Construction Noise Guideline (DECC, 2009)
Idling of locomotives	A stationary locomotive with engines running or operating.
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.
IR	Inland Rail
LALC	Local Aboriginal Land Council
Local road	Any road that is not defined as a classified road under the *Roads Act 1993*
Low Impact Work	Includes: (a) survey work including carrying out general alignment survey, installing survey controls (including installation of global positioning systems (GPS)), installing repeater stations, carrying out surveys of existing and future utilities and building and road dilapidation surveys; (b) investigations including investigative drilling, contamination investigations and excavation; (c) site establishment work approved under a Site Establishment Management Plan; (d) use of minor ancillary facilities if the ER has determined the operational activities will have a minor impact on the environment and the community; (e) minor clearing and relocation of native vegetation, as identified in the documents listed in Condition A1; (f) installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and at-property treatments; (g) property acquisition adjustment work including installation of property fencing; (h) relocation and connection of utilities where the relocation or connection has been determined by the ER to have a minor impact to the environment and the community; (i) archaeological testing under the Code of practice for archaeological investigation of Aboriginal objects in NSW (DECCW, 2010) or archaeological monitoring undertaken in association with (a) - (h) above to ensure that there is no impact on heritage items; (j) archaeological and cultural salvage undertaken in accordance with a methodology required by the conditions of this approval. (k) maintenance of existing buildings and structures required to facilitate the carrying out of the CSSI; and (l) other activities determined by the ER to have minor impact on the environment and the community, which may include but not be limited to construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access. Despite the above, the following works are not Low Impact Work:

TERM	DEFINITION
	(i) where heritage items, or threatened species or their habitat, or threatened ecological communities (within the meaning of the Biodiversity Conservation Act 2016) are adversely affected or potentially adversely affected by any low impact work as defined in (a) to (n) above, that work is construction, unless otherwise determined by the Planning Secretary in consultation with Heritage NSW, EHG or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation); and (ii) any night-time work that exceeds noise management levels as defined in the ICNG. The low impact work described in this definition becomes Construction with the approval of a CEMP. Where low impact work has already commenced, this is considered to remain as low impact work and is managed in accordance with the framework under which it commenced.
Minister	NSW Minister for Planning
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval.
Operation	The carrying out of the CSSI (whether in full or in part) upon the completion of construction, unless otherwise agreed by the Planning Secretary.
Planning Secretary	Planning Secretary of the Department (or nominee, whether nominated before or after the date on which this approval was granted).
Proponent	The person identified as such in Schedule 1 of this approval and any other person carrying out any part of the CSSI from time to time (i.e. Inland Rail).
Publicly available	To be made available on the website.
Rail Corridor	Land that is: (a) owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities, or zoned under an environmental planning instrument predominantly, or (b) solely for development for the purpose of a railway or rail infrastructure facilities.
RAPs	Registered Aboriginal Parties
Relevant council(s)	Albury City Council, Great Hume Shire Council, Lockhart Shire Council, Wagga Wagga City Council and Junee Shire Council.
Relevant roads authority	The same meaning as the roads authority defined in the *Roads Act 1993* (NSW).
Response to Submissions	The Proponent's response to issues raised in submissions received in relation to the application for approval for the CSSI under the EP&A Act.
Road Safety Audit	As defined by the Transport for NSW Roads & Traffic Authority Guidelines for Road Safety Audit Practices 2011.
SSI	The State Significant Infrastructure, as generally described in Schedule 1 of this approval, the carrying out of which is approved under the terms of this approval.
Sensitive land use(s)	Includes: residence, educational institution (e.g. school, university, TAFE college), health care facility (e.g. nursing home, hospital), religious facility (e.g. church), child care centres, passive recreation areas (including outdoor grounds used for teaching), commercial premises (including film and television studios, research facilities, entertainment spaces, temporary accommodation such as

TERM	DEFINITION
	caravan parks and camping grounds, restaurants, office premises, and retail spaces), and others as identified by the Planning Secretary.
SIMP	Social Impact Management Plan
Work	Any physical activity for the purpose of the CSSI including Construction and Low Impact Work but not including operational maintenance work.

1 INTRODUCTION

1.1 Project overview

Inland Rail is an approximate 1,600 kilometres (km) freight rail network that will connect Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland. The Inland Rail route would involve using approximately 1,000 km of existing track (with enhancements and upgrades where necessary) and 600 km of new track, passing through 30 local government areas (LGAs). Inland Rail will accommodate double-stacked freight trains up to 1,800 metres (m) long and 6.5 m high.

The Australian Government has confirmed that Inland Rail is an important project to meet Australia's growing freight task, improve road safety and help decarbonise the economy. Inland Rail will enhance our national freight and supply chain capabilities, connecting existing freight routes through rail, roads and ports, and supporting Australian's growth. Inland Rail is being delivered by Australian Rail Track Corporation (ARTC) and Inland Rail Pty Ltd (IRPL).

Comprising 12 sections, a staged approach is being undertaken to deliver Inland Rail. Each of these projects can be delivered and operated independently with tie-in points to the existing railway. Work south of Parkes has been prioritised, which will enable Inland Rail to initially connect to existing rail networks between Melbourne, Sydney, Perth and Adelaide via Parkes and Narromine. The Parkes to Narromine and Narrabri to North Star Phase 1 sections are complete.

Works for the Inland Rail – Albury to Illabo project (the project) will enable enhancement works along 185 kilometres (km) of existing operational standard-gauge railway. Enhancement works such as those to structures and sections of track are required to provide the increased vertical and horizontal clearances required for double-stacked freight trains. Works will include track realignment, lowering and/or modification within the existing rail corridor, modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges), raising or replacing signal gantries, level-crossing modifications and other associated works.

Refer to Figure 1 for an overview of the project.

A detailed project description is provided in Appendix A of the Preferred Infrastructure Report (PIR).

1.2 Planning context

The Minister declared the project Critical State Significant Infrastructure (CSSI) under Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act). The project is subject to assessment and approval by the NSW Minister for Planning.

An environmental impact statement (EIS) was prepared to support ARTC's application for approval of the project in accordance with the requirements of the EP&A Act and the environmental assessment requirements (the SEARs) of the Secretary of the (then) NSW Department of Planning, Industry and Environment (now the Department of Planning, Housing and Infrastructure (DPHI)).

The EIS was placed on public exhibition from 17 August 2022 to 28 September 2022. During the exhibition period, interested stakeholders and members of the community were able to review the EIS online, participate in consultation and engagement activities held by ARTC, and make a written submission to the DPHI for consideration in its assessment of the project.

In accordance with section 5.17(6)(b) of the EP&A Act, on 13 April 2023 the Planning Secretary directed ARTC to submit a Preferred Infrastructure Report (PIR) that provided further assessment of traffic and transport, noise and vibration, and air quality impacts. The PIR was also prepared to consider changes to the exhibited proposal that have arisen because of these further assessments and related submissions. The PIR was placed on public exhibition and interested stakeholders and members of the community were able to review the PIR online, participate in consultation and engagement activities held by ARTC, and make a written submission to the DPHI for consideration in its assessment of the project.

FIGURE 1: PROJECT OVERVIEW (SOURCE: PREFERRED INFRASTRUCTURE REPORT)

1.3 Statutory context and approval

The Inland Rail – Albury to Illabo project was assessed as part of the EIS, the Response to Submissions Report (EIS RtS), the PIR, and the PIR Response to Submissions Report (PIR RtS). Together these documents are referred to as the Environmental Approvals Documentation (EAD).

Approval for project under the EP&A Act was granted by the Minister for Planning on 8 October 2024.

1.4 Purpose of this Staging Report

The purpose of this Staging Report (this report) is to satisfy the requirements of the Minister's Condition of Approval (CoA) A9, A10 and A11 where construction and operation of the project is staged.

The CoAs require the Staging Report to describe construction and operational stagging, however pre-construction works have been included in this Staging Report for clarity and completeness. The detailed design phase of the project is generally carried out prior to construction commencing with some design work continuing during construction. As CoAs A9, A10 and A11 do not require discussion of detailed design in the Staging Report, this phase has not been considered further in this report.

Staging Report requirements, and where they are addressed in this report, are listed in Table 1.

TABLE 1: COA RELEVANT TO THIS STAGING REPORT

COA NO	REQUIREMENT	WHERE ADDRESSED
A9	The CSSI may be constructed and operated in stages (including but not limited to temporal, location or activity-based staging). Where staged construction and/or operation is proposed, a Staging Report (for either or both construction and operation as the case may be) must be prepared. The Staging Report must be endorsed by the ER and then submitted to the Planning Secretary for information no later than one (1) month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation), or as required by Condition C16.	This Staging Report Section 1.6
A10	The Staging Report must: a) if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including details of work and activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish;	Section 2 Appendix A
	b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant);	Section 2 Appendix A
	c) specify how compliance with conditions will be achieved across and between each of the stages of the CSSI; and	Section 3 Appendix A
	d) set out mechanisms for managing any cumulative impacts arising from the proposed staging. *Note: A Staging Report may reflect the staged construction and operation of the project through geographical activities, temporal activities or activity-based contracting and staging.*	Section 2.4 Appendix A
A11	Where staging is proposed, the CSSI must be staged in accordance with the Staging Report and submitted for information to the Planning Secretary.	Section 1.6 Section 1.7 Section 2.2 Appendix A

COA NO	REQUIREMENT	WHERE ADDRESSED
A12	Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage. *Note: Where an inconsistency arises between the staging report and the terms of this approval, the terms of this approval prevail.*	Appendix A
A13	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared, endorsed by the ER and submitted to the Planning Secretary for information no later than one (1) month prior to the proposed change in the staging.	Section 1.7
A14	Should a Construction Environmental Management Framework (CEMF) be submitted for approval under Condition C16, the Staging Report must be submitted with the CEMF, i.e. no later than one (1) month before the lodgement of any CEMP, CEMP sub plan or CMP to the Planning Secretary for approval.	Section 1.8
C16	A Construction Environmental Management Framework (CEMF) may be prepared to facilitate the preparation and approval of construction environmental management and monitoring plans required under Part C of this approval. The CEMF must: a) identify the Construction Environmental Management Plans (CEMPs), CEMP Sub-plans and Construction Monitoring Programs (CMP) required for each stage of construction consistent with the Staging Report prepared under Condition A9;…	Section 1.8
C17	Where changes are proposed to the staging of construction, a revised CEMF must be prepared, endorsed by the ER and submitted to the Planning Secretary for approval no later than one (1) month prior to the proposed change in the staging.	Section 1.8

1.5 Staging rationale

The rationale for staging the project is based on the following key considerations:

- Ensuring the project utilises all available rail possessions, particularly the major scheduled possession in March 2025. This will result in a de-risked overall construction program by allowing necessary contingency for wet weather events or other aspects beyond the project's control that may impact on future rail possessions;
- Ensuring pre-construction activities are carried out ahead of main construction activities where possible, minimising and de-risking the overall construction program.

1.6 Staging Report submission requirements

In accordance with CoA A9, the Staging Report must be endorsed by the Environmental Representative (ER) and then submitted to the Planning Secretary (for information) no later than one (1) month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation), or as required by CoA C16.

The project will be staged in accordance with this report and will be submitted for information to the Planning Secretary in accordance with CoA A11.

1.7 Revision of this Staging Report

In accordance with CoA A13, where changes are proposed to the staging of construction, a revised Staging Report must be prepared and endorsed by the ER before submission to the Planning Secretary for information no later than one (1) month before the proposed change in the staging.

The project will be staged in accordance with this report, including any revisions, and will be submitted for information to the Planning Secretary in accordance with CoA A11.

1.8 Construction Environmental Management Framework

The project is proposing to manage construction under a Construction Environmental Management Framework (CEMF), and a CEMF has been prepared to be consistent with this report, as required by CoA C16. The CEMF must be endorsed by the ER in accordance with CoA C16, and then approved by the Planning Secretary prior to the commencement of construction.

In accordance with CoA A14, when the CEMF is submitted for approval under CoA C16, the Staging Report must also be submitted with the CEMF. This concurrent submission must occur no later than one (1) month before the commencement of construction of the first of the proposed stages of construction.

In accordance with CoA C17, where changes are made to the staging of construction, a revised CEMF will be prepared, endorsed by the ER and submitted to the Planning Secretary for approval no later than one (1) month prior to the proposed change in the staging.

The CEMF, including any revisions approved by the Planning Secretary, will be implemented during construction in accordance with CoA C16.

2 PROPOSED PROJECT STAGING

2.1 Project stages

This section outlines the project stages and describes work activities associated with each stage.

The project is divided geographically into four (4) precincts and 24 enhancement sites within these precincts. The precincts align with the Local Government Areas of Albury, Greater Hume-Lockhart, Wagga Wagga, and Junee. A summary of the precincts and enhancement sites are provided in Table 2. A figure reference is also provided to coincide with Figure 2 to Figure 5 in this Report.

TABLE 2: PRECINTS AND ENHANCEMENT SITES

PRECINCT	ENHANCEMENT SITES	FIGURE REFERENCE
Albury	Murray River bridge	Figure 2
	Albury Station pedestrian bridge	
	Albury Yard clearances	
	Riverina Highway bridge	
	Billy Hughes bridge	
	Table Top Yard clearances	
Greater Hume-Lockhart	Culcairn pedestrian bridge	Figure 3
	Culcairn Yard clearances	
	Henty Yard clearances	
	Yerong Creek Yard clearances	
	The Rock Yard clearances	
Wagga Wagga	Uranquinty Yard clearances	Figure 4
	Pearson Street bridge	
	Cassidy Parade pedestrian bridge	
	Edmondson Street bridge	
	Wagga Wagga Station pedestrian bridge	
	Wagga Wagga Yard clearances	
	Bomen Yard clearances	
Junee	Harefield Yard clearances	Figure 5
	Kemp Street bridge	
	Junee Station pedestrian bridge	
	Junee Yard clearances	

PRECINCT	ENHANCEMENT SITES	FIGURE REFERENCE
	Olympic Highway underbridge	
	Junee to Illabo clearances	

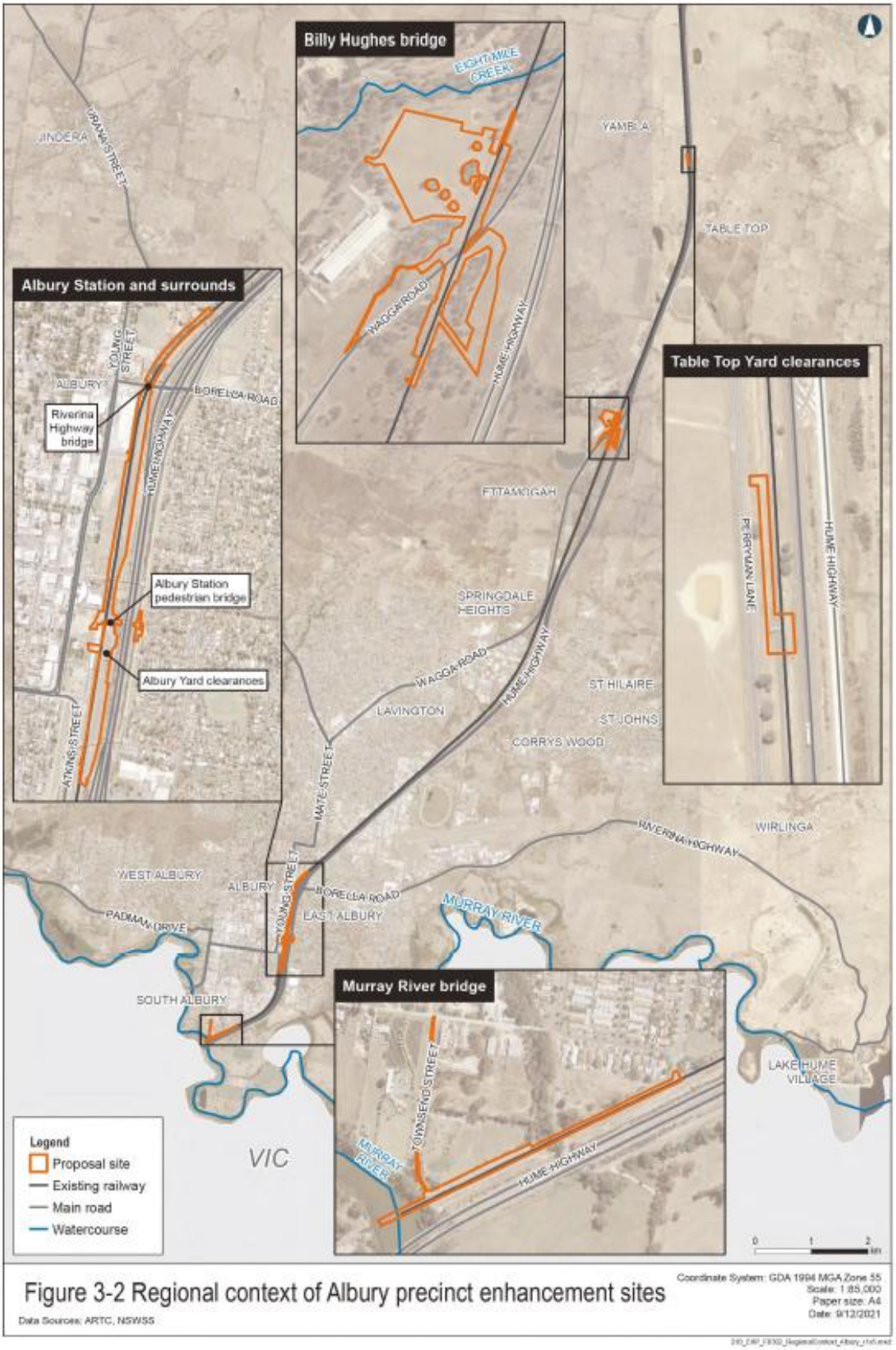

FIGURE 2: ALBURY PRECINCT ENHANCEMENT SITES (SOURCE: ENVIRONMENTAL IMPACT STATEMENT)

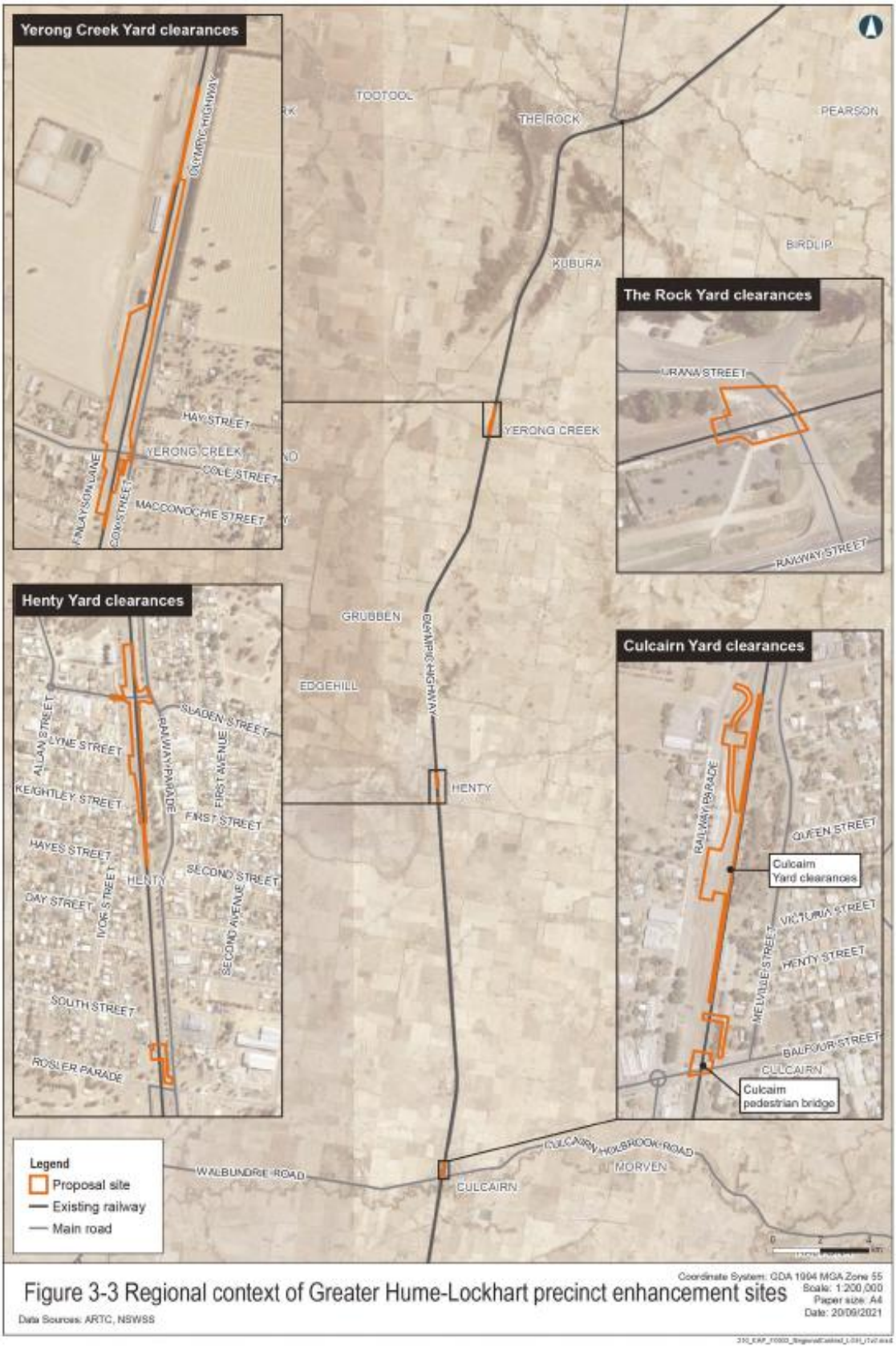

FIGURE 3: GREATER HUME-LOCKHART PRECINCT ENHANCEMENT SITES (SOURCE: ENVIRONMENTAL IMPACT STATEMENT)

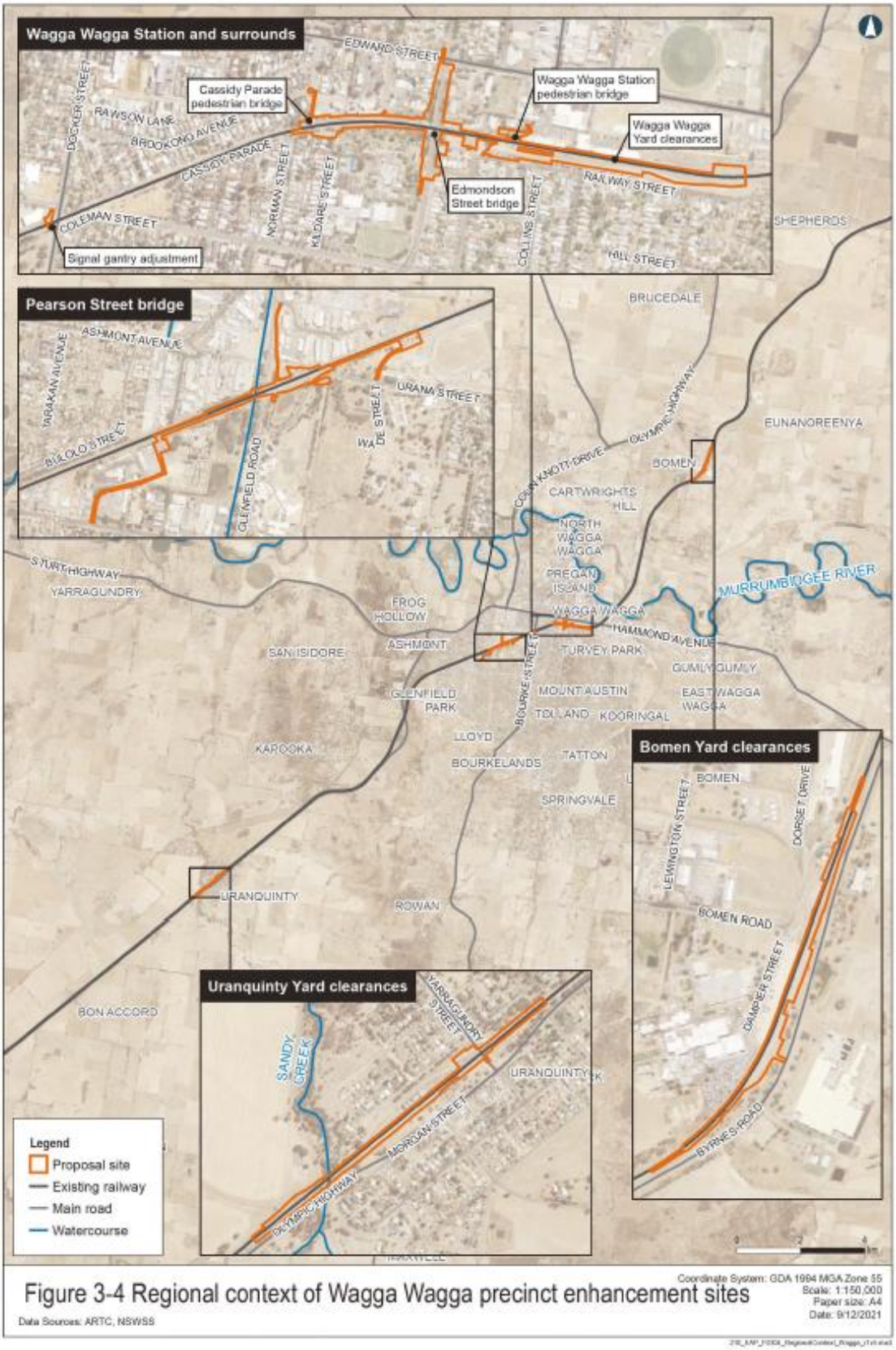

FIGURE 4: WAGGA WAGGA PRECINCT ENHANCEMENT SITES (SOURCE: ENVIRONMENTAL IMPACT STATEMENT)

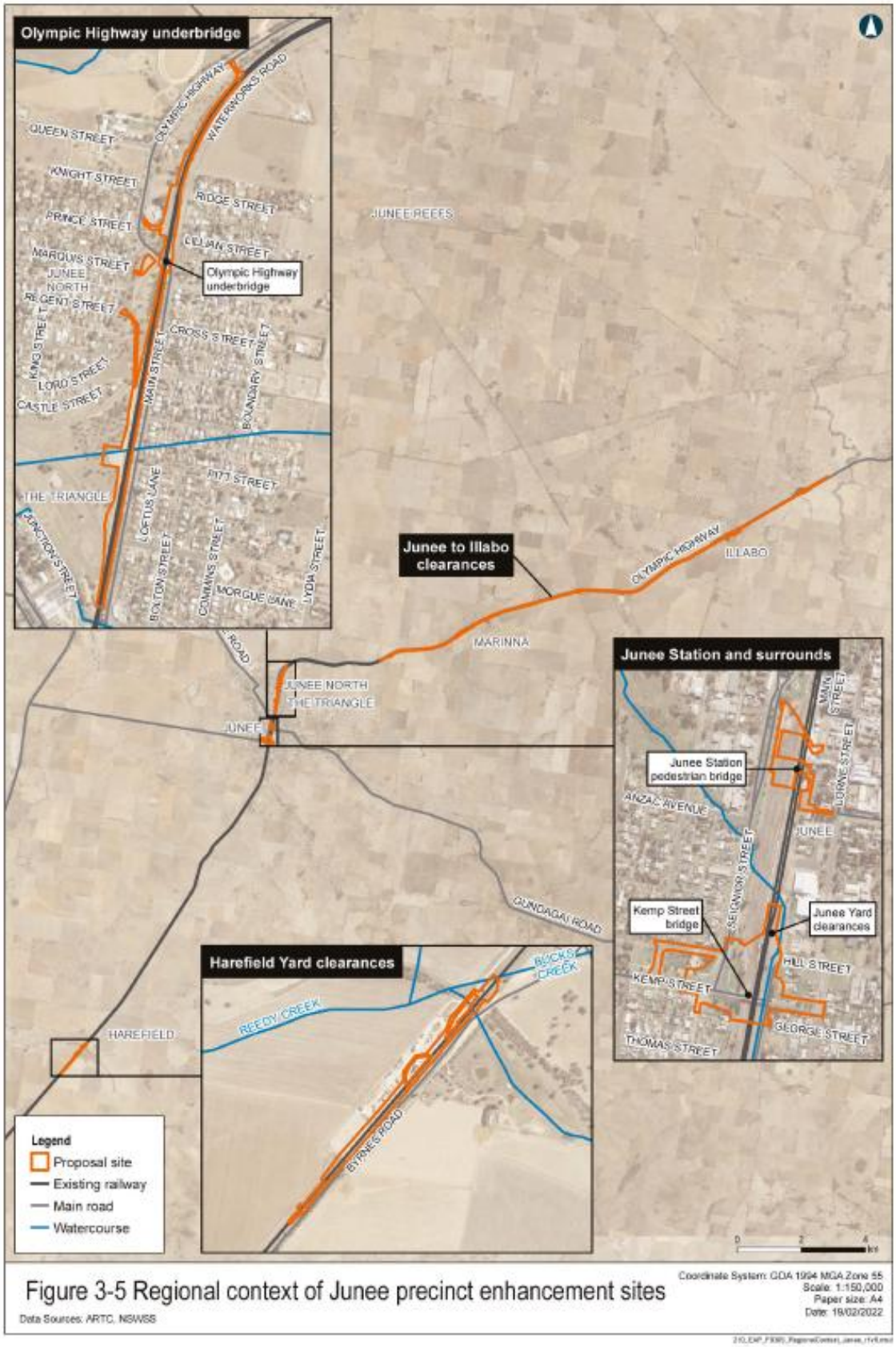

FIGURE 5: JUNEE PRECINCT ENHANCEMENT SITES (SOURCE: ENVIRONMENTAL IMPACT STATEMENT)

2.1.1 Pre-construction

There are a number of activities that can be carried out prior to construction. These activities include low impact works (including site establishment). The CoA do not require that these activities be described in the Staging Report, however, they have been added in this section for clarity.

Low impact works are defined in the CoA as including:

a) Survey work including carrying out general alignment survey, installing survey controls (including installation of global positioning systems (GPS)), installing repeater stations, carrying out surveys of existing and future utilities and building and road dilapidation surveys
b) Investigations including investigative drilling, contamination investigations and excavation
c) Site establishment work approved under a Site Establishment Management Plan
d) Use of minor ancillary facilities if the ER has determined the operational activities will have a minor impact on the environment and the community

- Minor clearing and relocation of native vegetation, as identified in the documents listed in Condition A1

e) Installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and at-property treatments
f) Property acquisition adjustment work including installation of property fencing

- Relocation and connection of utilities where the relocation or connection has been determined by the ER to have a minor impact to the environment and the community

g) Archaeological testing under the Code of practice for archaeological investigation of Aboriginal objects in NSW (DECCW, 2010) or archaeological monitoring undertaken in association with (a) - (h) above to ensure that there is no impact on heritage items

- Archaeological and cultural salvage undertaken in accordance with a methodology required by the conditions of this approval
- Maintenance of existing buildings and structures required to facilitate the carrying out of the CSSI, and
- Other activities determined by the ER to have minor impact on the environment and the community, which may include but not be limited to construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access.

Despite the above, the CoA notes that the following works are not considered to be low impact work:

- Where heritage items, or threatened species or their habitat, or threatened ecological communities (within the meaning of the *Biodiversity Conservation Act* 2016) are adversely affected or potentially adversely affected by any low impact work as defined in (a) to (n) above, that work is construction, unless otherwise determined by the Planning Secretary in consultation with Heritage NSW, EHG or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation), and
- Any night-time work that exceeds noise management levels as defined in the ICNG.

The low impact work defined in the CoA becomes Construction with the approval of a CEMP. Where low impact work has already commenced, this is considered to remain as low impact work and is managed in accordance with the framework under which it commenced. As such, Table 4 reflects a continuation of low impact work that would commence pre-construction.

2.1.2 Construction Stage A

Construction in Stage A will comprise preparation activities for the rail possession (Substage A1), the rail possession activities themselves (Substage A2), and post-possession activities (Substage A3).

No construction works will occur at the follow enhancement sites as part of Stage A:

- Murray River Bridge;
- Albury Station pedestrian bridge;
- Albury Yard clearances;
- Riverina Highway bridge;
- Billy Hughes bridge;
- Culcairn pedestrian bridge;
- Culcairn Yard clearances;
- Uranquinty Yard clearances;

- Pearson Street bridge (with exception of short-term utility works);
- Cassidy Parade pedestrian bridge (with exception of short-term utility works);
- Edmondson Street bridge (with exception of short-term utility works[1]);
- Wagga Wagga Station pedestrian bridge;
- Wagga Wagga Yard clearances;
- Bomen Yard clearances;
- Kemp Street bridge;
- Junee pedestrian bridge.

Construction work during Stage A will generally include:

- Pre-construction activities (refer Section 2.1.1) that have not commenced before the approval of the CEMP;
- Utility works, including drainage;
- Site establishment and operation;
- Traffic management and access, including material haulage;
- Minor clearing, grubbing and topsoil strip;
- Earthworks including preparation of pads and stockpiling;
- Track work including realignment and lowering;
- Gantry and signalling work.

The EAD articulated that it is anticipated that construction of the project would impact the community in Wagga Wagga, in particular the demolition and reconstruction of the various bridges. By avoiding demolishing and reconstructing the bridges during Stage A, traffic related impacts to Wagga Wagga will be consolidated to Stage B.

The requirements of CoA E136 and E137 will be met for Stage B and do not apply to Stage A as the construction of the Edmondson Street bridge will not occur until Stage B. The utility works that will occur at the three (3) enhancement sites in Wagga Wagga during Stage A do not involve demolishing or reconstructing any bridges.

In accordance with CoA E25, prior to the commencement of works, the project completed targeted surveys during July and August 2024 for Sloane's Froglet (*Crinia sloanei*) in all areas where that species was assumed present in the documents listed in CoA A1. The results of the targeted surveys were provided to DCCEEW and the Planning Secretary for information. No Sloane's Froglet were found during these targeted surveys and therefore impacts to Sloane's Froglet (*Crinia sloanei*) will be avoided during Stage A. This notwithstanding, in accordance with CoA E28, in all remaining areas that assumed the presence of Sloane's Froglet, erosion and sediment control measures and protection of riparian areas will be installed in accordance with CoA C10, E173 and E174 prior to work in these areas for Stage A.

Table 3 summarises the locations and the construction works that would take place during Stage A.

2.1.3 Construction Stage B

Construction in Stage B will see construction activities commencing in the Wagga Wagga Precinct, as well as at Uranquinty Creek and Billy Hughes Bridge. New construction activities such as culvert work, level crossing work and finishing work, will also occur. Construction in Stage B will also comprise a continuation of some activities started in Stage A.

Table 3 summarises the locations and the construction works that would take place during Stage B.

[1] Note that these utility works do not involve the demolition or reconstruction of the Edmondson Street bridge. These works would occur under Stage B.

TABLE 3: CONSTRUCTION STAGE A AND STAGE B SUMMARY

ENHANCEMENT SITE	UTILITY / DRAINAGE	ANCILLARY / LAYDOWN[2]	CLEARING / GRUBBING	EARTHWORKS	GANTRY / SIGNALLING	BRIDGE DEMO/ RECONSTRUCTION / STATION	TRACKWORK	CULVERTS	CREEK CROSSING / WORKS OVER WATER	LEVEL CROSSINGS	FINISHING WORK
Stage A											
Murray River Bridge											
Albury Station pedestrian bridge											
Albury Yard clearances											
Riverina Highway bridge											
Billy Hughes bridge											
Table Top Yard clearances											
Culcairn pedestrian bridge											
Culcairn Yard clearances											
Henty Yard clearances											
Yerong Creek Yard clearances											
The Rock Yard											
Uranquinty Yard clearances											

[2] Establishment and operation of an ancillary facility and/or material/plant and equipment laydown, including access tracks as required

ENHANCEMENT SITE	UTILITY / DRAINAGE	ANCILLARY / LAYDOWN[2]	CLEARING / GRUBBING	EARTHWORKS	GANTRY / SIGNALLING	BRIDGE DEMO/ RECONSTRUCTION / STATION	TRACKWORK	CULVERTS	CREEK CROSSING / WORKS OVER WATER	LEVEL CROSSINGS	FINISHING WORK
Pearson Street bridge											
Cassidy Parade pedestrian bridge											
Edmondson Street bridge[3]											
Wagga Wagga Station pedestrian bridge											
Wagga Wagga Yard clearances											
Bomen Yard clearances											
Harefield Yard clearances											
Kemp Street bridge											
Junee Station pedestrian bridge											
Junee Yard clearances											

[3] Note that these utility works do not involve the demolition or reconstruction of the Edmondson Street bridge. These works would occur under Stage B.

ENHANCEMENT SITE	UTILITY / DRAINAGE	ANCILLARY / LAYDOWN[2]	CLEARING / GRUBBING	EARTHWORKS	GANTRY / SIGNALLING	BRIDGE DEMO/ RECONSTRUCTION / STATION	TRACKWORK	CULVERTS	CREEK CROSSING / WORKS OVER WATER	LEVEL CROSSINGS	FINISHING WORK
Olympic Highway underbridge											
Junee to Illabo clearances								*			
Stage B											
Murray River Bridge											
Albury Station pedestrian bridge											
Albury Yard clearances											
Riverina Highway bridge											
Billy Hughes bridge											
Table Top Yard clearances											
Culcairn pedestrian bridge											
Culcairn Yard clearances											
Henty Yard clearances											
Yerong Creek Yard clearances											

ENHANCEMENT SITE	UTILITY / DRAINAGE	ANCILLARY / LAYDOWN[2]	CLEARING / GRUBBING	EARTHWORKS	GANTRY / SIGNALLING	BRIDGE DEMO/ RECONSTRUCTION / STATION	TRACKWORK	CULVERTS	CREEK CROSSING / WORKS OVER WATER	LEVEL CROSSINGS	FINISHING WORK
The Rock Yard											
Uranquinty Yard clearances											
Pearson Street bridge											
Cassidy Parade pedestrian bridge											
Edmondson Street bridge											
Wagga Wagga Station pedestrian bridge											
Wagga Wagga Yard clearances											
Bomen Yard clearances											
Harefield Yard clearances											
Kemp Street bridge											
Junee Station pedestrian bridge											
Junee Yard clearances											
Olympic Highway underbridge											

ENHANCEMENT SITE	UTILITY / DRAINAGE	ANCILLARY / LAYDOWN[2]	CLEARING / GRUBBING	EARTHWORKS	GANTRY / SIGNALLING	BRIDGE DEMO/ RECONSTRUCTION / STATION	TRACKWORK	CULVERTS	CREEK CROSSING / WORKS OVER WATER	LEVEL CROSSINGS	FINISHING WORK
Junee to Illabo clearances											

Legend

	Works to occur		Works to **not** occur		Anticipated work on possession

* Stage A culvert work at Junee to Illabo clearances is limited to minor works including extension of the headwall and modifications to the handrail.

2.1.4 Operation

The operation of the project will commence once all construction works are completed.

2.2 Indicative timing

Construction will take approximately three (3) years. The project is expected to be operational by end of 2027. The indicative timing of project stages is shown in Table 4.

TABLE 4: INDICATIVE TIMING OF PROJECT STAGES

STAGE	SUBSTAGE	INDICATIVE TIMING																			
		2025												2026				2027			
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Stage A	Substage A1																				
	Substage A2																				
	Substage A3																				
Stage B																					
Operation																					

Key

	Construction
	Operation

2.3 Changes to staging

Where changes are proposed to the staging of construction or operation, a revised Staging Report will be prepared, endorsed by the ER, and submitted to the Planning Secretary for information no later than one (1) month prior to the proposed changed in the staging.

2.4 Cumulative impacts

Cumulative impacts may occur because of the project being delivered concurrently, or consecutively, with other approved projects in the area.

The pre-construction work carried out for the project is low impact in nature and extent and is not expected to lead to cumulative impacts with the commencement of construction. Cumulative impact aspects are considered during approval processes for pre-construction works including through Low Impact Work Permits and Minor Ancillary Facility Applications, as required.

Site establishment (not including minor ancillary facilities) would be undertaken in accordance with an approved CEMP which will consider the risks associated with cumulative impacts and include relevant mitigation measures.

Cumulative impacts during construction of the project will be managed through compliance with the relevant CoA and environmental management measures related to key environmental impacts including noise and vibration, transport and traffic and construction fatigue. This will include developing and maintaining forums with relevant stakeholders to regularly discuss current and upcoming works, their potential impacts to the same receivers and the controls to be applied (where relevant). These relevant stakeholders would include councils, Transport for NSW, energy providers, telecommunications bodies, and other nearby Inland Rail projects (i.e. I2S and B2A).

Given that the proposed staging of the project is predominantly geographical (i.e., many areas will not see any impacts from the project until Stage B), it is not considered that there are significant risks of cumulative impacts to the community or the environment as a result of staging. This notwithstanding, key CoA to manage cumulative impacts as a result of other projects in proximity or the staging of the project include but are not limited to:

- C7(d) (CEMP) – Cumulative impact management in CEMP Sub-plans;
- E72 (Out of Hours Work Protocol – works not subject to an EPL) – To facilitate the coordination of out-of-hours work to ensure appropriate respite is provided to the community;
- E83 (Utility coordination and respite) - To coordinate and ensure respite periods are provided for all work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations);
- E113 (Social Impact Management Plan) – To minimise negative social and cumulative impacts associated with the project;
- E119 (Utilities) – To coordinate project work with adjoining Inland Rail projects to minimise cumulative impacts.

Mechanisms to mitigate cumulative impacts from the CSSI and its multiple stages are provided in sections 2.4.1 to 2.4.3.

2.4.1 Noise and vibration mitigation

It is noted that the scale of cumulative impacts is dependent upon timing, location and type of construction activities. Regular interface meetings will be undertaken with government authorities, neighbouring projects, and stakeholders.

To manage cumulative impacts, detailed design and construction works will consider with the aim of minimising concurrent works near sensitive receivers, including:

- Coordination between project teams and other CSSI, SSI and SSD projects that are being constructed nearby;
- Rescheduling of work to provide respite to impacted noise sensitive land user(s) so that respite is achieved;
- Consideration to the provision of alternative respite or mitigation to impacted noise sensitive land users.

The consideration of respite must also include all other projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the project. The Acoustics Advisor (AA) and the ER will be informed of decisions made in relation to respite or mitigation and documentary evidence will be provided to support the decisions.

The implementation of respite where it relates to out of hours works will be managed in accordance with the Out of Hours Works Protocol.

The project will work with third parties (such as utility relocations) to reschedule any work to provide respite to noise impacted sensitive land users so that the respite is achieved. Documentary evidence will be provided to the AA in support of any decision made in relation to respite or mitigation. The consideration of respite will also include all other CSSI, SSI and SSD projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the project.

Where sensitive receivers (also referred to as sensitive land users) are likely to be highly noise affected for more than three (3) months in a row, the project will restrict highly noise intensive works to within standard construction hours unless agreement can be reached with those sensitive receivers.

Feasible and reasonable mitigation measures to manage potential construction fatigue at sensitive receivers and areas could include but not be limited to undertaking regular consultation with affected land use(s) (quarterly) to determine appropriate offers of respite (e.g. vouchers to spend time away from home at a quieter location or breaks from certain construction activities) or temporary relocation, as well as considering changes to construction methodology and/or plant and equipment to minimise impacts. Complaints will also be actively monitored for trends that would indicate that sensitive receivers are fatigued by construction.

2.4.2 Traffic and transport mitigation

Regardless of whether the project was staged, work needs to occur within the rail corridor. For safety reasons, much of this work cannot occur in proximity to live trains, and so rail possessions are required to close sections of the rail corridor. Rail possessions or under track occupancy authorisations would occur throughout the project to allow for certain work to occur along the project alignment within the Rail Corridor. During rail possessions, alternative transport arrangements would be implemented in consultation with relevant stakeholders. This may include passenger trains being replaced by buses/coaches at the discretion of the service operator.

Worker parking would generally be contained to the rail corridor (during possessions) or within construction ancillary facilities. The bussing of workforce will also be investigated during construction to alleviate any cumulative impacts where other projects are working in the area.

Prior to road or lane closures, appropriate licenses would be sought from the relevant stakeholder (e.g., Road Occupancy Licenses from Transport for NSW). The relevant stakeholders who issue these licenses are responsible for considering the interface of a license with other issued licenses in the area, thereby managing traffic cumulative impacts. Relevant stakeholders will notify the project if the cumulative impacts of carrying out works that require such a license would cause too great an impact to the traffic network when considering other nearby projects.

2.4.3 Other measures to minimise cumulative impacts

In order to minimise cumulative impacts, IRPL will oversee the project's construction program. This will provide IRPL with the ability to identify potential cumulative impacts as to the duration and nature when compared with other Inland Rail projects. Once the potential impacts are identified, the project will trigger appropriate management measures in accordance with the CoA.

The suite of management measures best adapted to the impacted zone will be determined through community consultation. The steps to managing cumulative impacts are:

- Community Stakeholder and Engagement Manager and Environment and Sustainability Manager to identify suite of measures to address cumulative impact via liaison with councils and other stakeholders or sensitive receivers;
- Develop suitable suite of management measures applicable to the area;
- Separation of time and place, staging/phasing works to minimise cumulative impacts;
- Progressively build cumulative management measures into the respective CEMP and Sub-plans (e.g., through Construction Noise and Vibration Impact Statements, and Traffic Management Plans/Traffic Guidance Systems for specific areas);
- Monitor complaints to identify unexpected / emerging cumulative impacts;
- Update approach and revise the CEMP and specific Sub-plans, including the Social Impact Management Plan, as needed.

3 COMPLIANCE

3.1 Consistency across stages

This report is required to detail how compliance with the CoA will be achieved across and between each of the stages of the project for construction and operation.

Appendix A includes a full list of the CoA and identifies the CoA which are applicable to the specific project stages identified in Section 2.

To ensure consistency, efficiency and clear responsibilities, a number of CoA requirements will be delivered across all stages. This includes aspects such as the biodiversity offsets and specific documentation such as the Sustainability Strategy. No aspect of the staged approach to construction will affect the ability of the project to comply with the CoA.

3.2 CoA and UMMs

The applicability of the CoA and UMMs to each stage of the project has been assessed and allocated. These allocations to each stage of the project are tabled in Appendix A.

In the event where there is a refinement in design or construction methodology, the change will be considered in the context of consistency with the Infrastructure Approval. The applicability to the CoA and UMMs to that stage shall also be reviewed as part of the consistency assessment.

Should a project modification be undertaken that requires a change to the CoA or UMMs, this report will be revised, following approval of the modification, to reflect any changes to the CoA or UMMs.

3.3 Environmental management approach

An overview of the project Environmental Management Document System for the project is provided in Figure 6.

A description of the CEMP and Sub-plan structure is summarised below.

Low impact works as defined by Table 1 of the CoA will be assessed under a low impact works assessment which will be approved by the ER and IRPL prior to that work commencing.

Construction Environmental Management Plan

The project CEMP for both Stage A and Stage B will provide a centralised mechanism through which construction-related environmental impacts and management measures are documented. It will comprise a main CEMP document, issue-specific Sub-plans and CMPs, and procedures.

The CEMP for both Stage A and Stage B will be prepared in accordance with Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment (DPIE), 2020c).

The CEMP for both Stage A and Stage B will provide the system and procedures to ensure that environmental impacts are minimised, and that legislative and approval requirements are fulfilled. As a minimum, it will include:

- The environmental policy, objectives, and performance targets for construction;
- Description of activities to be undertaken during construction;
- Reference to relevant statutory and other obligations, including consents, licences, approvals, permits, and voluntary agreements required;
- Issue-specific sub plans that detail how construction activities will be managed and monitored to avoid or minimise impacts, including the type, location, and timing of environmental controls;
- Processes for managing non-conformances, including identifying and implementing corrective and preventative actions to rectify the non-conformance and prevent recurrence;
- Processes for demonstrating compliance with the commitments made in the EAD and relevant consents, licences, approvals, permits and voluntary agreements;
- Responsibilities for planning, implementing, maintaining, and monitoring environmental controls including the responsibilities of sub-contractors;
- Procedures for the control of environmental records;
- A compliance tracking and auditing program.

CEMP sub-plans

Sub-plans for both Stage A and Stage B will detail how:

- Environmental performance outcomes will be achieved;
- Mitigation measures will be implemented;
- Issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through Specific, Measurable, Achievable, Realistic and Timely (SMART) principles.

The Sub-plans for both Stage A and Stage B comprise:

- Flood and bushfire emergency;
- Traffic, transport, and access;
- Maritime traffic (Stage A only);
- Aboriginal heritage and non-Aboriginal heritage;
- Noise and vibration;
- Biodiversity;
- Soil, water, salinity, and groundwater;
- Waste, contamination and hazardous materials;
- Social impact.

Additional strategies, plans, and procedures

In addition to the CEMP, and its Sub-plans and CMPs, several other strategies, plans and procedures will be developed and implemented during Stage A and Stage B construction to manage environmental and community impacts in accordance with the mitigation measures. These include but are not limited to:

- Out of Hours Work Protocol;
- Spoil Management Strategy;
- Water Reuse Strategy;
- Unexpected Finds Protocol – Heritage;
- Unexpected Finds Protocol - Ecology;
- Unexpected Finds Protocol – Contamination;
- Community Communication Strategy.

Construction monitoring programs

Stage A and Stage B CMPs are issue-specific and comprises methods to monitor and maintain compliance during construction.

Each CMP will have consideration of SMART principles and provide in accordance with CoA C26:

- Details of baseline data available;
- Details of baseline data to be obtained and when;
- Details of monitoring to be undertaken;
- The parameters of the project to be monitored;
- The frequency of monitoring to be undertaken;
- The location of monitoring;
- The reporting of monitoring and analysis of results against relevant criteria;
- Details of the methods that will be used to analyse the monitoring data;
- Procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts;
- Any consultation to be undertaken in relation to the monitoring programs.

The CMPs for both Stage A and Stage comprise:

- Traffic, Transport and Access Monitoring Program;
- Noise and Vibration Monitoring Program;
- Biodiversity Monitoring Program;
- Surface Water Monitoring Program.

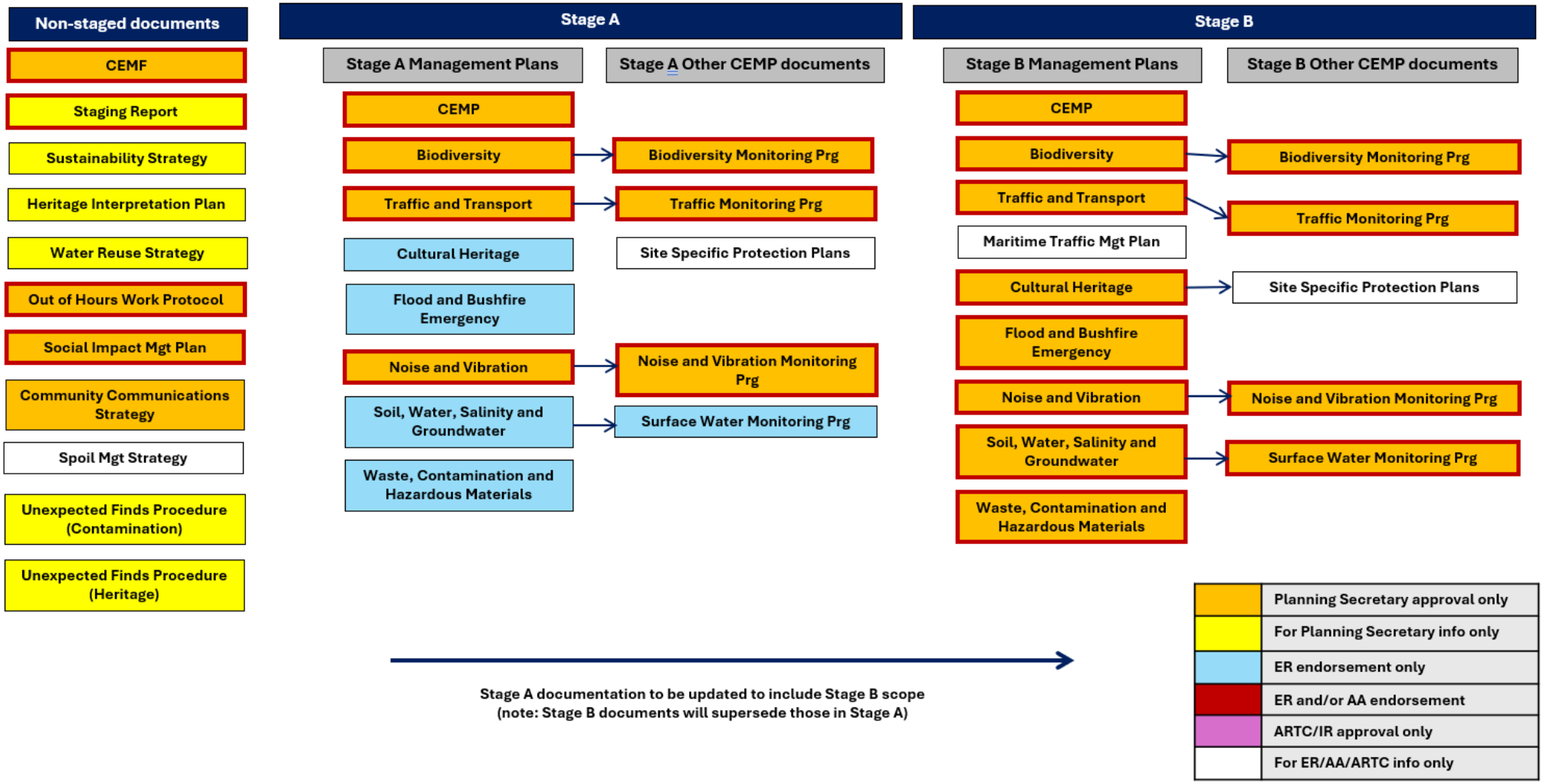

FIGURE 6: PROJECT ENVIRONMENTAL MANAGEMENT DOCUMENT SYSTEM OVERVIEW

3.4 Low impact works

Low impact works will only occur after the following activities have been undertaken:

- Consideration of relevant regulatory requirements;
- Identification of relevant CoA and environmental mitigation measures;
- Preparation of a Low Impact Work Permit and approval by IRPL to confirm that the works meet the definition of low impact works in accordance with the definition in the CoA.

APPENDICES

APPENDIX A

Conditions of Approval applicable to staging

TABLE A1: APPLICABLE CONDITIONS OF APPROVAL FOR EACH PROJECT STAGE

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Part A - Administrative conditions					
A1	The Proponent must carry out the CSSI in accordance with the terms of this approval and generally in accordance with the: (a) Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022) (b) Albury to Illabo Response to Submissions (ARTC, November 2023) (c) Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023) (d) Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024) (e) Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024) (f) Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024) (g) Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).	Applies	Applies	Applies	Applies	Applies
A2	The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	Applies	Applies	Applies	Applies	Applies
A3	In the event of an inconsistency between: (a) the terms of this approval and any document listed in Condition A1 inclusive, the terms of this approval will prevail to the extent of the inconsistency; and (b) any document listed in Condition A1 inclusive, the most recent document will prevail to the extent of the inconsistency.	Applies	Applies	Applies	Applies	Applies

[4] These are Conditions of Approval that relate to design which have no specific timing allocated within them. Detailed design will be ongoing throughout Works and construction.

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Note: For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.					
A4	The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to: (a) the environmental performance of the CSSI; (b) any document or correspondence in relation to the CSSI; (c) any notification given to the Planning Secretary under the terms of this approval; (d) any audit of the construction or operation of the CSSI; (e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval); (f) the carrying out of any additional monitoring or mitigation measures; and (g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.	Applies	Applies	Applies	Applies	Applies
A5	This approval lapses five (5) years after the date on which it is granted, unless work has physically commenced on or before that date.	-	Applies	Applies	Applies	-
A6	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Australian Standards or policies in the form they are in as at the date of this approval, unless otherwise approved by the Planning Secretary.	Applies	Applies	Applies	Applies	Applies
A7	Any document that must be submitted or action taken within a timeframe specified in or under the terms of this approval may be submitted or undertaken within a later timeframe agreed in writing with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident or a non-compliance.	Applies	Applies	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
A8	Where the terms of this approval require consultation to be undertaken, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation. The evidence must include: (a) documentation of the engagement with the identified party in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party; (c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; (d) outline of the issues raised by the identified party and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.	Applies	Applies	Applies	Applies	Applies
A9	The CSSI may be constructed and operated in stages (including but not limited to temporal, location or activity-based staging). Where staged construction and/or operation is proposed, a Staging Report (for either or both construction and operation as the case may be) must be prepared. The Staging Report must be endorsed by the ER and then submitted to the Planning Secretary for information no later than one (1) month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation),or as required by Condition C16.	-	-	Applies	Applies	Applies
A10	The Staging Report must: (a) if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including details of work and activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish;	-	-	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	(b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant); (c) specify how compliance with conditions will be achieved across and between each of the stages of the CSSI; and (d) set out mechanisms for managing any cumulative impacts arising from the proposed staging. Note: A Staging Report may reflect the staged construction and operation of the project through geographical activities, temporal activities or activity-based contracting and staging.					
A11	Where staging is proposed, the CSSI must be staged in accordance with the Staging Report, and submitted for information to the Planning Secretary.	-	-	Applies	Applies	Applies
A12	Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage. Note: Where an inconsistency arises between the staging report and the terms of this approval, the terms of this approval prevail.	-	-	Applies	Applies	Applies
A13	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared, endorsed by the ER and submitted to the Planning Secretary for information no later than one (1) month prior to the proposed change in the staging.	-	-	Applies	Applies	Applies
A14	Should a Construction Environmental Management Framework (CEMF) be submitted for approval under Condition C16, the Staging Report must be submitted with the CEMF, i.e. no later than one (1) month before the lodgement of any CEMP, CEMP sub plan or CMP to the Planning Secretary for approval.	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
A15	Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 can only be established and used in each case if: (a) they are located within or immediately adjacent to the construction boundary; and (b) they are not located next to sensitive land use(s) (including where an access road is between the facility and the land use), unless the landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location; and (c) they have no impacts on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and (d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.	-	-	Applies	Applies	-
A16	All Independent Appointments required by the terms of this approval must have regard to Seeking approval from the Department for the appointment of independent experts (DPIE, 2020). All Independent Appointments must hold current membership of a relevant professional body, unless otherwise agreed by the Planning Secretary.	-	Applies	Applies	Applies	Applies
A17	The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must: (a) facilitate and assist the Planning Secretary in any such audit; and (b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit. The Planning Secretary may withdraw its approval of an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval.	-	Applies	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Note: Conditions A16 and A17 apply to all Independent Appointments including the ER, AA, Community Complaints Mediator.					
A18	Work must not commence until an Environmental Representative (ER) has been nominated by the Proponent and approved by the Planning Secretary.	-	Applies	Applies	Applies	-
A19	The Planning Secretary's approval of an ER must be sought no later than one (1) month before the commencement of work.	-	Applies	Applies	Applies	-
A20	The proposed ER must meet the requirements of the Environmental Representative Protocol (Department of Planning and Environment, October 2018) and must be a suitably qualified and experienced person(s) who was not involved in the preparation of the documents listed in Condition A1, and is independent from the design and construction personnel for the CSSI and those involved in the delivery of it.	-	Applies	Applies	Applies	-
A21	More than one ER may be engaged for the CSSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Planning Secretary for the purposes of the CSSI.	-	Applies	Applies	Applies	-
A22	For the duration of the work until the completion of construction, or as agreed with the Planning Secretary, the approved ER must: (a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI; (b) consider and inform the Planning Secretary on matters specified in the terms of this approval; (c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community;	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	(d) review documents identified in Conditions A9, C1, C6, C16, C18, and C26 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so: (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary/Department); (e) regularly monitor the implementation of the documents listed in Conditions A9, C16, C18, C1, C6 and C26 to ensure implementation is being carried out in accordance with the document and the terms of this approval; (f) as may be requested by the Planning Secretary, help plan or attend audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A31 of this approval; (g) as may be requested by the Planning Secretary, assist in the resolution of community complaints; (h) review the appropriateness of any activities reliant on the definition of Low Impact Work; (i) consider or assess the impacts of minor ancillary facilities comprising lunch sheds, office sheds and portable toilet facilities as required by Condition C22 of this approval; (j) consider any minor amendments to be made to the Ancillary Site Establishment Management Plan, CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is					

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	necessary, approve the amendment. This does not include any modifications to the terms of this approval; and (k) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI, or as otherwise agreed by the Planning Secretary.					
A23	The Proponent must provide the ER with documentation requested in order for the ER to perform their functions specified in Condition A22 (including preparation of the ER monthly report), as well as: (a) the complaints register (to be provided on a weekly basis or as requested where complaints have been received); and (b) a copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be provided to the ER before the commencement of the subject work).	-	Applies	Applies	Applies	-
A24	A suitably qualified and experienced Acoustics Advisor(s) (AA) in noise and vibration management, who is independent of the design and construction personnel, must be nominated by the Proponent and engaged for the duration of Work and for no less than six (6) months following completion of construction of the CSSI, or unless otherwise agreed with the Planning Secretary.	-	Applies	Applies	Applies	Applies
A25	Work must not commence until an AA has been approved by the Planning Secretary no later than one (1) month before commencement of work.	-	Applies	Applies	Applies	Applies
A26	The Proponent must cooperate with the AA by:	-	Applies	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	(a) allowing for attendance at noise and vibration monitoring activities; (b) providing for review of noise and vibration plans, assessments, monitoring reports, data and analyses required to be prepared under the conditions of this approval; (c) providing the complaints register on a weekly basis where complaints have been received, or as otherwise requested; and (d) considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA, why any recommendation is not adopted.					
A27	The approved AA must: (a) receive and respond to communication from the Planning Secretary in relation to the performance of the CSSI in relation to noise and vibration; (b) consider and inform the Planning Secretary on matters specified in the terms of this approval relating to noise and vibration; (c) consider and recommend to the Proponent, improvements that may be made to avoid or minimise adverse noise and vibration impacts; (d) review proposed night-time works to determine if sleep disturbance would occur and recommend measures to avoid sleep disturbance or appropriate additional alternative mitigation measures; (e) review noise and vibration documents required to be prepared under the terms of this approval, and should they be consistent with the terms of this approval, endorse them before submission to the Planning Secretary (if required to be submitted to the Planning Secretary) or before implementation (if not required to be submitted to the Planning Secretary); (f) regularly monitor the implementation of all noise and vibration documents required to be prepared under the terms of this approval to ensure implementation is in accordance with what is stated in the document(s) and the terms of this approval;	-	Applies	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	(g) reporting of noise and vibration incidents notified by the Proponent in accordance with Conditions A36 and A38 of this approval; (h) in conjunction with the ER, the AA must: (i) as may be requested by the Planning Secretary or Community Complaints Mediator (required by Condition B14), help plan, attend or undertake audits of noise and vibration management of the CSSI including briefings, and site visits, (ii) in the event that conflict arises between the Proponent and the community in relation to the noise and vibration performance of the CSSI, follow the procedure in the Community Communication Strategy approved under Condition B2 to attempt to resolve the conflict, and if it cannot be resolved, notify the Planning Secretary, (iii) consider relevant minor amendments made to the Ancillary Site Establishment Management Plan, CEMP, relevant sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the terms of this approval and the management plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, endorse the amendment, (this does not include any modifications to the terms of this approval), (iv) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, a Monthly Noise and Vibration Report detailing the AA's actions and decisions on matters for which the AA was responsible in the preceding month. The Monthly Noise and Vibration Report must be submitted within seven days following the end of each month for the duration of the AA's engagement for the CSSI, or as otherwise agreed by the Planning Secretary.					
A28	The Department must be notified in writing of the dates of commencement of works, construction and operation at least one (1) month before those dates.	-	Applies	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
A29	If the construction or operation of the CSSI is to be staged, the Department must be notified in writing of the date of the commencement of each stage, at least one (1) month before the commencement of that stage.	-	Applies	Applies	Applies	Applies
A30	Proposed independent auditors must be agreed to in writing by the Planning Secretary before the commencement of an Independent Audit. This condition does not apply to the engagement of auditors required under Condition E145.	-	-	Applies	Applies	-
A31	Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).	-	-	Applies	Applies	-
A32	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified above, upon giving at least four (4) weeks' notice (or timing as stipulated by the Planning Secretary) to the Proponent of the date upon which the audit must be commenced.	-	-	Applies	Applies	-
A33	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (DPIE, 2020), the Proponent must: (a) review and respond to each Independent Audit Report prepared under Condition A31 or Condition A32; (b) submit the response to the Planning Secretary; and (c) make each Independent Audit Report and response to it publicly available two months after submission to the Planning Secretary, or as otherwise agreed by the Planning Secretary.	-	-	Applies	Applies	-
A34	Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary within two (2) months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (DPIE, 2020).	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
A35	Notwithstanding the requirements of the Independent Audit Post Approval Requirements (DPIE, 2020), the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.	-	-	Applies	Applies	Applies
A36	The Planning Secretary must be notified via the Major Projects Website immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one) and set out the location and nature of the incident.	-	Applies	Applies	Applies	Applies
A37	Subsequent notification must be given, and reports submitted in accordance with the requirements set out in APPENDIX A.	-	Applies	Applies	Applies	Applies
A38	The Planning Secretary must be notified via the Major Projects Website within seven days after the Proponent becomes aware of any non-compliance. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one), identify the condition/s against which the CSSI is non-compliant, the nature of the non-compliance; the reason for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	-	Applies	Applies	Applies	Applies
A39	A non-compliance which has been notified as an incident under Condition A36 does not need to be notified as a non-compliance.	-	Applies	Applies	Applies	Applies
	Part B – Community Information and Reporting					
B1	A Community Communication Strategy must be prepared to provide mechanisms to facilitate communication about construction and operation of the CSSI with: a) the community (including adjoining affected landowners and businesses, LALC, RAPs, community representatives and others directly impacted by the CSSI); and	-	Applies	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	b) the relevant councils and relevant agencies.					
B2	The Community Communication Strategy must: a) identify people, organisations, councils and agencies to be consulted during the design and work phases of the CSSI; b) identify details of the community and its demographics; c) identify timing of consultation; d) set out procedures and mechanisms for the regular distribution of accessible information including to CALD and vulnerable communities about or relevant to the CSSI; e) identify opportunities for education within the community about construction sites; f) detail the measures for advising the community in advance of upcoming construction including upcoming track authorisations and possessions and out-of-hours work as required by Condition E72; g) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant community(ies) for the CSSI; h) set out procedures and mechanisms: i. through which the community can discuss or provide feedback to the Proponent; ii. through which the Proponent will respond to enquiries or feedback from the community; i) to resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of the CSSI, including timing for mediation to be undertaken once it has been escalated to the dispute resolution process; j) address who will engage with the relevant stakeholders; and k) detail the roles and responsibilities of the Public Liaison Officer(s) engaged under Condition B6.	-	Applies	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	The Proponent must continue the operation of the existing Community Consultative Committee as part of its Communication Strategy. The Community Consultative Committee must continue to be operated in accordance with the Department's Community Consultative Committee Guideline. Continuing the Community Consultative Committee must not be the only form of community consultation in the Communication Strategy.					
B3	The Community Communication Strategy must be submitted to the Planning Secretary for approval no later than one (1) month before the commencement of any Work.	-	Applies	Applies	Applies	Applies
B4	Work for the purposes of the CSSI must not commence until the Community Communication Strategy has been approved by the Planning Secretary.	-	Applies	Applies	Applies	Applies
B5	The Community Communication Strategy, as approved by the Planning Secretary, must be implemented for the duration of the work and for 12 months following the completion of construction.	-	Applies	Applies	Applies	Applies
B6	A Public Liaison Officer must be appointed to assist the public with questions and complaints they may have at any time during Work. The Public Liaison Officer must be available at all times that Work is occurring.	-	Applies	Applies	Applies	-
B7	A Complaints Management System must be prepared and implemented before the commencement of any Work and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI. Note: In the situation where there are different entities constructing and operating the CSSI, continuity of access to the Complaints Management System must be maintained.	-	Applies	Applies	Applies	Applies
B8	The following information must be available to facilitate community enquiries and manage complaints one (1) month before the commencement of Work and for 12 months following the completion of construction:	-	Applies	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI; b) a postal address to which written complaints and enquires may be sent; c) an email address to which electronic complaints and enquiries may be transmitted; and d) a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.					
B9	A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the: a) number of complaints received; b) the date and time of the complaint; c) the method by which the complaint was made; d) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; e) nature of the complaint; f) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and g) if no action was taken, the reason(s) why no action was taken.	-	Applies	Applies	Applies	Applies
B10	Personal details of any complainant are not to be provided to the ER unless otherwise agreed to or requested by the complainant.	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
B11	Complainants must be advised of the following information before, or as soon as practicable after, providing personal information: a) the Complaints Register may be forwarded to government agencies, including the Department (Department of Planning Industry and Environment, 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150), to allow them to undertake their regulatory duties; b) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies; c) the supply of personal information by the complainant is voluntary; and d) the complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement). The Collection Statement must be included on the Proponent or development website to make prospective complainants aware of their rights under the Privacy and Personal Information Protection Act 1998 (NSW). For any complaints made in person, the complainant must be made aware of the Collection Statement.	-	Applies	Applies	Applies	Applies
B12	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.	-	Applies	Applies	Applies	Applies
B13	A Community Complaints Mediator(s) that is independent of the design and construction personnel must be nominated by the Proponent, approved by the Planning Secretary and engaged during Work associated with the CSSI. The Community Complaints Mediator(s) must be accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board. The nomination of the Community Complaints Mediator(s) must be submitted to the Planning Secretary for approval within one (1) month before the commencement of Work.	-	Applies	Applies	Applies	-
B14	The role of the Community Complaints Mediator(s) is to address any complaint where a member of the public is not satisfied by the Proponent's response. Any member of the public that has lodged a complaint which is registered in the Complaints Management System identified in	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Condition B7 may ask the Community Complaints Mediator(s) to review the Proponent's response. The application must be submitted in writing and the Community Complaints Mediator(s) must respond within 28 days of the request being made or other specified timeframe agreed between the Community Complaints Mediator(s) and the member of the public.					
B15	The Community Complaints Mediator(s) will: a) review unresolved disputes if the procedures and mechanisms under Condition B2h) and B2i) do not satisfactorily address complaints; b) make recommendations to the Proponent to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes; and c) provide a copy of the recommendations, and the Proponent's response to the recommendations, to the Planning Secretary within one (1) month of the recommendations being made.	-	Applies	Applies	Applies	-
B16	The Proponent must implement the recommendations made by the Community Complaints Mediator(s) in accordance with Condition B15 and be within a timeframe agreed with the Community Complaints Mediator(s), unless otherwise agreed with the Planning Secretary.	-	Applies	Applies	Applies	-
B17	The Community Complaints Mediator(s) will not act before the Complaints Management System required by Condition B7 has been executed for a complaint and will not consider issues such as property acquisition, where other dispute processes are provided for in this approval or clear government policy and resolution processes are available, or matters which are not within the scope of this CSSI.	-	Applies	Applies	Applies	-
B18	A website or webpage providing information in relation to the CSSI must be established before commencement of Work and be maintained for the duration of construction, and for a minimum of 24 months following the completion of construction. The following up-to-date information (excluding confidential, private, commercial information or any other information that the	-	Applies	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Planning Secretary has approved to be excluded) must be published before the relevant work commences and maintained on the website or dedicated pages including: a) information on the current implementation status of the CSSI; b) a copy of the documents listed in Condition A1, and any documentation relating to any modifications made to the CSSI or the terms of this approval; c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; e) a copy of the current version of each document required under the terms of this approval; and f) a copy of the audit reports required under this approval. Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which it relates or before its implementation. All information required in this condition must be provided on the Proponent's website, ordered in a logical sequence and which is easy to navigate. Note: 1. The intention of this condition is to increase transparency and for information/documents required as part of the approval to be provided proactively and publicly in an easily accessible manner. Where information is excepted by this condition, it is intended that these documents are provided in their redacted form. 2. The Planning Secretary may instruct the Proponent to finalise and upload any report or documents to the Project's website in accordance with Condition A4 .					

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	3. The publishing of documents should occur a minimum of a week before the relevant Work / activity is going to commence. 4. In determining what information should be published under this condition, the proponent should have regard to the principles in Division 2 of Part 2 of the Government Information (Public Access) Act, 2009. 5. Documents should be named to be consistent with the conditions of approval where possible. The name should also give an overall impression of what the document is about. The names should be simple and concise (no more than 50 characters) without any unnecessary punctuation or under scoring in the title.					
	Part C – Construction Environmental Management					
C1	Except as provided by Condition C16, a Construction Environmental Management Plan (CEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020).	-	-	Applies	Applies	-
C2	The CEMP must provide: a) a description of activities to be undertaken during construction (including the scheduling of construction); b) details of environmental and social policies, guidelines and principles to be followed in the construction of the CSSI; c) a program for ongoing analysis of the key environmental and social impact risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the CSSI. The initial risk assessment may be undertaken as part of the CEMF pursuant to Condition C16; d) details of how the activities described in subsection (a) of this condition will be carried out to:	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	i. meet the performance outcomes stated in the documents listed in Condition A1 and as required by this approval; and ii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; e) an inspection program detailing the activities to be inspected and frequency of inspections; f) a protocol for managing and reporting, including to the relevant roads authority, asset owner(s) and in the case of a classified road, TfNSW, where relevant to traffic, transport and access management any: i. incidents; and ii. non-compliances with this approval or statutory requirements; g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction; h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C6. Where staged construction of the CSSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction; i) an organisational chart including description of the roles and environmental responsibilities for relevant employees and any independent appointments; j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental, social and compliance obligations under the terms of this approval; and k) for periodic review and update of the CEMP and all associated plans and programs Note: CEMP(s) may reflect the construction of the project through geographical activities, temporal activities or activity based staging.					

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
C3	CEMP(s) (and relevant CEMP sub-plans) must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C16.	-	-	Applies	Applies	-
C4	Where a CEMP (and relevant CEMP sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	-	-	Applies	Applies	-
C5	CEMP(s) (and relevant CEMP sub-plans) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage. The CEMPs (and relevant CEMP sub-plans) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	-	-	Applies	-	-
C6	Except as provided by Condition C16 the following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A8.	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	<table><tr><th></th><th>Required CEMP Sub-plan</th><th>Relevant government agencies to be consulted for each CEMP Sub-plan</th></tr><tr><td>(a)</td><td>Traffic, transport and access</td><td>TfNSW and relevant councils</td></tr><tr><td>(b)</td><td>Soil and Water</td><td>BCS, NSW EPA, and relevant councils</td></tr><tr><td>(c)</td><td>Noise and vibration</td><td>Relevant councils</td></tr><tr><td>(d)</td><td>Biodiversity</td><td>DPI Fisheries, BCS, and relevant councils</td></tr><tr><td>(e)</td><td>Non-Aboriginal heritage</td><td>Heritage NSW and relevant councils</td></tr><tr><td>(f)</td><td>Aboriginal heritage</td><td>Heritage NSW, RAPs and relevant councils</td></tr><tr><td>(g)</td><td>Flood and bush fire emergency management</td><td>SES, Hume Zone and Riverina Zone Bush Fire Management Committees, DCCEEW and relevant councils</td></tr><tr><td>(h)</td><td>Salinity management plan</td><td>Relevant councils</td></tr><tr><td>(j)</td><td>Contamination and hazardous materials plan</td><td>DPHI and relevant councils</td></tr><tr><td>(j)</td><td>Waste management plan</td><td>Relevant councils</td></tr><tr><td>(k)</td><td>Groundwater management plan</td><td>DCCEEW Water Group and relevant Councils</td></tr><tr><td>(l)</td><td>Social impact management plan</td><td>DPHI and relevant councils</td></tr></table> Note: 1. CEMP Sub-plan(s) may reflect the construction of the project through geographical activities, temporal activities or activity-based staging. Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans.					
C7	The CEMP Sub-plans must state how: a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; b) the mitigation measures identified in the documents listed in Condition A1 will be implemented;	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	c) the relevant terms of this approval will be complied with; and d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.					
C8	The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority about the use and management of roads and include measures to: a) minimise impacts on seasonal traffic and public transport, including harvest-related vehicles, school buses, bus stops and freight operators ; b) consult and advise of changes that impact Wagga Wagga Health precinct and emergency services; c) minimise impacts to pedestrian and active transport routes consistent with Conditions E133, E134 and E135; d) minimise noise and amenity impacts of heavy vehicles entering and exiting construction compounds, borrow sites and other ancillary sites, and driving through populated areas, including school zones at speed limited times; e) minimise impacts to vulnerable road users and sensitive land uses, including but not limited to avoiding, where possible, schools, child care facilities and aged care facilities; f) avoid heavy vehicle movements on public roads outside the construction hours detailed in Condition E69; g) repair roads damaged during construction to ensure the safety or road users; h) all mitigation measures identified in accordance with the Wagga Wagga Construction Traffic, Transport and Access Mitigation Options Report in accordance with Condition E137;	-	-	Applies (with exception of CoA C8 (h), (m) and (n))	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	i) inform road users, freight operators and pedestrians and active transport users of changes to traffic conditions, detours and parking; j) implement and comply with Condition E135; k) maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and ensure measures are implemented prior to any access disruption; and l) identify construction vehicle routes not identified in the documents listed in Condition A1 and in accordance with Condition E138; m) managing Maritime traffic impacts through a Maritime Traffic Management Plan; n) periodically review mitigation measures to further minimise impacts to road users, pedestrians and active transport users including adaptive management measures addressing traffic impacts associated with construction of Edmondson Street Bridge; and o) regularly consult with councils and TfNSW regarding changes to traffic and pedestrian impacts and mitigation measures.					
C9	The Construction Noise and Vibration Sub-plan must include, but not limited to: a) measures to reduce construction to standard ICNG hours where sensitive land uses are likely to be noise affected for more than 3 months; b) an approach to assess and manage construction fatigue from noise impacts on sensitive receivers on an ongoing basis; c) noise sensitive periods identified by the community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas and measures to ensure noise levels above the NMLs do not occur during sensitive periods in accordance with Condition E76;	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	d) mitigation for construction traffic noise impacts from additional construction traffic and road diversions; e) the location of all heritage items, non-heritage structures and infrastructure likely to be impacted by vibration and measures to manage vibration impacts at those items and structures; and f) vibration levels at a range of distances from vibration intensive equipment such as excavators and vibratory rollers before undertaking works with the specific type and size of equipment.					
C10	The Biodiversity Management Sub-plan must include, but not limited to details of the: a) measures to avoid and minimise disturbance and impacts to terrestrial and aquatic threatened species and their habitat; b) Measures to protect riparian corridors and erosion and sediment control measures to be implemented identified in accordance with Condition E173 and E174; and c) Riparian and watercourse rehabilitation measures to be implemented in accordance with Condition E34.	-	-	Applies (with exception of CoA C10 (c))	Applies	-
C11	The Non-Aboriginal Heritage Management Sub-plan must be prepared by a suitably qualified and experienced heritage expert and include: a) all exclusion zones, archival recording requirements, baseline, and periodic monitoring protocols (including before and during construction; b) measures to avoid or minimise impacts to the broad gauge track in Albury Station and Yard Group identified in accordance with Condition E48 to the greatest extent practicable; and c) items to be salvaged, relocated or reused including Signal Box 1 A at Albury and any items identified in the documents listed in Condition A1, Condition E51 and Condition E52.	-	-	Applies (with exception of CoA C11 (b) and (c))	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
C12	The Aboriginal Cultural Heritage Management Sub-plan must be prepared by suitably qualified and experienced persons and include: a) measures to avoid and protect the Aboriginal objects, sites and Potential Archaeological Deposits identified within or adjacent to the project footprint, including fencing of areas to be avoided prior to Work commencing. b) updated mapping of all areas that have been or will be subject to monitoring and salvage excavations; c) procedures for monitoring, salvaging and relocating the Aboriginal objects and sites located within the approved development footprint. d) Procedures to ensure RAPs and LALC are consulted on Aboriginal cultural heritage management throughout construction; e) Procedures for short and long term management of any salvaged Aboriginal objects in consultation with the RAPs and LALC f) a contingency plan and reporting procedure for the management of Unexpected Heritage Finds and Human Remains that is prepared by suitably qualified and experienced heritage specialist in relation to Aboriginal cultural heritage, in consultation with the RAPs and in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (2010); and g) heritage induction and training for construction personnel.	-	-	Applies	Applies	-
C13	The Soil and Water Management Sub-plan must include: a) Measures to avoid and minimise erosion and sedimentation impacts including to agricultural and forested land, and areas of high salinity and high erosion potential; b) Information demonstrating that the required construction water resources are legally and physically available;	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	c) Procedures and protocols for the appropriate supply, transport and storage of water across the CSSI. d) mitigation measures to address construction water resource shortages that arise; e) a Construction Groundwater Management Plan (CGMP) that includes a protocol for avoiding, minimising and mitigating impacts. f) a surface water monitoring framework; g) a dam dewatering protocol; h) a spill response procedure; and					
C14	The Flood and Bush Fire Emergency Management Sub-plan must include: a) Measures for managing flood and bush fire risks including access and egress for emergency vehicles and subsequent recovery; b) consideration of flood and bush fire risks associated with construction works; c) details of the management and maintenance of flood and bush fire mitigation measures including first-response capabilities, any temporary and permanent fencing and drainage structures.	-	-	Applies	Applies	-
C15	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and sub-plans have been endorsed by the ER and approved by the Planning Secretary or ER.	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
C16	A Construction Environmental Management Framework (CEMF) may be prepared to facilitate the preparation and approval of construction environmental management and monitoring plans required under Part C of this approval. The CEMF must: a) identify the Construction Environmental Management Plans (CEMPs), CEMP Sub-plans and Construction Monitoring Programs (CMP) required for each stage of construction consistent with the Staging Report prepared under Condition A9; b) document the proposed structure of the CEMPs, CEMP Sub-plans and CMPs for the relevant stage of construction; c) provide, by way of a Risk Matrix, an assessment of the predicted level of environmental and social risk, including the potential level of community concerns posed by each construction stage. This must use a process consistent with AS/NZS ISO 31000: 2018; Risk Management – Guidelines; and d) nominate the consultation and endorsement level for the CEMPs, CEMP Sub-plans and CMPs required for each construction stage. The endorsement level being one of the following: i. Low Risk Stage – to be self endorsed and consultation with agency and council stakeholders is not mandatory, ii. Medium Risk Stage – to be endorsed by the ER and consultation with agency and council stakeholders required, and iii. High Risk Stage– to be endorsed by the Planning Secretary and consultation with agency and council stakeholders required. For a Low Risk Stage(s) the requirements of Part C of this approval do not apply. In these circumstances, a CEMP, CEMP sub-pan and CMP, may be substituted with an alternate process such as a Construction Method Statement or the like. The CEMF must be endorsed by the ER and then submitted no later than one (1) month before the lodgement of any CEMP, CEMP sub plan or CMP to the Planning Secretary for approval.	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Note: The Planning Secretary may vary the CEMF in relation to the endorsement authority for the CEMPs, CEMP Sub-plans and CMPs. The approved CEMF must be implemented for the duration of construction.					
C17	Where changes are proposed to the staging of construction, a revised CEMF must be prepared, endorsed by the ER and submitted to the Planning Secretary for approval no later than one (1) month prior to the proposed change in the staging.	-	-	Applies	Applies	-
C18	Before the establishment of an ancillary facility that is required prior to the approval of a CEMP (excluding minor ancillary facilities determined by the ER to have minimal environmental impact and those established under Condition C22), an Ancillary Site Establishment Management Plan must be prepared which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facilities. The Ancillary Site Establishment Management Plan must be prepared in consultation with the relevant council and government agencies. The Plan must be submitted to the Planning Secretary for approval one (1) month before the establishment of any ancillary facilities. The Ancillary Site Establishment Management Plan must detail the management of the ancillary facilities and include: a) a description of activities to be undertaken during establishment of the ancillary facility (including scheduling and duration of work to be undertaken at the site); b) figures illustrating the proposed operational site layout and the location of the closest sensitive land use(s); c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment work; d) details of how the site establishment activities described in subsection (a) of this condition will be carried out to: i. meet the performance outcomes stated in the documents listed in Condition A1, and	-	-	Applies (addressed via CEMP)	Applies (addressed via CEMP)	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	ii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and e) a program for monitoring the performance outcomes, including a program for construction noise monitoring. Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each ancillary facility, or one Site Establishment Management Plan for all ancillary facilities. The approved Site Establishment Management Plan(s) must be implemented. Note: This plan is only needed before a CEMP is approved. Once a CEMP is approved an Ancillary Site Establishment Management Plan(s) is not required.					
C19	The use of an ancillary facility for construction must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C6 and relevant Construction Monitoring Programs required by Condition C26 have been approved by the Planning Secretary.	-	-	Applies	Applies	-
C20	This condition does not apply to the use of minor Ancillary Facilities established under Condition C23. Note: The operation of an ancillary facility can commence if the ER has determined the operational activities are Low Impact work as defined in Table 1 of this approval.	-	-	Applies	Applies	-
C21	Where possible, ancillary facilities must be accessed via existing public roads and/or the existing rail corridor. Where access via existing roads or the rail corridor is not possible, the Proponent may utilise existing private access tracks on private property but only with the written permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition C18.	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
C22	The Proponent must ensure that all roads / tracks that will be used to access ancillary facilities are to the standard necessary to provide access as agreed with landowners, asset owner(s) , the roads authority, and both TfNSW and the roads authority for Classified Roads, including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	-	-	Applies	Applies	-
C23	The minor ancillary Facilities can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria: a) are located within or immediately adjacent to the construction boundary; and b) have been assessed by the ER to have - i. minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009) (ICNG), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and ii. minimal environmental impact with respect to waste management and flooding, and iii. no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.	-	Applies	Applies	Applies	-
C24	Boundary screening must be erected at any ancillary facilities (excluding minor ancillary facilities) that is adjacent to sensitive land use(s) for the duration of the time that the ancillary facility is in use, unless otherwise agreed with the owner and occupier of the adjacent sensitive land use(s). Boundary screening must minimise visual impacts on adjacent sensitive land use(s).	-	-	Applies	Applies	-
C25	Any agreements for the temporary use of land for construction purposes must provide for the rehabilitation of that land and any structures on it to its pre-construction state, unless otherwise agreed with the landowner.	-	Applies	Applies	Applies	-

<table>
<tr><th rowspan="2">COA</th><th rowspan="2">REQUIREMENT</th><th rowspan="2">DESIGN[4]</th><th rowspan="2">PRE-CONSTRUCTION</th><th colspan="2">APPLICABLE CONSTRUCTION STAGE</th><th rowspan="2">OPERATION STAGE</th></tr>
<tr><th>Stage A</th><th>Stage B</th></tr>
<tr><td>C26</td><td>Except as provided by Condition C16 the following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP:
<table><tr><th></th><th>Required Construction Monitoring Programs</th><th>Relevant government agencies to be consulted for each Construction Monitoring Program</th></tr><tr><td>a)</td><td>Traffic, transport and access</td><td>Relevant councils and TfNSW</td></tr><tr><td>b)</td><td>Noise and vibration</td><td>Relevant councils</td></tr><tr><td>c)</td><td>Biodiversity</td><td>BCS (NSW DCCEEW)</td></tr><tr><td>d)</td><td>Surface water</td><td>DCCEEW Water Group, and relevant councils</td></tr></table></td><td>-</td><td>-</td><td>Applies</td><td>Applies</td><td>-</td></tr>
<tr><td>C27</td><td>Each Construction Monitoring Program (CMP) must have consideration of SMART principles and provide:
a) details of baseline data available;
b) details of baseline data to be obtained and when;
c) details of all monitoring of the project to be undertaken;
d) the parameters of the project to be monitored;
e) the frequency of monitoring to be undertaken;
f) the location and justification of monitoring locations.
g) the reporting of monitoring results and analysis results against relevant criteria;
h) details of the methods that will be used to analyse the monitoring data;
i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts; and</td><td>-</td><td>-</td><td>Applies</td><td>Applies</td><td>-</td></tr>
</table>

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	j) any consultation to be undertaken in relation to the monitoring programs.					
C27	The Noise and Vibration Monitoring Program must be prepared in accordance with the requirements of Approved Methods for the Measurement and Analysis of Environmental Noise (EPA).	-	-	Applies	Applies	-
C28	CMP(s) must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C16.	-	-	Applies	Applies	-
C29	Where a CMP requires Planning Secretary's approval, the CMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	-	-	Applies	Applies	-
C30	CMP(s) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage. The CMP(s) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	-	-	Applies	-	-
C31	Construction must not commence until the relevant CMP(s) have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16), and all relevant baseline data for the specific construction activity has been collected.	-	-	Applies	Applies	-
C32	The CMP(s), as approved or endorsed (as relevant), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
C33	The results of the CMP(s) must be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant CMP. Note: Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.	-	-	Applies	Applies	-
	Operational Environmental Management					
D1	An Operational Environmental Management Plan (OEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020). The OEMP must detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 will be implemented and achieved during operation. Condition D1 does not apply if Condition D2 of this approval applies.	-	-	-	-	Applies
D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Planning Secretary, and demonstrates, to the satisfaction of the Planning Secretary, that through the EMS or equivalent: a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in Condition A1, and specified relevant terms of this approval can be achieved; b) issues identified through ongoing risk analysis can be managed; and c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation; d) procedures and mechanisms are in place: i. for the community to discuss or provide feedback to the Proponent;	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	ii. through which the Proponent will respond to enquiries or feedback from the community; and iii. resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of the CSSI, including disputes regarding rectification or compensation. At a minimum, the EMS must address fencing provision, failure compensation mechanisms and repair, maintenance of fences and culverts, with strict observance of biosecurity protocols, consistent with the Biosecurity Act 2015					
D3	The OEMP or EMS or equivalent as agreed with the Planning Secretary, must be submitted to the Planning Secretary for information no later than one (1) month before the commencement of operation, or where operation is staged, no later than one (1) month before the commencement of operation of that stage.	-	-	-	-	Applies
D4	The OEMP or EMS or equivalent as agreed with the Planning Secretary, as submitted to the Planning Secretary and amended from time to time, must be implemented for the duration of operation and the OEMP or EMS or equivalent must be made publicly available before the commencement of operation.	-	-	-	-	Applies
D5	The following Operational Monitoring Programs must be prepared in consultation with the relevant authorities identified for each Operational Monitoring Program to compare actual operational performance against predicted performance. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant Operational Monitoring Program, including copies of all correspondence from those agencies as required by Condition A8.	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	<table><tr><th></th><th>Required Operational Monitoring Programs</th><th>Relevant authority(s) and council(s) to be consulted for each Operational Monitoring Program</th></tr><tr><td>(a)</td><td>Air quality</td><td>NSW EPA, relevant councils</td></tr><tr><td>(b)</td><td>Operational Fauna Connectivity Monitoring, Predator Prevention and Adaptive Mitigation Program</td><td>BCS</td></tr></table>					
D6	Each operational monitoring program must include: a) details of baseline data; b) details of all monitoring of the project to be undertaken; c) the parameters of the project to be monitored; d) the frequency and lifespan of monitoring to be undertaken; e) the location and justification of monitoring locations; f) the reporting of monitoring and analysis results against relevant criteria; g) details of the methods that will be employed to analyse the monitoring data; h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and i) any consultation to be undertaken in relation to the monitoring programs. Note: Operational Monitoring Program requirements will be included in approvals on a project specific basis in consideration of the need for continuous improvement of environmental performance.	-	-	-	-	Applies
D7	The Operational Monitoring Program(s) must be submitted to the Planning Secretary for approval at least three (3) months prior to the commencement of operation.	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
D8	Operation must not commence until the Planning Secretary has approved all of the required Operational Monitoring Programs, and all relevant baseline data has been collected.	-	-	-	-	Applies
D9	The Operational Monitoring Programs, as approved by the Planning Secretary, must be implemented for the duration identified in the terms of this approval. Where no duration is specified in this approval, they must be implemented for the duration specified in the relevant Operational Monitoring Program or as specified by the Planning Secretary.	-	-	-	-	Applies
D10	The results of the Operational Monitoring Programs must be submitted to the Planning Secretary, and relevant regulatory authorities, for information in the form of an Operational Monitoring Report at the frequency identified in the in the terms of this approval. Where no frequency is identified in this approval, the results must be submitted at the frequency identified in the relevant Operational Monitoring Program.	-	-	-	-	Applies
D11	Where a relevant OEMP Sub-plan exists, the relevant Operational Monitoring Program may be incorporated into that OEMP Sub-plan.	-	-	-	-	Applies
D12	The Operational Air Quality Monitoring Program must address the requirements of Conditions E8 to E18. The OAQMP must include: a) management measures to mitigate air quality impacts to sensitive receivers where un-planned events or incidents result in idling in locations close to sensitive receivers.	-	-	-	-	Applies
D13	An Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program must be implemented for a period of ten (10) years to evaluate the effectiveness of fauna connectivity measures, unless otherwise agreed with the Planning Secretary. The Program must be prepared by a suitably qualified and experienced ecologist(s) with experience in fauna connectivity and include regular seasonal ongoing monitoring for Squirrel Glider and Sloane's Froglet at Billy Hughes Bridge and Uranquinty Creek. The Program must include: a) Existing fauna movements identified in accordance with Condition E29;	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	b) Monitoring methodology to evaluating the effectiveness of new and existing fauna connectivity measures and performance indicators; c) visual inspections of fauna connectivity structures following a severe weather event and/or record of fauna mortality and rectification of any damaged structures; d) a process to identify adaptive mitigation measures following monitoring results obtained in accordance with Condition D13(b) and the timeframe for implementation ; The results of the monitoring must be provided in an annual report and submitted to the Planning Secretary upon request, to DCCEEW and the relevant Council. Note: This condition is not meant to duplicate the monitoring requirements of the Sloane's Froglet Management Plan required in accordance with Condition E26.					
	Key issue conditions					
E1	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	-	-	Applies	Applies	Applies
E2	Idling of locomotives within 150 metres of sensitive land uses, during operation of the CSSI, can only occur where the project can determine compliance with National Environment Protection (Ambient Air Quality) Measure as listed in Table 4 or where agreed by the Planning Secretary following the approval of the Operational Air Quality Review Report required by Condition E6. **Table 4. Air quality National Environment Protection (Ambient Air Quality) Measure**	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	<table><tr><th>Pollutant</th><th>Air quality NEPM criteria (µg/m^{-3})</th><th>Air quality NEPM criteria (ppm)</th></tr><tr><td>NO_2 1-hour</td><td>164</td><td>0.08</td></tr><tr><td>NO_2 Annual</td><td>31</td><td>0.02</td></tr><tr><td>$PM_{2.5}$ 24-hour</td><td>25</td><td>N/A</td></tr></table>					
E3	Determining compliance with Condition E2 must be based on at least 12 months of background monitoring and additional modelling completed in accordance with the Background Monitoring Plan required Condition E4 and the approved Operational Air Quality Review Report required by Condition E7.	-	-	-	-	Applies
E4	A Background Monitoring Plan must be prepared by an independent air quality specialist with appropriate skills and experience in air quality monitoring and modelling, approved in accordance with Condition A16, to monitor background air quality for at least 12 months at ground level locations for sensitive receivers within 150m of proposed idling locations. The Background Monitoring Plan must be prepared in consultation with the EPA and must include: a) monitoring at a representative number of ground level locations to proposed idling locations that are within 150m of sensitive receivers; b) monitor (by sampling and obtaining results by analysis) the pollutants and parameters specified in Table 5 including the sampling method, units of measure, and sampling frequency specified in the table and determined in consultation with the EPA. c) monitoring and modelling methodologies to determine compliance with the National Environment Protection (Ambient Air Quality) Measure as listed in Table 4. **Table 5: Ambient Air Quality Monitoring Methodologies**	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	

Pollutant	Units of measurement[2]	Averaging Period	Frequency	Method[1]
NO	pphm	1-hour	Continuous	AM-12
NO_2	pphm	1-hour	Continuous	AM-12
NO_x	pphm	1-hour	Continuous	AM-12
$PM_{2.5}$[3]	µg/m³	24-hour	Continuous	AS 3580.9.13:2022[4] or as otherwise agreed by the Secretary in consultation with the EPA
Parameter[5]	**Units of Measure**	**Averaging Period**	**Frequency**	**Method[1]**
Wind Speed @ 10m	m/s	1-hour	Continuous	AM-2 & AM-4
Wind Direction @ 10m	m/s	1-hour	Continuous	AM-2 & AM-4
Sigma Theta @ 10m		1-hour	Continuous	AM-2 & AM-4
Temperature @ 2m	K	1-hour	Continuous	AM-4
Temperature @ 10m	K	1-hour	Continuous	AM-4
Other				**Method[1]**
Siting	NA	NA	NA	AM-1 & AM-4

Notes:

1. Approved methods for the sampling and analysis of air pollutants in New South Wales (EPA, 2022), and supporting document Table of AM-coded methods for ambient air monitoring, or as otherwise agreed by EPA.

2. pphm: parts per hundred million

3. Appropriately modified to include size selective inlet for PM2.5 or as otherwise approved by the EPA

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	4. AS 3580.9.13:2022, Methods for sampling and analysis of ambient air, Method 9.13: Determination of suspended particulate matter — PM2.5 continuous direct mass method using a tapered element oscillating microbalance monitor (Standards Australia, 2022). 5. Location for meteorological monitoring station(s) to be representative of weather conditions likely to occur in the vicinity of Albury, Wagga Wagga, and Junee rail operational impact zones.					
E5	The Background Monitoring Plan must be implemented for at least 12 months, (and must be completed prior to the commencement of operations).	-	-	-	-	Applies
E6	An Operational Air Quality Review Report must be prepared by an independent Air Quality specialist with appropriate skills and experience in air quality monitoring and modelling, in consultation with the EPA. The Operational Air Quality Review Report must include: a) the results of the background monitoring and modelling completed in accordance with the methodology in the Background Monitoring Plan in Condition E4; b) a health impact assessment for all locations that exceed the NEPM at the closest sensitive receiver that are proposed to remain in use; c) mitigation measures that seek to avoid, minimise and manage air quality impacts to ensure compliance with the NEPM and reduce human health impacts; d) management measures to avoid, minimise and manage air quality impacts during unplanned events; and e) operational air quality monitoring methodology and procedures to confirm compliance with the NEPM for all locations where an exceedance of the NEPM was identified in the modelling completed in accordance with Condition E4 and the effectiveness of the proposed mitigation measures identified at c). The locations selected for air quality monitoring must be suitable for detecting any impact on air quality from idling trains at the closest sensitive receiver and near locomotive idling locations.	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E7	The Operational Air Quality Review Report must be submitted to the Planning Secretary and approved prior to operation. The Operational Air Quality Review Report must be implemented.	-	-	-	-	Applies
E8	Air quality must be monitored at all idling locations identified in Condition E6b) for 10 years, unless otherwise agreed by the Planning Secretary. Air quality monitoring must comply with the approved Operational Air Quality Review Report required by Condition E6.	-	-	-	-	Applies
E9	At the conclusion of the 10-year operational monitoring period, the Proponent must review the need for the continued use of ambient monitoring stations in consultation with EPA and the Planning Secretary. Closure or discontinued use of a monitoring station will require the approval of the Planning Secretary.	-	-	-	-	Applies
E10	The location of the monitoring stations or locations identified in Conditions E4 and E8 must be agreed to subject to landowner's and occupier's agreement and must be approved by the Planning Secretary one month prior to the commencement of monitoring.	-	-	-	-	Applies
E11	The establishment and operation of the monitoring stations must be undertaken in accordance with recognised Australian standards and undertaken by an organisation accredited by NATA for this purpose and approved by the Planning Secretary. The quality of the monitoring results must be assured through a NATA accredited process prior to the data being considered as a basis for compliance and auditing purposes.	-	-	-	-	Applies
E12	The Proponent must develop and implement a reporting system for air quality monitoring required by Condition E8. The reporting system must be approved by the Planning Secretary and be fully implemented and operational prior to monitoring in accordance with Condition E8. Minimum analytical reporting requirements for air pollution monitoring stations must be as specified in the Approved methods for the sampling and analysis of air pollutants in NSW (NSW EPA, 2022, or as updated).	-	-	-	-	Applies
E13	Results of hourly updated real-time monitoring required by Condition E8, relevant meteorological data must be provided on a website in an easy to interpret format. This data may be preliminary	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	until a quality assurance check has been undertaken by a person or organisation, who is accredited by NATA for this purpose.					
E14	The availability of monitoring data must be conveyed to the local community by way of newsletter (including translation into common community languages in the area) and newspaper advertisement at least one month prior to the commencement of monitoring in accordance with Condition E8.	-	-	-	-	Applies
E15	All continuous emissions monitoring systems installed and operated as a requirement of Condition E8 must: a) undergo relative accuracy test audits at an interval not exceeding 12 months, or within another timeframe agreed with the Planning Secretary. b) be audited by a person independent from the design and construction of the CSSI, approved in accordance with Condition A16, at an interval not exceeding 12 months, or within another timeframe agreed with the Planning Secretary	-	-	-	-	Applies
E16	The auditor must ensure that the operating procedures and equipment to acquire air monitoring, meteorological data and emission monitoring data and monitoring reporting comply with NATA (or equivalent) requirements and sound laboratory practice.	-	-	-	-	Applies
E17	The Proponent must document the results of the audit and make available all audit data for inspection by the Planning Secretary upon request.	-	-	-	-	Applies
E18	The Proponent must undertake appropriate quality assurance (QA) and quality control (QC) measures for air quality emission monitoring data. This must include, but not be limited to: accreditation/quality systems; staff qualifications and training; auditing; monitoring procedure; service and maintenance; equipment or system malfunction; and records/reporting. The QA/QC measures must be approved by an expert independent from the design and construction of the CSSI, approved in accordance with Condition A16.	-	-	-	-	Applies

<table>
<tr><th>COA</th><th>REQUIREMENT</th><th>DESIGN[4]</th><th>PRE-CONSTRUCTION</th><th colspan="2">APPLICABLE CONSTRUCTION STAGE</th><th>OPERATION STAGE</th></tr>
<tr><th></th><th></th><th></th><th></th><th>Stage A</th><th>Stage B</th><th></th></tr>
<tr><td></td><td>Note: The air quality specialist required in Condition E4 can be the independent expert required in this condition where they have suitable skills, experience and qualifications.</td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>E19</td><td>The clearing of native vegetation must be minimised to the greatest extent practicable with the objective of reducing impacts to threatened ecological communities, threatened species and their habitat.</td><td>-</td><td>Applies</td><td>Applies</td><td>Applies</td><td>-</td></tr>
<tr><td>E20</td><td>Impacts to plant community types and threatened species habitat must not exceed the impacts specified in Table 6 and Table 7 below:
Table 6 Plant community type impacts and ecosystem credit requirements
<table>
<tr><th>Name of Plant Community Type/ID</th><th>Area of impact</th><th>Ecosystem credits to be retired</th></tr>
<tr><td>277 – moderate – Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion</td><td>0.5</td><td>22</td></tr>
<tr><td>277 – poor - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion</td><td>1.3</td><td>28</td></tr>
<tr><td>277 – derived - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion</td><td>2.3</td><td>78</td></tr>
<tr><td>277 – Native plantings - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion</td><td>0.26</td><td>7</td></tr>
<tr><td>277 – Non-native - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion</td><td>30.5</td><td>0</td></tr>
<tr><td>5 - River Red Gum herbaceous-grassy very tall open forest wetland on inner floodplains in the lower slopes sub-region of the NSW South-Western Slopes Bioregion and the eastern Riverina Bioregion</td><td>0.02</td><td>1</td></tr>
<tr><td>Total</td><td></td><td>136</td></tr>
</table>
Table 7 Threatened species habitat impacts and species credit requirements</td><td>-</td><td>Applies</td><td>Applies</td><td>Applies</td><td>-</td></tr>
</table>

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Fauna Species / **Area (ha)** / **Credits to be retired** **Lower Slopes IBRA Subregion** Sloane's Froglet (*Crinia sloanei*) 0.03 2 Squirrel Glider (*Petaurus norfolcensis*) 0.16 3 Superb Parrot (*Polytelis swainsonii*) 0.16 3 **Inland Slopes IBRA Subregion** Sloane's Froglet (*Crinia sloanei*) 0.23 5 Key's Matchstick Grasshopper (*Keyacris scurra*) 0.21 4 Squirrel Glider (*Petaurus norfolcensis*) 1.82 41 Superb Parrot (*Polytelis swainsonii*) 1.82 41 **Total** **99**					
E21	Prior to impacts on the biodiversity values of the CSSI, the number and classes of ecosystem credits and species credits (like-for-like) as set out in the BAM Biodiversity Credit Report which forms part of the BDAR Revision M, must be retired. The number of biodiversity offset species credits obligations that must be retired (prior to impacting the biodiversity values) in each of the CSSI as detailed in Table 6 and Table 7.	-	Applies	Applies	Applies	-
E22	On the discovery of potential or actual impacts to any threatened communities or species not listed in Condition E20, all work which may impact the identified species or community must stop to prevent further impact and the Planning Secretary and DCCEEW (NSW) (and DCCEEW (Cth) where relevant) notified in writing. Work must not recommence until the relevant agencies have been consulted and any required approvals have been obtained.	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E23	The retirement of the credits must be carried out in accordance with the Biodiversity Conservation Act 2016, and can be achieved by: a) acquiring and retiring "biodiversity credits" within the meaning of the BC Act; and / or b) making a payment into the Biodiversity Conservation Fund of an amount equivalent to the class and number of ecosystem and species credits, as calculated by the Biodiversity Conservation Fund (BCF) Charge System; and/or c) funding a biodiversity conservation action that benefits the entity impacted and is listed in the ancillary rules of the Biodiversity Offset Scheme. d) Where evidence of compliance with the Ancillary rules: Reasonable steps to seek like-for-like biodiversity credits for the purpose of applying the variation rules has been provided to, and approved by the Planning Secretary, the variation rules may be applied to retire the relevant ecosystem credits and species credits as set out in the BAM Biodiversity Credit Report (Variation). The variation rule does not apply to biodiversity credits for threatened species or threatened ecological communities that are listed as critically endangered under the Biodiversity Conservation Act 2016 or listed in any capacity under the Environment Protection and Biodiversity Conservation Act 1999. Note: "Impacted site" in the application of the like-for-like offset rules is taken to be the subject land described in the Biodiversity Development Assessment Report referred to in Condition A1. The subject land is the disturbance footprint subject to assessment under the Biodiversity Assessment Method.	-	Applies	Applies	Applies	-
E24	Evidence of the retirement of credits in satisfaction of Condition E23 must be provided to the Planning Secretary prior to impacts to the biodiversity values.	-	Applies	Applies	Applies	-
E25	Prior to the commencement of works, the Proponent must complete targeted surveys during July and/ or August for Sloane's Froglet (Crinia sloanei) in all areas where that species was assumed	-	-	-	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	present in the documents listed in Condition A1. The results of the targeted surveys are to be provided to DCCEEW and the Planning Secretary for information.					
E26	In all locations where the Sloane's Froglet is recorded, a site-specific Sloane's Froglet Management Plan(s) must be prepared and implemented in consultation with DCCEEW and landowners to manage work within and adjacent to Sloane's Froglet habitat. The Sloane's Froglet Management Plan must include: a) details of proposed detention basins to manage stormwater consistent with the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017); b) measures to prevent Sloane's Froglet habitat from being impacted by sediment; and c) regular monitoring.	-	-	-	Applies	-
E27	The Sloane's Froglet Management Plan must be submitted to and approved by the Planning Secretary. No work that could impact the areas identified with Sloane's Froglet (Crinia sloanei) are to be carried out prior to: a) the completion of the targeted surveys required in Condition E25; and b) the implementation of the approved Sloane's Froglet Management Plan required by Condition E26.	-	-	-	Applies	-
E28	In all remaining areas that assumed the presence of Sloane's Froglet (Crinia sloanei), erosion and sediment control measures and protection of riparian areas must be installed in accordance with Conditions C10, E173 and E174 prior to work in these areas.	-	-	-	Applies	-
E29	Prior to construction, at Billy Hughes Bridge and Uranquinty Creek, existing fauna movement corridors, pathways and connectivity for the squirrel Glider at Billy Hughes Bridge and Uranquinty Creek must be determined by a suitably qualified and experienced expert in consultation with DCCEEW including evidence of existing fauna movement corridors, pathways and connectivity including analysis of existing studies or baseline monitoring.	-	-	-	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E30	The design of fauna connectivity measures must have regard to: a) existing fauna movement corridors, pathways and connectivity identified in accordance with Condition E29; b) the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017), relevant threatened species guidelines, species biology and the results of on-ground surveys; c) Fauna Sensitive Road Design Manual Volume 2 (Queensland Government, 2010); d) Fauna Sensitive Road Design Guidelines (VicRoads, 2012); and e) industry best practice measures.	Applies	-	-	Applies	-
E31	The Proponent must prepare and implement a Fauna Connectivity Strategy for the Squirrel Glider and Sloane's Froglet for Billy Hughes Bridge and Uranquinty Creek prior to the commencement of Work that has the potential to impact on the Squirrel Glider and Sloane's Froglet. The strategy must: a) include details of existing fauna movement corridors, pathways and connectivity informed by Condition E29; b) be consistent with the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017); c) justify the design, location and spacing of fauna connectivity structures and measures; d) demonstrate the effectiveness of connectivity structures and measures for the targeted species to maintain or improve connectivity and movement pathways of species within regional, local and riparian corridors; and i. a map showing the location and design of all fauna connectivity measures to be implemented	-	-	-	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	ii. the maintenance activities for all connectivity structures and measures for the life of the impact of the CSSI, including timing and frequency of maintenance actions, including after flood and bushfire events; iii. include the Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program required by Condition D12.					
E32	The Fauna Connectivity Strategy must be prepared by a suitably qualified and experienced person(s) who has expertise in the relevant targeted species, in consultation with, BCS, DPI Fisheries and approved by the Planning Secretary.	-	-	-	Applies	-
E33	There are to be no works to the substructure of the Murray River Bridge or instream works in the Murray River or Oddies Creek.	-	-	-	Applies	-
E34	Riparian land and watercourses disturbed during construction must be rehabilitated and revegetated with native species of local provenance from the relevant native vegetation community on completion of Work impacting the riparian land in accordance with the Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) and A Rehabilitation Manual of Australian Streams (Rutherfurd et al. 2000).	-	-	-	Applies	-
E35	An exclusion zone must be established to protect riparian vegetation adjoining Billy Hughes Bridge (the eastern compound and track lowering works) and Murray River Bridge adjacent to the surface road works before construction commences in this area. The exclusion zone must be maintained until construction is completed in the area.	-	-	-	Applies	-
E36	Seed from native plants to be removed must be collected before clearing and used in revegetation and rehabilitation across the project area. Plant propagation must ensure that native species of local provenance from the relevant native vegetation community are available for successful revegetation and landscaping.	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E37	Cleared native vegetation and other landscape features must be reused as part of the CSSI. If reuse is not practicable, consultation with the relevant council(s), land-care groups and relevant government agencies must be undertaken to determine if: a) hollows, tree trunks, mulch, bush rock and root balls; and b) collected plant material, seeds and/or propagated plants, can be used by others in habitat enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.	-	Applies	Applies	Applies	-
E38	All practicable measures must be implemented to ensure the design, construction and operation of the CSSI will not adversely affect flood behaviour, or adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.	-	Applies	Applies	Applies	Applies
E39	The CSSI must be designed with the objective to meet or improve upon the flood performance identified in the documents listed in Condition A1. Variation consistent with the requirements of this approval at the rail corridor is permitted to effect minor changes to the design with the intent of improving the flood performance of the CSSI.	Applies	-	-	-	-
E40	Updated flood modelling of the project's detailed design must be undertaken for the full range of flood events, including blockage of culverts and flowpaths, considered in the documents listed in Condition A1. This modelling must include: a) Hydrologic and hydraulic assessments consistent with Australian Rainfall and Runoff – A Guide to Flood Estimation (GeoScience Australia, 2019); b) Use of modelling software appropriate to the relevant modelling task; c) Field survey of the existing rail formation and rail levels, should be included within the models; and	Applies	-	-	-	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	d) Confirmation of predicted afflux at industrial properties adjacent to Railway Street, Wagga Wagga based on field survey. Updated flood modelling must be made publicly available in accordance with Condition B18.					
E41	The Proponent's response to the requirements of Conditions E38 and E40 must be reviewed and endorsed by a suitably qualified flood consultant, who is independent of the project's design and construction and approved in accordance with Condition A16, in consultation with directly affected landowners, DCCEEW Water Group, TfNSW, DPI Fisheries, BCS, NSW State Emergency Service (SES) and relevant Councils.	Applies	-	-	-	-
E42	The CSSI must be designed and constructed to limit impacts on flooding characteristics in areas outside the project boundary during any flood event up to and including the 1% AEP flood event, to the following: a) a maximum increase in inundation time of one hour, or 10%, whichever is greater; b) a maximum increase of 10 mm in above-floor inundation to habitable rooms where floor levels are currently exceeded; c) no above-floor inundation of habitable rooms which are currently not inundated; d) a maximum increase of 50 mm in inundation of land zoned as residential, industrial or commercial; e) a maximum increase of 100 mm in inundation of land zoned as environment zone or public recreation; f) a maximum increase of 200 mm in inundation of land zoned as rural or primary production, environment zone or public recreation; g) no increase in the flood hazard category or risk to life; and h) maximum relative increase in velocity of 10%, or to 0.5m/s, whichever is greater, unless adequate scour protection measures are implemented and/or the velocity increases do not	Applies	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	exacerbate erosion as demonstrated through site-specific risk of scour or geomorphological assessments. Where the requirements set out in clauses (d) to (f) inclusive cannot be met alternative flood levels or mitigation measures must be agreed to with the affected landowner.					
E43	A Flood Design Report confirming the: a) final design of the CSSI meets the requirements of Condition E42; and b) the results of consultation with the relevant council in accordance with Condition E46 must be submitted to and approved by the Planning Secretary prior to the commencement of permanent works that would impact on flooding.	-	-	Applies	Applies	-
E44	The Flood Design Report required by Condition E43 must be approved by the Planning Secretary prior to works that may impact on flooding or the relevant council's stormwater network.	-	-	Applies	Applies	-
E45	Flood information including flood reports, models and geographic information system outputs, and work as executed information from a registered surveyor certifying finished ground levels and the dimensions and finished levels of all structures within the flood prone land, must be provided to the relevant Council, BCS and the SES in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the CSSI. The Council, BCS and the SES must be notified in writing that the information is available no later than one (1) month following the completion of construction. Information requested by the relevant Council, BCS or the SES must be provided no later than six (6) months following the completion of construction or within another timeframe agreed with the relevant Council, BCS or the SES.	Applies	-	-	Applies	-
E46	The design, operation and maintenance of pumping stations and storage tanks and discharges to council's stormwater network must be developed in consultation with the relevant council. The results of the consultation are to be included in the report required in Condition E43.	Applies	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E47	The Proponent must not destroy, modify or otherwise physically affect any heritage items, including Aboriginal objects, outside of the CSSI construction boundary.	-	Applies	Applies	Applies	Applies
E48	Prior to the commencement of construction, the Proponent must undertake Heritage Photographic Archival Recordings of heritage items and potential heritage items which have been identified for demolition, modification or alteration in the documents listed in Condition A1. The photographic recording of items with a statutory listing must be undertaken in accordance with Heritage NSW guidelines. The photographic recording of items with potential heritage significance but no statutory listing may be undertaken in accordance with ARTC's Archival Recording Standard.	-	-	Applies	Applies	-
E49	Modifications to the rail bridge over the Murray River (SHR 01020) must be consistent with the Urban Design and Landscape plan required by Condition E108 and reviewed by the State Design Review Panel (SDRP) established in Condition E100.	Applies	-	-	-	-
E50	Replacement, modification or new structures within or adjacent to listed heritage items, curtilages, or heritage conservation areas must be designed to be consistent with the Urban Design and Landscape Plan required by Condition E108.	Applies	-	-	-	-
E51	The Proponent must assess options for the salvage, sympathetic reuse (including integrated heritage displays) or other options for repository, reuse and display of items or elements of heritage value from heritage listed buildings and structures to be demolished before demolition. This includes but is not limited to: a) street furniture associated with Kemp Street bridge in Junee; b) bridge construction materials associated with Edmondson Street bridge in Wagga Wagga; and c) footbridges in Albury, Wagga Wagga, Culcairn and Junee.	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Suitable repository or interim locations must be established in consultation with the relevant Council(s). Any State listed items or elements suitable for salvage must be determined in consultation with Heritage NSW. The items to be salvaged must be identified in the Heritage CEMP Sub-plan required by Condition C6.					
E52	Work within the Albury Railway Station and Yard Group must aim to avoid, to the greatest extent practicable, impacts to remaining broad gauge track/s and Signal Box 1A. The Proponent must prepare an Albury Railway Station and Yard Group Report: a) confirming the location of the broad gauge track/s; b) demonstrating how the Work will avoid, or minimise impacts to the greatest extent practicable, to the broad gauge track/s and Signal Box 1A; and c) where impacts to the broad gauge track/s or Signal Box 1A are unavoidable, determine appropriate mitigation measures, relocation, sympathetic reuse or display and/ or heritage interpretation in consultation with Heritage NSW. The Albury Railway Station and Yard Group Report must be submitted to and approved by the Planning Secretary prior to work commencing within Albury Railway Station and Yard Group.	-	-	-	Applies	-
E53	Following completion of all work described in the documents listed in Condition A1 in relation to heritage items and all work required by Conditions E47 to E52, a Non-Aboriginal Heritage Report including the details of any archival recording, further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds), must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW.	-	-	-	Applies	-
E54	The Non-Aboriginal Heritage Report must be submitted to the Planning Secretary, the Heritage Council of NSW, Heritage NSW and relevant Councils, local libraries and historical societies in the respective local government area for information no later than 12 months after the completion of the work referred to in Condition E53.	-	-	-	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E55	The Proponent must prepare and implement a Heritage Interpretation Plan which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI. The Heritage Interpretation Plan must inform the Urban Design and Landscape Plan required by Condition E108. The Heritage Interpretation Plan must be prepared in accordance with the relevant Heritage NSW and Heritage Council of NSW guidelines and include, but not be limited to: a) a discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to Albury, Wagga Wagga and Junee Stations and Yard Groups, and bridges modified or removed by the project; b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the CSSI including: i. use of interpretative hoardings during construction ii. community open days iii. community updates iv. design of pedestrian and road bridges v. signal boxes and other items within Albury Station Yard; and c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken. The Heritage Interpretation Plan must be prepared in consultation with Heritage NSW, Heritage Council of NSW, relevant Councils and Registered Aboriginal Parties, and must be submitted to the Planning Secretary before commencement of construction.	Applies	-	Applies	-	-
E56	Site specific protection plans must be prepared and implemented for all demolition and modification works adjacent to or within the curtilage of a state heritage item to ensure that any	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	impacts arising are minimised and are included in the Heritage CEMP Sub-Plan as required by Condition C6.					
E57	Before conducting acoustic treatment at any heritage item identified in the documents listed in Condition A1, the advice of a suitably qualified and experienced built heritage expert must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item.	-	-	Applies	Applies	-
E58	All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects, Aboriginal values or Aboriginal places except as authorised by this approval.	Applies	Applies	Applies	Applies	Applies
E59	The Registered Aboriginal Parties (RAPs) and the LALC must be kept involved in the CSSI and must continue to be provided with regular opportunities to be consulted about the Aboriginal cultural heritage management of the CSSI. in accordance with the Aboriginal Cultural Heritage Management Sub-plan required by Condition C12 and more broadly Condition B1.	-	Applies	Applies	Applies	-
E60	Test excavation and, if necessary, salvage, is required prior to any ground disturbance of the Potential Archaeological Deposit located at the Murray River Bridge and Billy Hughes Bridge enhancement sites, as identified in documents listed in Condition A1 in consultation with RAPs and LALC.	-	-	-	Applies	-
E61	No impact is permitted beyond the existing disturbed area of the unformed road identified as Townsend Street in documents listed in Condition A1.	-	-	-	Applies	-
E62	Prior to the commencement of any work within areas identified as requiring archaeological investigation or salvage identified in Condition E60 and documents listed in Condition A1, the Proponent must prepare an Aboriginal Archaeological Test Excavation Methodology. Following analysis of the test excavation results, the Proponent must prepare an Aboriginal Archaeological Salvage Excavation Methodology.	-	-	-	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E63	The Aboriginal Archaeological Test Excavation Methodology and Aboriginal Archaeological Salvage Excavation Methodology must be prepared by a suitably qualified expert in consultation with Heritage NSW, LALC and RAPs, and provided to the Planning Secretary for approval prior to any test or salvage excavation.	-	-	-	Applies	-
E64	At the completion of Aboriginal cultural heritage test and salvage excavations, an Aboriginal Cultural Heritage Excavation Report(s) must be prepared by a suitably qualified expert. The Aboriginal Cultural Heritage Excavation Report(s), must: a) be prepared in accordance with the Guide to Investigation, assessing and reporting on Aboriginal cultural heritage in NSW, OEH 2011 and the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales, DECCW 2010; and b) document the results of the archaeological test excavations and any subsequent salvage excavations (with artefact analysis and identification of a final repository for finds). The RAPs must be given a minimum of 28 days to consider the report and provide comments before the report is finalised. The final report must be provided to the Planning Secretary, Heritage NSW, the relevant Councils, LALC and the RAPs within 24 months of the completion of the Aboriginal archaeological excavations (both test and salvage).	-	-	-	Applies	-
E65	Where previously unidentified Aboriginal objects are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the Unexpected Heritage Finds and Human Remains Procedure required by Condition E66 and include registration in the Aboriginal Heritage Information Management System (AHIMS).	-	Applies	Applies	Applies	-
E66	The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced heritage specialist in consultation with Heritage NSW and the Heritage Council of NSW and submitted to the Planning Secretary for information no later than one (1) month before the commencement of work.	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E67	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction. Note: Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.	-	-	Applies	Applies	-
E68	A detailed land use survey must be undertaken to confirm sensitive land use(s) (including critical working areas such as operating theatres and precision laboratories) potentially exposed to construction noise and vibration, construction ground-borne noise and operational noise. The survey may be undertaken on a progressive basis but must be undertaken in any one area before the commencement of work which generates construction or operational noise, vibration or ground-borne noise in that area. The results of the survey must be included in the Noise and Vibration CEMP sub-plan required by Condition C8.	-	-	Applies	Applies	-
E69	Work must be undertaken during the following hours: a) 7:00am to 6:00pm Mondays to Fridays, inclusive; b) 7:00am to 6:00pm Saturdays; and c) at no time on Sundays or public holidays.	-	Applies	Applies	Applies	-
E70	Except as permitted by an EPL, highly noise intensive works that result in an exceedance of the applicable NML at the same receiver must only be undertaken: a) between the hours of 8:00 am to 6:00 pm Monday to Friday; b) between the hours of 8:00 am to 1:00 pm Saturday; and c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour.	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	For the purposes of this condition, 'continuously' includes any period during which there is less than one hour between ceasing and recommencing any of the work.					
E71	Notwithstanding Conditions E69 and E70 work may be undertaken outside the hours specified in the following circumstances (a, b, or c): a) Safety and Emergencies, including: i. for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or ii. where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm. On becoming aware of the need for emergency work in accordance with Condition E71(a), the AA, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavours must be used to notify all noise and/or vibration affected residents and owners/occupiers of properties identified sensitive land use(s) of the likely impact and duration of those work. b) Work, that meets the following criteria;: i. construction that causes LAeq(15 minute) noise levels: • no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and • no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and ii. construction that causes LAFmax noise levels no more than 15 dB above the rating background level at any residence during the night period as defined in the ICNG. and iii. construction that causes:	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	• continuous or impulsive vibration values, measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or • intermittent vibration values measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006). c) By Approval, including: i. where different construction hours, such as those for a rail possession, are permitted under an EPL in force in respect of the CSSI; or ii. works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E72; or iii. negotiated agreements with directly affected residents and sensitive land use(s).					
E72	An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which is outside the hours defined in Conditions E69, and that are not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the Out-of-Hours Work. The Protocol must be prepared in consultation with the ER, AA and EPA. The Protocol must include: a) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: i. the ER and AA review all proposed out-of-hours activities and confirm their risk levels, ii. low risk activities can be approved by the ER in consultation with the AA, and iii. high risk activities that are approved by the Planning Secretary; b) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria;	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	c) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods.. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land use(s) would be exposed to, including the number of noise awakening events; d) procedures to facilitate the coordination of out-of-hours work including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided; and e) notification arrangements for affected receivers for approved out-of-hours work and notification to the Planning Secretary of approved low risk out-of-hours works. This condition does not apply if the requirements of Condition E71 are met.					
E73	Except as permitted by an EPL, out-of-hours work that may be regulated through the Out-of-Hours Work Protocol as per Condition E72, but is not limited to: a) Carrying out work that if carried out during standard hours would result in a high risk to construction personnel or public safety based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009: “Risk management; or b) Where the relevant roads authority has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to road network performance and a road occupancy licence will not be issued; or c) where the relevant utility service operator has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to the operation and integrity of the utility network; or d) work undertaken in a rail possession for operational or safety reasons. Note: Other out-of-hours works can be undertaken with the approval of an EPL, or through the project’s Out-of-Hours Work Protocol for works not subject to an EPL.	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E74	Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives: a) construction 'Noise affected' NMLs established using the Interim Construction Noise Guideline (DECC, 2009); b) vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure); c) Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives"; d) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and e) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage). Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP sub-plan. Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.	-	Applies	Applies	Applies	-
E75	Mitigation measures must be applied when the following residential ground-borne noise levels are exceeded: a) evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and b) night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A). The mitigation measures must be outlined in the Noise and Vibration CEMP sub-plan, including in any Out-of-Hours Work Protocol, required by Condition E72.	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E76	Noise generating work in the vicinity of community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas (such as exam halls, theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled during sensitive periods, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution.	-	Applies	Applies	Applies	-
E77	At no time can noise generated by construction exceed the National Standard for exposure to noise in the occupational environment of an eight-hour (8hr) equivalent continuous A-weighted sound pressure level of LAeq,8h of 85 dB(A) for any employee working at a location near the CSSI.	-	-	Applies	Applies	-
E78	Construction Noise and Vibration Impact Statements (CNVIS) must be prepared for work that may exceed the noise management levels, vibration criteria and/or ground-borne noise levels specified in Condition E74 and Condition E75 at any residence outside construction hours identified in Condition E69, or where receivers will be highly noise affected. The CNVIS must include specific mitigation measures identified through consultation with affected sensitive land use(s) and the mitigation measures must be implemented for the duration of the works. A copy of the CNVIS must be provided to the AA and ER prior to the commencement of the associated works. The Planning Secretary may request a copy/ies of CNVIS.	-	Applies	Applies	Applies	-
E79	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before work that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owners and occupiers are to be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Noise and Vibration CEMP Sub-plan required by Condition C8 and the Community Communication Strategy required by Condition B1.	-	Applies	Applies	Applies	-
E80	Vibration testing must be undertaken before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented.					
E81	Advice from a heritage specialist must be sought on methods and locations for installing equipment used for vibration, movement and noise monitoring at heritage-listed structures. Note: The heritage specialist is to provide advice prior to installing equipment that may impact the heritage significance or structural integrity of the heritage listed structures.	-	Applies	Applies	Applies	-
E82	Before conducting at-property treatment at any heritage item identified in the documents listed in Condition A1, the advice of a suitably qualified and experienced built heritage expert must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item.	-	Applies	Applies	Applies	-
E83	All work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. This must include: a) rescheduling work to provide respite to impacted noise sensitive land use(s) so that the respite is achieved; or b) the provision of alternative respite or mitigation to impacted noise sensitive land use(s); and c) the provision of documentary evidence to the AA in support of any decision made in relation to respite or mitigation. The consideration of respite must also include all other CSSI, SSI and SSD projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the CSSI.	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E84	The Proponent may opt to address at source noise by treating locomotives as outlined in Albury to Illabo Preferred Infrastructure Report Appendix G Locomotive Noise Control Program described in the documents in Condition A1.	-	-	-	-	Applies
E85	Where the Proponent opts to address locomotive noise emissions, a Locomotive Noise Control Program Report must be prepared to demonstrate the effectiveness of the proposed program to reduce noise from locomotives as described in the documents in Condition A1. The Report must include: a) written commitments from locomotive operators to implement noise reduction treatments to their rolling stock; b) details of participating locomotives, including: i. the number of locomotives in each class, and the identification index of each locomotive to be treated; ii. the timeframe to install mitigation in each locomotive; and iii. details of any locomotives that are not to be treated or achieve a different noise reduction to others in its class, justification and an explanation of effects on noise impact assessment; c) Noise reduction performance of each locomotive treatment including the overall A and Z weighted sound power levels, and sound power levels with and without the treatment for each locomotive treated. i. Evidence to demonstrate the treatment performance results are consistent with the requirements of AS2377:2002 Acoustics—Methods for the measurement of railbound vehicle noise, demonstrating the total sound power levels of relevant noise descriptors of each treated locomotive class with and without noise mitigation. ii. All treated locomotives must be tested.	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	iii. Where test results are not available at the time of the report submission to the Planning Secretary, theoretical predictions of the noise performance must be provided with the following information: 1. Demonstration of why the test results cannot be provided 2. Demonstration that the assumptions and inputs used to calculate the reduction prediction are appropriate 3. Margin of error for the predictions 4. Date of when test results will be provided d) an assessment consistent with the RING of the total LAeq,period and LAFmax noise levels from the alignment at receivers with and without locomotive mitigation that must include a list of the number of each locomotive class operating on the alignment. This must include a comparison with the assessment outcomes in the PIR referred to in Condition A1(c). e) contingencies and alternative or additional mitigation for sensitive receivers where the noise reduction does not achieve the performance stated in the documents in Condition A1. The Locomotive Noise Control Program Report must be verified by an independent acoustic expert, approved in accordance with Condition A16, and approved by the Planning Secretary. The approved Locomotive Noise Control Program Report, must be included in the Operational Noise and Vibration Review, as required by Condition E88.					
E86	The approved Locomotive Noise Control Program Report must be updated to include all locomotive test results and provided to the Planning Secretary for information within three months of completing the tests. If the locomotive test results changes the requirements for at path and/or at receiver noise mitigation in accordance with the RING, the Proponent must submit a revised ONVR with three months for the Planning Secretary's approval, and implement the approved revised ONVR.	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E87	The locomotive treatments described in the Report must be implemented within the timeframes stated in the Report, unless otherwise agreed with the Planning Secretary.	-	-	-	-	Applies
E88	The Proponent must prepare a consultation strategy to seek feedback from directly affected landowners, Council and, TfNSW (where it impacts a classified road) on proposed noise and vibration mitigation measures. The consultation strategy must be submitted to the Planning Secretary for approval one month prior to consultation commencing. The consultation strategy must: a) identify all sensitive land uses above the RING criteria; b) seek to consult with all stakeholders regarding all reasonable and feasible and noise and vibration mitigation measures in accordance with the hierarchy in RING; and i. determine stakeholder preference for noise mitigation by locality. The approved strategy must be implemented. Note: any predicted reductions in noise levels attributed to the Locomotive Noise Control Program can not be used to reduce noise mitigation or numbers of sensitive receivers consulted unless the Locomotive Noise Control Program Report has been approved by the Planning Secretary.	-	-	-	Applies	Applies
E89	E89 The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures that would be implemented for the operation of the CSSI. The ONVR must be prepared in consultation with the EPA and relevant council(s). The ONVR must: a) confirm the appropriate operational noise and vibration objectives and levels for surrounding development, including existing sensitive land use(s); b) confirm the operational noise and vibration predictions based on the final design. Confirmation must be based on an appropriately validated and calibrated model(s) which has	Applies	-	-	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	incorporated noise and vibration monitoring and concurrent rail traffic counting additional to that presented in the documents in Condition A1. c) confirm the operational noise and vibration impacts at adjoining development based on the final design of the CSSI. Confirmation must be based on an appropriately validated noise and vibration models and include operational LAeq,period, LAFmax and LASmax noise levels, operational vibration levels, a table of results and noise contours and considers various operational train speeds, lengths and heights; d) identify sensitive land use(s) that are predicted to exceed the requirements of: i. Rail Infrastructure Noise Guideline (EPA 2013), ii. Assessing vibration: a technical guideline (DEC 2006); e) identify all noise and vibration mitigation measures including location, type and timing of mitigation measures to address noise and vibration exceedances identified in part (e), including the approved Locomotive Noise Control Program Report required by Condition E84. f) results of consultation completed in accordance with Condition E88 to seek feedback from directly affected landowners on the noise and vibration mitigation measures; g) consider the location of crossing loops, sidings, and level crossings, and investigate and implement practical measures to minimise adverse traffic, access and noise impacts; and h) procedures for the management of operational noise and vibration complaints, including investigation and monitoring (subject to complainant agreement). The ONVR must be verified by an independent acoustic expert, approved in accordance with Condition A16. The ONVR must be undertaken at the projects expense and submitted and approved to the Planning Secretary within the earliest of 24 months after the commencement of construction or prior to the commencement of operations unless otherwise agreed by the Planning Secretary. The identified noise and vibration control measures must be implemented and the ONVR must be made publicly available.					

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Note: The design of noise barriers and the like must be undertaken in consultation with the community as part of the Place, Design and Visual Amenity required under Conditions E94 to E98. Note: A Project Specific Noise Level (PSNL) must be applied as defined in the Rail Infrastructure Noise Guideline (EPA, 2013), that is after the application of all feasible and reasonable mitigation. The RING trigger levels, not a PSNL, is to be used as the noise reduction target for mitigation measures. Note: If the Secretary does not approve the Locomotive Noise Treatment Program Report required by Condition E85, at-source treatment of locomotives must not be considered in the ONVR. Note: The independent acoustic expert can be the AA where the AA has appropriate expertise in rail traffic noise modelling.					
E90	Operational noise mitigation measures identified in Condition E88 that would also mitigate construction noise impacts at receivers modelled to be affected by noise levels higher than the Noise Management Level (NML) and that will not be physically affected by work, must be implemented within twelve (12) months of submitting the ONVR. Where implementation of operational noise mitigation measures are not proposed to be implemented in accordance with this requirement, a report must be submitted to the Planning Secretary providing justification as to why, along with details of temporary measures that would be implemented to reduce construction noise impacts, until such time that the operational noise mitigation measures are implemented. The report must be endorsed by the AA and submitted to the Planning Secretary within six (6) months of submitting the ONVR. Note: Not having finalised detailed design is not sufficient justification for not implementing the proposed mitigation measures.	-	-	-	Applies	-
E91	Within 12 months and 10 years of the commencement of operation of the CSSI, or following 18 and 20 train movements per day, whichever occurs earliest, monitoring of operational noise and vibration must be undertaken. Monitoring is to compare actual noise performance of the CSSI	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	against the noise and vibration performance predicted in the review of noise and vibration mitigation measures required by Condition E88.					
E92	The Proponent must prepare an Operational Noise and Vibration Compliance Report Monitoring Plan prior to commencement of the monitoring required in Condition E91. The monitoring plan must include, but not necessarily be limited to: a) Methodology including any proposed standards, guidelines or methods to be used; b) Number and location of noise and vibration monitoring sites; c) Selection criteria and justification for all monitoring locations including demonstration that the following matters have been considered: i. track features including bridges, curves, trackform, level crossings, turnouts, culverts, joints, crossing loops, ii. train operating characteristics including gradients, speed, notch settings and dynamic braking, iii. predicted exceedances of airborne, groundborne and vibration performance criteria, iv. areas of receiver noise and/or vibration complaint, v. (groups of sensitive receivers (e.g. towns or clusters of receivers), vi. effectiveness of mitigation measures vii. The data and information to be collected at each monitoring location; d) Minimum duration and number of train passbys by type of train to be measured during day and night periods; e) Contingencies in case of unsuitable weather conditions or unforeseen matters (e.g. extraneous noise, access to property); and f) Community engagement protocols for access to property.	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	The Operational Noise and Vibration Compliance Report Monitoring Plan must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of the monitoring required by Condition E91.					
E93	An Operational Noise and Vibration Compliance Report (ONCVR) must be prepared to document the findings of the operational noise and vibration monitoring carried out in accordance with Condition E91. The ONCVR must address the following: a) noise and vibration monitoring to assess compliance with the operational noise and vibration levels predicted in the review of operational noise and vibration mitigation measures required under Condition E88; b) compliance with the operational noise levels in terms of criteria, noise goals and trigger levels established in the: i. Rail Infrastructure Noise Guideline (EPA), ii. Assessing vibration: a technical guideline (DEC 2006); c) methodology, location and frequency of noise and vibration monitoring undertaken, including monitoring sites at which CSSI noise and vibration levels are ascertained, with specific reference to locations indicative of impacts on receivers; d) details of any complaints (and the resolution of these complaints) and enquiries received in relation to operational noise and vibration generated by the CSSI between the date of commencement of operation and the date the report was prepared; e) any required recalibrations of the noise and vibration model taking into consideration factors such as noise and vibration monitoring and actual traffic numbers and proportions; f) an assessment of the performance and effectiveness of applied noise and vibration mitigation measures together with a review and if necessary, reassessment of mitigation measures; g) identification of additional measures to those identified in the review of noise and vibration mitigation measures required by Condition E88, that are to be implemented with the	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	objective of meeting the operational noise and vibration levels in terms of criteria, noise goals and trigger levels established in the: i. Rail Infrastructure Noise Guideline (EPA), ii. Assessing vibration: a technical guideline (DEC 2006); and h) identification of when these additional measures are to be implemented and how their effectiveness is to be measured and reported to the Planning Secretary and the EPA. The Operational Noise and Vibration Compliance Report must be submitted to the Planning Secretary and the EPA within 60 days of completing the operational noise and vibration monitoring and made publicly available.					
E94	The CSSI must be designed and overseen during construction by suitably qualified and experienced design practitioners with appropriate experience in the fields of: a) urban design and place making; b) landscape architecture; c) heritage; and d) architectural design of infrastructure.	Applies	-	Applies	Applies	-
E95	These practitioners must: a) develop the design objectives and principles required by Condition E96 and b) prepare the Urban Design and Landscape Plan (UDLP) required by Conditions E108 to E110.	Applies	-	Applies	Applies	-
E96	Design objectives and design principles must be developed to inform the design of permanent built works and landscaping to ensure the project is designed and constructed in a manner that minimises adverse visual impacts to the public domain and heritage, including design, details	Applies	-	-	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	and finishes that reflect the context within which the project is located. The design objectives and principles must apply, as a minimum, to the following areas and infrastructure: a) Murray River bridge (bridge modification) b) Albury Railway Station and pedestrian crossing (bridge replacement) c) Cassidy Parade pedestrian crossing Wagga Wagga (bridge replacement) d) Edmondson Street pedestrian crossing Wagga Wagga (bridge replacement) e) Wagga Wagga Railway station and pedestrian crossing (bridge replacement) f) Kemp Street pedestrian crossing Junee (bridge replacement) g) Noise barriers					
E97	The design objectives and design principles must include and respond to: a) the relationship to and impacts upon heritage places and items within and adjacent to project boundaries; b) the design guidance in Better Placed, Design Guide for Heritage and Urban Design for Regional NSW; c) the principles and objectives of the Connecting with Country Framework; d) achieving Disability Discrimination Act 1992 (Cth) compliance through lower impact alternatives that achieve better design outcomes; e) the NSW Movement and Place Framework including relevant guidance: i. the Walking Space Guide: Towards Pedestrian Comfort and Safety (TfNSW, 2020), the Cycleway Design Toolbox: Designing for Cycling and Micromobility (TfNSW, 2020); and ii. Beyond the Pavement (TfNSW).	Applies	-	-	-	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	f) active transport connectivity across the rail corridor and adjacent to works in accordance with: i. the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads, 2017); ii. relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility, the Disability Inclusion Act 2014 division 2 and NCC DP7; and g) current and proposed land uses and place-making strategies h) relevant Crime Prevention Through Environmental Design principles, existing and proposed future local context and character; i) minimising light spill to surrounding properties with all lighting associated with the CSSI consistent with the requirements of ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public Spaces. j) landscape areas and strategies to increase and retain existing tree canopies; k) opportunities to enable users to connect to key views and vistas; and l) refer to relevant local council's relevant design guidelines.					
E98	The design objectives and design principles must be reviewed by the State Design Review Panel (SDRP) established in Conditions E100 to E101. SDRP advice and recommendations made about the design objectives and design principles and the Proponent's response to each recommendation must be included when submitting the Design objectives and design principles to the Planning Secretary for approval.	Applies	-	-	-	-
E99	The design objectives and principles must be submitted to and approved by the Planning Secretary within three months of this CSSI approval, or unless otherwise agreed with the Planning Secretary. The design of permanent built structures must be informed by the design objectives and design principles.	Applies	-	-	-	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E100	The Proponent must utilise the State Design Review Panel (SDRP) to provide advice and recommendations to the Proponent during the CSSI's design development and construction to facilitate quality design and place outcomes. The SDRP must meet within one month of the date of this approval, or as otherwise agreed with the Planning Secretary.	Applies	-	-	-	-
E101	The responsibilities of the SDRP include: a) reviewing and endorsing the design objectives and principles (and any updates to these) as outlined in Conditions E96 to E97 with regards to key design elements in relation to place making, architecture, heritage, urban and landscape design strategies of the CSSI related to the infrastructure and locations specified in Condition E96; b) reviewing and endorsing the UDLP required by Condition E108; and c) providing advice and recommendations to the Proponent for consideration in the design development of the CSSI.	Applies	-	-	-	-
E102	The relevant councils, TfNSW, HNSW, and other relevant agencies may be invited to the meetings of the Panel as observers or to provide feedback on key design elements of the CSSI.	Applies	-	-	-	-
E103	SDRP advice and recommendations, as issued by the SDRP and the Proponent's response to each recommendation must be included when submitting the final UDLP to the Planning Secretary for approval.	Applies	-	-	-	-
E104	The Proponent must provide the design development schedule to the SDRP prior to its first meeting, including details of when relevant elements of the detailed design will be available for review by the Panel. The schedule must be updated every three months until the detailed design process is complete.	Applies	-	-	-	-
E105	Mitigation measures must be provided to manage residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.	Applies	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E106	Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around construction sites and enhance their understanding and experience of the locality and place.	-	-	Applies	Applies	-
E107	The CSSI must be constructed in a manner that minimises visual impacts of construction sites including temporary landscaping and vegetative screening, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located, wherever practicable.	-	-	Applies	Applies	-
E108	The Proponent must prepare an Urban Design and Landscape Plan (UDLP) in consultation with the SDRP to document and illustrate the permanent built works and landscape design of the CSSI and how these works are to be maintained. The UDLP must be: a) prepared by a suitably qualified and experienced person(s) as required by Condition E95 in consultation with Heritage NSW, TfNSW and relevant council(s); b) consistent with proposed outcomes from consultation with the community including that completed in accordance with Condition E88 and E89; c) reviewed by the SDRP or a person nominated by the SDRP; d) submitted to and approved by the Planning Secretary one month prior to the commencement of construction of permanent built surface works and/or landscaping, excluding those elements which for ecological or technical requirements as agreed by the Planning Secretary do not allow for alternate design outcomes; and e) implemented during construction of permanent built works and operation of the CSSI. Note: The UDLP may be developed and considered in stages to facilitate design progression and construction. Any such staging and associated approval would need to facilitate a cohesive final design and not limit final design outcomes.	Applies	-	-	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E109	The UDLP must document how the following matters have been considered in the design and landscaping of the project including: a) the requirements of Conditions E97 to E108 and E110, b) advice and recommendations from the SDRP; and c) consultation with the community including that completed in accordance with Condition E88 and E89.	Applies	-	-	-	-
E110	The UDLP must include descriptions, visualisations and drawings (as appropriate) of: a) Consistency with the design objectives and design principles approved in accordance with Conditions E96 to E99; b) design of the permanent built elements of the CSSI, including any crossings over, under or at grade and noise barriers; c) design of permanent built elements, structures, landscaping and buildings demonstrating options to mitigate impacts, including visual impacts, on: i. the surrounding context and local character, ii. heritage items within and outside of project boundaries and heritage interpretation as outlined in the Heritage Interpretation Plan in accordance with Condition E55; iii. minimise overlooking and light spill on the nearby residences, schools or other sensitive users such as pre-schools, disability and aged care; and iv. watercourse crossings, where relevant d) landscaping: i. landscape plan, hard and soft elements, for the corridor and the stations (including any public art);	Applies	-	-	-	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	ii. use of native species from the relevant native vegetation community (or communities), where identified as appropriate; iii. water sensitive urban design initiatives iv. management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design; v. measures to prevent wildlife strike risk; vi. details of strategies to rehabilitate, regenerate or revegetate disturbed areas, where relevant; e) design of car parking elements, where relevant; f) proposed ownership structures and operational management and maintenance standards including of non-rail works including bridges, ramps and lifts; g) the timing and responsibilities for implementation of elements included within the UDLP; and h) the requirements of Conditions E97, E108 and E109.					
E111	The ongoing maintenance and operation costs of urban design, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the design standards established in the UDLP, required by Condition E108. The Planning Secretary must be advised prior to the transfer of the asset(s) to the relevant authority.	-	-	-	Applies	Applies
E112	Should any plant loss occur during the maintenance period required by Condition E111 the plants must be replaced by the same plant species unless it is determined by a suitably qualified person that a different species is more suitable for that location.	-	-	-	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E113	A Social Impact Management Plan (SIMP) must be prepared for the CSSI to guide the management and monitoring of the social impacts of the CSSI including informing detailed design, and during construction and operation. The SIMP must: a) be prepared in accordance with the Social Impact Assessment Guideline (DPIE 2023) by suitably qualified and experienced person(s) in the social sciences in accordance with Appendix B of the Social Impact Assessment Guideline (DPIE 2023); b) be developed with involvement from directly affected communities and businesses, LALC/s, community organisations and representative groups, and councils; c) inform, where relevant, the preparation of CEMP Sub-plans and monitoring plans; d) define the period over which it will be implemented based on the duration of anticipated impacts it predicts; and e) include measures to support the Community Complaints Mediator required by Condition B13. The SIMP must be approved by the Planning Secretary at least one month before the receipt of CEMPs, CEMP sub-plans and monitoring programs required by Conditions C6 and C25. The SIMP must be implemented.	Applies	-	Applies	Applies	Applies
E114	The SIMP must include specific details of the commitments, programs and timing to secure and enhance positive social outcomes, and measures to minimise negative social and cumulative impacts associated with the CSSI, including: a) revisions to or refinement of the assessment of social impacts and risks; b) additional mitigation measures to address social impacts based on those committed to in the documents listed in Condition A1 and (a) above; c) details on social-oriented commitments to be delivered such as those related to employment diversity and procurement; and	Applies	-	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	d) details of how measures will be targeted and adapted to meet the needs of affected communities, including legacy benefits to directly affected communities; and e) a monitoring program, prepared in accordance with S5.2 of the SIA Guideline (DPIE 2023), to: i. monitor, review, and report on the effectiveness of the identified measures, ii. report on community engagement and complaints in relation to social issues, and iii. report on adaptative management measures implemented or proposed. Reporting on the social impact performance of the CSSI, including monitoring results, must be reported quarterly with the results made publicly accessible in accordance with Condition B18.					
E115	The Proponent must prepare and implement an Employee Code of Conduct for employees and contractors involved in the construction of the CSSI. The Code of Conduct must be prepared by a suitably qualified and experienced person(s) in the human resources sector for submission to the Planning Secretary for information prior to work commencing. The Code of Conduct sets out the ethical standards that employees are expected to adhere to in the construction site and interaction with the local community.	-	Applies	Applies	Applies	-
E116	The Employee Code of Conduct applies to all employees on the CSSI site and those living in the community in the surrounding towns. The Employee Code of Conduct must: a) Set out the ethical standards for the behaviour and conduct of employees on and off the site, including for driving on public roads; b) Include disciplinary actions where employee behaviour and conduct do not meet the ethical behaviour standards; and c) Processes for responding to and addressing community complaints about the behaviour and conduct of employees.	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E117	The Employee Code of Conduct must be reviewed 12 months after approval and annually thereafter for the duration of construction. Updates to the Code of Conduct must be approved by the ER. The updated Code of Conduct must be provided to the Planning Secretary for information within one month of approval.	-	Applies	Applies	Applies	-
E118	Utilities and services (hereafter "services") potentially affected by Work must be identified to determine requirements for diversion, protection and/or support. Alterations to services must be determined by negotiation with the service providers. Disruption to services resulting from Work are to be minimised and advised to customers.	Applies	Applies	Applies	Applies	-
E119	The Proponent must coordinate Work with adjoining Inland Rail Projects, including any work to relocate or connect utilities, to minimise cumulative and consecutive noise and vibration impacts and maximise respite for affected sensitive land uses. Coordination and mitigation measures must be detailed in the Construction Noise and Vibration management Sub-plan required by Condition C9.	-	Applies	Applies	Applies	-
E120	Before commencement of any work, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified in the documents listed in Condition A1 as being at risk of damage. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the owners of the items surveyed, and no later than one (1) month before the commencement of construction.	-	Applies	Applies	Applies	-
E121	After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition E120 of this approval must be undertaken by a structural engineer. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than three (3) months following the completion of construction.	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E122	Property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation must be rectified at no cost to the owner. Alternatively, compensation may be provided for the property damage as agreed with the property owner.	-	-	Applies	Applies	Applies
E123	If soils suspected to be contaminated are unexpectedly found, the Proponent must engage a suitably experienced and qualified contaminated land consultant to undertake further investigations to determine the type and extent of any contamination. The investigation must be undertaken in accordance with guidelines made or approved under the Contaminated Land Management Act 1997 (NSW). The results of the investigation must be documented in a Site Contamination Assessment Report.	-	Applies	Applies	Applies	-
E124	Where the results of site investigations required by Condition E123 indicate that the contamination poses unacceptable risks to human health or the environment under either the present or proposed land use, the Proponent must engage a suitably experienced and qualified contaminated land consultant to develop and implement any necessary remediation measures. The remediation measures must be documented in a Remediation Report	-	Applies	Applies	Applies	-
E125	If remediation is required under Condition E124, a Site Audit Statement and a Site Audit Report must be prepared by a NSW EPA Accredited Site Auditor. Contaminated land must not be used for the purpose approved under the terms of this approval until a Site Audit Statement determines the land is suitable for that purpose and any conditions on the Site Audit Statement have been complied with.	-	Applies	Applies	Applies	-
E126	Nothing in Conditions E123 to E125 prevents the Proponent from preparing a single Site Contamination Report or Remediation Report or obtaining a single Site Audit Statement and Site Audit Report for the entire CSSI.	-	Applies	Applies	Applies	-
E127	A copy of the Site Audit Statement and Site Audit Report must be submitted to the Planning Secretary and Council for information no later than one (1) month before the commencement of operation.	-	-	-	-	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E128	An Unexpected Finds Procedure for Contamination must be prepared before the commencement of Work and must be followed should unexpected contamination or asbestos (or suspected contamination) be excavated or otherwise discovered. The procedure must include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved. The procedure must be submitted to the Planning Secretary for information.	-	Applies	-	-	-
E129	The Unexpected Finds Procedure for Contamination must be implemented throughout Work.	-	Applies	Applies	Applies	-
E130	The CSSI must achieve a minimum 'excellent' rating for both 'Design' and 'As built', under the Infrastructure Sustainability Council (ISC) infrastructure rating tool, or through the use of an equivalent process or an equivalent level of performance using a demonstrated equivalent rating tool.	Applies	Applies	Applies	Applies	-
E131	A Sustainability Strategy which must be submitted to the Planning Secretary one (1) month before the commencement of construction must be prepared as part of the ISC rating and sustainability performance requirements and implemented throughout construction and operation. Note: Nothing in this condition prevents the Proponent from preparing separate Sustainability Strategies for the construction and operational stages of the CSSI.	-	-	Applies	Applies	-
E132	A Water Reuse Strategy must be prepared, which sets out options for the reuse of collected stormwater and groundwater during construction. The Water Reuse Strategy must include, but not be limited to: a) evaluation of reuse options; b) details of the preferred reuse option(s), including volumes of water to be reused, proposed reuse locations and/or activities, proposed treatment (if required), and any additional licences or approvals that may be required;	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	c) measures to avoid misuse of recycled water as potable water; d) consideration of the public health risks from water recycling; and e) time frame for the implementation of the preferred reuse option(s). The Water Reuse Strategy must be prepared based on best practice and advice sought from relevant agencies, as required. The Strategy must be applied during construction. Justification must be provided to the Planning Secretary if it is concluded that no reuse options prevail. A copy of the Water Reuse Strategy must be made publicly available.					
E133	Safe pedestrian and cyclist access and routes must be provided and maintained across and around work sites during construction. In circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route must be provided which complies with the relevant standards before the restriction or removal of the impacted access.	-	-	Applies	Applies	-
E134	The Proponent must consult with nearby education providers to ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours.	-	-	Applies	Applies	-
E135	Pedestrian access must be maintained across two of the three pedestrian bridges within Wagga Wagga (Cassidy Parade Bridge, Edmondson Street Bridge, and Wagga Wagga Railway Station footbridges) at all times, unless alternative pedestrian arrangements or measures developed in consultation with locally affected education providers, health service providers, Council and TfNSW have been agreed to by the Planning Secretary.	-	-	Applies	Applies	-
E136	Prior to construction of the Edmondson Street bridge in Wagga Wagga:	-	-	-	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	a) a target level of service must be determined in consultation with roads authority, Council and TfNSW for intersections in Wagga Wagga that will be impacted during construction or utilised as diversion routes; b) construction traffic mitigation options must be proposed to meet the target level of service in (a) and their performance analysed using traffic modelling; and c) mitigations measures must be developed in consultation with the roads authority, Council and TfNSW.					
E137	Mitigation measures determined in accordance with Condition E136 and the results of consultation with the roads authority, Council and TfNSW must be included in a Wagga Wagga Construction Traffic, Transport and Access Mitigation Report. The Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be submitted and approved by the Planning Secretary prior to construction in Wagga Wagga. All mitigation measures identified to manage traffic in the approved Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be implemented prior to construction in Wagga Wagga. Performance of the installed mitigations must be analysed in the required Construction Traffic Monitoring Program required by Condition C26.	-	-	-	Applies	-
E138	Construction traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C20 and C21. Local or privately owned roads used for access to ancillary facilities, construction sites, and temporary accommodation must be identified in the Construction Traffic, Transport and Access Management Sub-plan. Prior to the use of local or privately owned roads the: a) Proposed routes utilising local roads must include a traffic and pedestrian impact assessment, and a swept path analysis; and b) completion of road dilapidation surveys in accordance with Condition E139.	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E139	Before any local road, including interfaces with classified roads, is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for subject roads and bridges. A copy of the Road Dilapidation Report must be provided to the relevant roads authority within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the CSSI.	-	-	Applies	Applies	-
E140	The Road Dilapidation Report must provide measures to ensure: a) roads deemed unsafe for the use of heavy vehicles are upgraded and repaired prior to use; b) roads used can safely accommodate heavy vehicle haulage based on volume, types and duration of use; and c) road repair is undertaken periodically before and during construction as required. Where the road is not up to standard due to condition, width, pavement type, and road geometry, the Proponent must upgrade the road to a service level equal to (or better than) the level it was being maintained immediately prior to construction before heavy haulage commences, at no cost to the owner.	-	-	Applies	Applies	-
E141	If damage to local roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction (or one month for private roads), either (at the landowner or relevant roads authority's discretion): a) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E139; or b) compensate the relevant roads authority or owner for damages caused. The amount of compensation may be agreed with the relevant roads authority and landowners, but compensation must be paid even if no agreement is reached; or	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.					
E142	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within 400 metres of the original bus stop or as otherwise agreed with the relevant council and bus operator. The relocation of bus stops must be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	-	-	Applies	Applies	-
E143	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	-	-	Applies	Applies	-
E144	Any new overbridges, new or modified roads, and new or modified level crossings must be designed and constructed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management, and relevant Transport for NSW Austroads Supplements. The roads authority, asset owner, and TfNSW must be consulted throughout the design process of all new or modified bridges, roads and/or levels crossings. Evidence of consultation with the asset owner and TfNSW, and endorsement of the roads authority, must be made available to the Planning Secretary on request in accordance with Condition A8. Note: This condition does not affect any obligations to obtain approvals under the Roads Act 1993.	Applies	-	-	Applies	-
E145	An independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person in accordance with the Austroads Guide to Road Safety Part 6: Road Safety	-	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Audits 2023, including but not limited to for all areas identified by the Safe Systems Assessment as requiring further assessment. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request. Note: This condition is not intended to affect any roads authority's requirements, or for classified roads TfNSW, regarding road safety audits to support Roads Act 1993 requirements.					
E146	In order to maintain safe and efficient operation of the road network, the Proponent must prepare a Public Level Crossing Treatment Report in consultation with Transport for NSW and relevant councils. The report must: a) illustrate the location of all public level crossings which traverse the CSSI; b) list, and identify on a figure, any public level crossings that will be closed or upgraded, including the type of treatment proposed where a level crossing is to be upgraded; c) where no works are proposed at a public crossing, provide reason for the decision; d) include measures to avoid potential short-stacking at level crossings; and e) provide justification for any proposed closures.	Applies	-	-	Applies	-
E147	The assessment of level crossings must utilise the Australian Level Crossing Assessment Model (ALCAM). The process for determining the type of level crossing treatment must be consistent with the process outlined in the documents listed in Condition A1 and the Traffic Impact Assessment Appendix M of the EIS.	Applies	-	-	-	-
E148	The Public Level Crossing Treatment Report must also include an assessment of the road risks, consistent with the guideline Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011). The report is also to include an assessment of the crossing's compliance with AS /RISSB 7658-2020. Railway	-	-	-	-	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	Infrastructure – Railway Level. Crossing and AS1742.7 2016 Manual of uniform traffic control devices and Section 10 Rail Crossings of AGRD Part 4.					
E149	The design of any level crossing on a public road must be endorsed by Transport for NSW or the relevant roads authority (where not Transport for NSW) prior to commencing construction of that crossing.	Applies	-	-	Applies	-
E150	In order to maintain convenient property access, the Proponent must prepare a Private Level Crossing Treatment Report in consultation with landowners whose access will be affected by the closure or upgrading of a private level crossing. The report must: a) illustrate the location of all private level crossings which traverse the CSSI; b) list, and identify on a figure, any private level crossings that will be closed or upgraded; c) describe the treatments that will be implemented at upgraded crossings; and d) provide justification for any proposed closures and types of treatment, including decisions where no additional treatments are proposed; and e) provide details on the consultation undertaken with the landowners.	Applies	-	-	Applies	-
E151	Closures, relocations or modifications of formal private level crossings must be in accordance with AS/RISSB 7658:2012 Railway Infrastructure – Railway Level Crossing and relevant rail safety legislation. The Proponent must consult with relevant landowners on the design of the crossing and where consistent with relevant safety standards and legislation, incorporate reasonable landowner requirements into the design.	Applies	-	-	Applies	-
E152	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to the Planning Secretary for approval at least one (1) month prior to the closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI.	Applies	-	-	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E153	Within 12 months and 10 years of the commencement of operation of the CSSI, or as otherwise agreed by the Planning Secretary, the Proponent must prepare an Operational Level Crossing Performance Report for information to confirm the operational traffic impacts of the level crossings on the road network. The review of the operation of the level crossings that interact with the road network must be carried out in consultation with TfNSW and the relevant councils and include: a) updated traffic analysis of movements on these roads; b) assessment of the level of service at these level crossings (queue length, queuing time delay); c) identification of additional new work outside of the rail corridor delivered by third parties that may result in changes to traffic movements as initially considered in the Level Crossing Treatment Report; d) assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E146; e) all reported near misses and collisions at level crossings within the project area; and f) mitigation measures to manage any actual or predicted road network performance impacts.	-	-	-	-	Applies
E154	Mitigation measures to manage any actual or predicted road network performance impacts resulting from the construction and operation of the CSSI must be implemented within one year of the completion of each report, unless otherwise agreed by the Planning Secretary. The Report must include an implementation plan of the identified mitigation measures. The Level Crossing Performance Report must be submitted to the Planning Secretary, TfNSW and relevant councils for information within 60 days of its completion.	-	-	-	-	Applies
E155	Prior to the commencement of operation of the CSSI, the Proponent must prepare a Wagga Wagga Operational Road Network Performance Plan for Wagga Wagga in consultation with Transport for NSW and Council, Emergency Services and the Wagga Wagga Health precinct to	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	confirm predicted operational impacts of the CSSI including more frequent and longer closure duration level crossing events and proposed mitigations including: a) modelling of traffic impacts to the adjoining road network (including impacts on local roads from rat-running and other changes to the road network). Modelling must include different operational scenarios and train speeds. b) mitigation measures to manage predicted traffic performance impacts including local area traffic management measures, as relevant. c) impacts on emergency service vehicles during level crossing events. The Wagga Wagga Operational Road Network Performance Plan must be submitted to the Planning Secretary for approval and provided to relevant stakeholders. The Plan must be implemented prior to operation of the CSSI, unless otherwise agreed by the Planning Secretary. The Proponent is responsible for the implementation of the identified measures.					
E156	The Proponent must prepare a Wagga Wagga Operational Road Network Performance Review, within 12 months and 10 years after the commencement of operation of the CSSI to review the performance of the CSSI against the predicted impacts in accordance with Condition E155. The Review must be completed in consultation with Transport for NSW and Council, Emergency Services and the Wagga Wagga Health precinct within six (6) months of the review timeframes, unless otherwise agreed by the Planning Secretary. The Review must: a) be based on actual traffic count data and modelling and confirm the adequacy of the mitigation measures identified in the Wagga Wagga Operational Road Network Performance Plan required under Condition E155. b) consider the Level Crossing Performance Report required by Condition E153 c) identify the need for further mitigation measures, if the CSSI has resulted in an increased traffic impact compared to the Wagga Wagga Operational Road Network Performance Plan required under Condition E155.	-	-	-	-	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	d) include the timeframe for implementation of mitigations measures identified in Condition E156(c). The review must be provided to the Planning Secretary for Information within 60 days of its completion. Note: Identified mitigation measures may require further assessment and approval under the Environmental Planning and Assessment Act, 1979.					
E157	The Proponent must consult with all landowners where the project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. This consultation must include, but not be limited to, safe and convenient stock and machinery movement across the rail corridor.	-	-	Applies	Applies	-
E158	No part of any crossing loop may cross over any driveway, private road or public road unless determined in consultation with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop.	Applies	-	-	-	-
E159	The Proponent must maintain existing access to properties during the entirety of work where practicable.	-	Applies	Applies	Applies	-
E160	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	-	Applies	Applies	Applies	-
E161	Where construction of the CSSI restricts the ability of a resident or landowner to access other parts of their property via a level crossing, the Proponent must, until the permanent level crossing is reinstated, supply the property with a temporary alternate level crossing access at a convenient location determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner. This can include other existing	-	-	-	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	level crossings or a new alternative temporary level crossing access that is both safe and agreed to.					
E162	The Proponent must implement and maintain a system for the communication of train movements through level crossings to facilitate safe movement of livestock and agricultural machinery across the rail corridor. The system must be developed in consultation with landowners, stock operators and Local Land Services, and be accessible to them prior to the commencement of operation.	-	-	-	-	Applies
E163	Details of the communication system for the communication of train movements and how to access it must be provided to landowners, the public and the Planning Secretary at least one (1) month before the commencement of operation.	-	-	-	-	Applies
E164	Waste generated during construction and operation must be dealt with in accordance with the following priorities: a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced; b) where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered in accordance with the requirements of the Protection of the Environment Operations Act 1997 and its regulations; and c) where re-using, recycling or recovering waste is not possible, waste must be treated or disposed of in accordance with Condition E166.	-	-	Applies	Applies	Applies
E165	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of the current EPL for the CSSI, or be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, as the case may be.	-	Applies	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
E166	Waste must only be exported to a site that can lawfully accept it for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste. Note: Notice must be given to the relevant site/s as soon as possible, and no more than 14 days before the proposed waste disposal.	-	Applies	Applies	Applies	-
E167	All waste generated during construction and operation must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	-	-	Applies	Applies	-
E168	The CSSI must be designed, constructed and operated so as to maintain the NSW Water Quality Objectives where they are being achieved as at the date of this approval, and contribute towards achievement of the NSW Water Quality Objectives over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the NSW Water Quality Objectives, in which case those requirements must be complied with.	Applies	-	Applies	Applies	Applies
E169	The CSSI must aim to reduce the need for water during construction including exploring, options to use additives, alternative construction techniques and reduce dust suppression regime where there is minimal potential for impacts.	-	-	Applies	Applies	-
E170	The CSSI must be designed, constructed, and operated to: a) ensure all drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) new or modified surface water drainage (including cess drains), depressions are designed and constructed in accordance with Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) and Policy and Guidelines for Fish Habitat Conservation and Management (Department of Primary Industries, 2013);	Applies	-	Applies	Applies	Applies

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	b) locate all scour protection work associated with replacement culverts or the construction of new culverts within the rail corridor, or as agreed to by the relevant landowner; c) ensure that there is no permanent interception of, and/or connection with, groundwater; d) ensure all discharges from new or modified surface drainage (including cess drains and pumping stations) adjacent to the new and upgraded track are released at a controlled rate to prevent scour; and e) ensure that any recycled wastewater (including recycled and treated water) proposed for use by the CSSI, considers risks to human health or the receiving environment and meets the relevant standards.					
E171	Unless an EPL is in force in respect to the CSSI and that licence specifies alternative criteria, discharges from construction water treatment plants to surface waters must not exceed: a) the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018 (ANZG 2018) default guideline values for toxicants at the 95 per cent species protection level; b) for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000; and c) for bioaccumulative and persistent toxicants, the ANZG 2018 values at a minimum of 99 per cent species protection level. Where the ANZG 2018 does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG 2018 for deriving guideline values, using interim guideline values and/or using other lines of evidence such as international scientific literature or water quality guidelines from other countries, must be used.	-	-	Applies	Applies	-
E172	Prior to construction, the Proponent must consult with the landowner and/or relevant roads authority that is located immediately adjacent to the new or upgraded culvert to determine the potential for impacts on infrastructure, dwellings, property access, agricultural productivity, farm operations and farm dams (including changes in water supply yield, reliability of supply, flood	Applies	-	Applies	Applies	-

COA	REQUIREMENT	DESIGN[4]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
				Stage A	Stage B	
	flows and embankment stability) due to the introduction or alteration of flows. Where potential adverse impacts are identified, the Proponent must consult with the affected landowner or relevant roads authority on the management measures that will be implemented to mitigate the impacts. The outcomes of the consultation with affected landowners or relevant roads authority must be documented.					
E173	The construction of the CSSI must protect the integrity of riparian corridors in accordance with the Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) when carrying out Work within 40 metres of a watercourse.	-	-	Applies	Applies	-
E174	Before undertaking any work and during maintenance or construction activities, erosion and sediment controls must be implemented and maintained to prevent water pollution consistent with Managing Urban Stormwater: Soils and Construction Vol 1 4th ed. by Landcom, 2004 (The Blue Book).	-	Applies	Applies	Applies	Applies
E175	If construction stage stormwater discharges are proposed, a Water Pollution Impact Assessment will be required. Any such assessment must be prepared in consultation with the EPA and be consistent with the National Water Quality Guidelines, with a level of detail commensurate with the potential water pollution risk. Note: If an EPL is required the Water Pollution Impact Assessment will be required to inform licensing consistent with section 45 of the POEO Act.	-	-	Applies	Applies	-

APPENDIX B

Updated Management Measures applicable to staging

TABLE A2: APPLICABLE UPDATED MANAGEMENT MEASURES FOR EACH PROJECT STAGE

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
TT1	Early consultation will be undertaken with road authorities (local councils and Transport for NSW (Transport for NSW)) and public transport service providers for aspects of the proposal that may require changes to the road network. This includes: - consideration of additional mitigation measures to improve traffic efficiency during construction, such as temporary changes to signal phasing at intersections along the traffic diversion routes. - consideration of other projects, in addition to aspects of the proposal that may require changes to the road network.	Detailed design / pre-construction	Applies	-	Applies	Applies	-
TT2	Subject to agreement with the relevant road authority, mitigation measures to improve traffic efficiency during construction in Wagga Wagga will include, but not be limited to: - road markings (lengthen and demarcate left turn lane on Railway Street at Lake Albert Road western approach remove existing on street parking). - influencing route choice for north-south movements across the rail corridor by encouraging drivers to use Pearson Street bridge crossing via Glenfield Road and Pearson Street between Holbrook Road in the south and Olympic Highway in the north as an alternative to the Bourke Street / Docker Street level crossing - a temporary right-turn movement ban in the AM peak to prevent traffic from Coleman Street entering Bourke Street to travel north. Subject to agreement with the relevant road authority, mitigation measures to improve traffic efficiency during construction in Junee will include, but not be limited to: - formalisation of keep clear markings on circulating lanes at the Olympic Highway / Broadway roundabout to prevent queueing through the roundabout	Detailed design / pre-construction	Applies	-	-	Applies	-

[5] Delivery phase as noted in the UMMs within the EAD

[6] These are UMMs that relate only to design which have no specific timing allocated in them.

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	- extending the existing right turn lane on the south approach of the Olympic Highway / Broadway roundabout - keep clear markings at the intersection of Olympic Highway / Main Street. ARTC will also investigate the potential to re-position the centre line where Main Street turns into Humphreys Street, to extend the length of left turn stacking in Main Street. In addition to the specific mitigations detailed above, other potential mitigations will be further considered during the Construction Planning and Detailed Design phases. These potential mitigations include, but are not limited to: - temporary signals or other signal optimisations where required - Local Area Traffic Management Plans (LATM) - turn restrictions at selected locations and selected times, such as at Athol Street, Wooden Street and Lindsay Street in Wagga Wagga - removal of on-street parking / creating clearways at particular times - improved lane delineations.						
TT3	Changes to bus routes and bus stops to mitigate impacts to bus services, including establishing temporary stops, would need to be planned in consultation with Transport for NSW, bus operators, and other key stakeholders, such as schools, to minimise the impact on community, public transport users and service providers.	Detailed design / pre-construction	Applies	Applies	Applies	Applies	-
TT4	Consultation will be undertaken with emergency services and the Local Emergency Management Committee regarding construction related impacts to: - plan alternative routes that avoid the heaviest impacted areas of the road network during the Edmondson Street bridge and Kemp Street bridge closures, and associated diversions to minimise travel-time delay experienced by emergency service vehicles - advise of temporary disruption to access on the Murray River	Pre-construction / construction	-	-	Applies	Applies	Applies

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	- provide further information on temporary road closures and disruption to access to assist emergency services in their emergency response and travel planning. Consultation will be undertaken with emergency services and the Local Emergency Management Committee regarding operational impacts to provide further information on train movements and level crossing closures to assist emergency services in their emergency response and travel planning.						
TT5	Prior to the commencement of works, Local Land Services (LLS) will be notified of increased vehicle movements and construction activities adjacent to the travelling stock reserves (TSRs) and temporary closures of any level crossings during the construction phase so that stock handlers, including walking permit holders, can be notified of the impacts to stock movements.	Detailed design / pre-construction	-	Applies	Applies	Applies	-
TT6	Restrictions on navigation of the Murray River beneath and in the vicinity of the Murray River bridge site, as a result of the construction, will be planned prior to commencing construction and handled in accordance with the Marine Safety Act 1998 (NSW), and Marine Safety Regulation 2016 (NSW) including preparation of a marine traffic management sub-plan. Transport for NSW, as the authority under the Marine Safety Act 1998 (NSW), will be notified of the proposed works and will be consulted in regard to navigational marks, signage and marine notices at least six weeks prior to the commencement of work at the Murray River bridge site.	Detailed design / pre-construction	-	-	-	Applies	-
TT7	A navigational impact assessment will be undertaken during detailed design in accordance with Transport for NSW's processes to minimise disruptions to watercraft and any safety and hazard issues are appropriately mitigated. Input will be sought from relevant stakeholders (including local	Detailed design / pre-construction	Applies	-	-	-	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	councils and Transport for NSW) prior to finalising the detailed design of structures (including temporary structures) over navigable waters.						
TT8	The marine traffic management sub-plan (informed by the navigational impact assessment (TT7) will be prepared and implemented as part of the Construction Environmental Management Plan (CEMP). The plan will include measures, processes and responsibilities to minimise the potential for impacts on navigable waters during construction. The plan will be prepared in accordance with the Marine Safety Act 1998 (NSW), Marine Safety Regulatioin 2016 (NSW) and other related legislation. The plan would be developed in consultation with relevant stakeholders, including local councils and Transport for NSW.	Pre-construction / construction	-	-	-	Applies	-
TT9	Consultation with Junee Shire Council and Transport for NSW will be undertaken regarding the potential for preventative road works, prior to road diversions in Junee on Joffre Street and Pretoria Avenue, to offset impacts from higher than typical traffic and heavy vehicle movements on some local roads due to diverted traffic.	Detailed design / pre-construction	-	-	Applies	Applies	-
TT10	Road safety audits (RSAs) and risk assessments would be undertaken by independent advisors within the design and construction process, for each enhancement site where changes to the road network are required or where increased traffic movements or diversions during the construction phase may present an increased crash risk. These will be prepared in accordance with the Austroads guidelines and supplements, to provide for safe movements of construction vehicles on public roads, and will consider the safety of all road users in the final design. A safe system approach will be adopted to minimise harm caused to all road users through the use of appropriate road design features and speeds. Audit findings would be actioned before construction of the relevant infrastructure, where reasonable and feasible.	Detailed design / pre-construction	Applies	-	-	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
TT11	Input would be sought from relevant stakeholders (such as local councils, the National Heavy Vehicle Regulator (NHVR) and Transport for NSW) prior to finalising the detailed design of those aspects of the proposal that affect the operation of road and other transport infrastructure under management of these stakeholders. This would include confirming ongoing operation and maintenance arrangements of assets under the control of other stakeholders.	Detailed design / pre-construction	Applies	-	-	-	-
TT12	Construction staging will be planned to account for continued active transport connectivity during construction, including exploring opportunities to reduce the duration of concurrent bridge closures, in consultation with impacted stakeholders. The order of construction will be confirmed during detailed design, but could include: - sequencing of pedestrian bridge closures at Wagga Wagga Station and Cassidy Parade to minimise periods of concurrent closures of these bridges, whilst construction of the Edmondson Street pedestrian and road bridge is completed. - opening of the Junee pedestrian bridge, prior to the closure of Kemp Street bridge.	Pre-construction / construction	-	-	-	Applies	-
TT13	ARTC will consult with Transport for NSW during construction planning to identify any required mitigation measures where the proposal has the potential to disrupt: - Transport for NSW non-time tabled train services - operational rail activities carried out by Transport for NSW in rail yards impacted by construction. Identified mitigation measures will be implemented during construction.	Pre-construction / construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
TT14	Appropriate signage and warnings, including variable messaging signs, will be considered in the Construction Traffic Transport and Access Management Plans, and in consultation with the relevant road manager. These will be deployed as considered appropriate in the vicinity of the enhancement sites to provide early warning for road users of disruptions due to construction activities and road closures.	Pre-construction / construction	-	-	Applies	Applies	-
TT15	A Road Dilapidation Report will be prepared for all haul routes and diversion routes, including heavy vehicles, within each precinct. Should damage to the road occur as a result of construction, the damage will be rectified to restore the road to the pre-work condition as identified in the road dilapidation report or as otherwise agreed with the relevant road authority. A copy of the Road Dilapidation Report would be provided to the relevant road authorities and, where applicable landowners, within one (1) month of completion of the survey and at least two weeks prior to the road is used by heavy vehicles associated with construction or as a result of commencement of a diversion route. Pre-construction road upgrades will be considered for construction access routes based on the findings of the Road Dilapidation Report and the planned construction traffic management. Damage to roads that affects road safety or trafficability as a result of construction would be rectified as soon as practicable. In particular, Joffre Street and Pretoria Avenue in Junee will be monitored for damage during construction and any necessary repairs attended to as soon as possible.	Construction	-	Applies	Applies	Applies	-
TT16	Heavy vehicle diversionary signage will be implemented to encourage the diversion of heavy vehicle traffic outside of Junee on the existing heavy vehicle routes via Goldfields Way and Old Junee Road during closure of the Kemp Street bridge.	Construction	-	-	-	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
TT17	Communication with relevant stakeholders will be undertaken regularly to minimise congestion and inconvenience to road users in areas affected by diversions, such as during the works for the replacement of the Edmondson Street bridge in Wagga Wagga and Kemp Street bridge in Junee, or level crossing closures (including full or partial closure). Stakeholders will include the relevant local council, bus operators, state government departments, emergency services (including the Local Emergency Management Committee) and affected property owners/occupants. The community will be notified in advance of pedestrian bridge closures and any proposed road or pedestrian network closures and diversions through signage, the local media and other appropriate forms of communication. Appropriate wayfinding signage for road and pedestrian diversions will be provided, clearly articulating alternative routes. Consultation would also discuss opportunities for broader diversions away from congested roads. Additional measures identified as an outcome of consultation will be implemented during construction, where practicable.	Construction	-	-	-	Applies	-
TT18	The construction access off Cheshire Street to the Pearson bridge enhancement site, and Chaston Street to Wagga Wagga Station and surrounds, will be designated a left in, left out turning movement only, to limit any performance or safety impacts to the surrounding road network.	Pre-construction / construction	-	-	-	Applies	-
TT19	Where changes to access arrangements to businesses and residences are required as part of the proposal construction activities, ARTC will advise property owners/occupants and consult with them in advance regarding temporary disruption to existing accesses. Temporary changes to access arrangements during construction will include (but not be limited to): - Edmondson Street bridge, Wagga Wagga - Wagga Wagga Station and surrounds - Kemp Street bridge, Junee.	Pre-construction / construction	-	-	-	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
TT20	Special consideration would be given to enhancement sites that are located on land with agricultural storage or transportation infrastructure, such as grain silos, due to the high localised seasonal freight movements accessing them. Detailed assessment of the site accesses will be undertaken as part of the RSAs and appropriate Construction Traffic Transport and Access Management Plans will be developed by the contractor, in consultation with the site operator, prior to commencement of construction activities on site to moderate any potential safety issues.	Pre-construction / construction	-	-	Applies	Applies	-
TT21	Replacement parking of up to 13 spaces for Transport for NSW station workers will be provided during construction when the existing Transport for NSW parking compound is unavailable for use due to the construction of the Albury station pedestrian bridge. The location of the replacement parking will be refined in consultation with Transport for NSW during detailed design and construction planning.	Detailed design / pre-construction	-	-	-	Applies	-
TT22	Where construction onsite parking cannot accommodate the full construction workforce at enhancements sites at constrained locations, such as within Albury, the City of Wagga Wagga and Junee township, feasible and reasonable management measures that minimise impacts on parking on local roads will be identified and implemented. Depending on the location, management measures may include workforce shuttle buses. Any measures will be detailed in the traffic and transport management sub-plan of the CEMP.	Pre-construction / construction	-	-	Applies	Applies	-
TT23	In accordance with national and state rail safety law requirements, public road crossings modified as part of the CSSI works would be subject to an Interface Agreement with the relevant road manager in order to identify and minimise safety risks as far as practicable so far as is reasonably practicable during railway operations.	Operation	-	-	-	-	Applies

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
TT24	Opportunities to consolidate low-use level crossings will be progressed with key stakeholders as per the Transport for NSW Level crossing closures policy (Transport for NSW, n.d.) where appropriate. Any closures will be progressed in accordance with the requirements of the Transport Administration Act 1988 (NSW).	Operation	-	-	-	-	Applies
TT25	All parking impacted by the construction phase will be reinstated and lines remarked to previous condition or better, where necessary, with the exception of Albury Station pedestrian bridge enhancement site and Wagga Wagga Station pedestrian bridge enhancement site. At the Albury Station pedestrian bridge enhancement site, eight parking spaces will not be re-instated after construction. These parking spaces will make way for a new DDA-compliant ramp. Engagement with Transport for NSW will be ongoing through subsequent design stages to investigate opportunities to ameliorate residual impacts to parking. At the Wagga Wagga Station pedestrian bridge enhancement site, three private parking spaces will not be re-instated after construction. Opportunities to reinstate the three parking spaces under the ramp would be investigated during detailed design.	Operation	-	-	-	-	Applies
TT26	A public level crossing treatment report will be prepared to document the assessment and design process that has been undertaken for level crossings within the proposal scope. The report will be developed in consultation with Transport for NSW and the relevant councils. The report will provide an assessment of road risks consistent with the guideline Establishing a Railway Crossing Safety Management Plan (Roads and Traffic Authority, 2011). Justification will be provided where no works are proposed to existing public level crossings within the proposal scope.	Operation	-	-	-	-	Applies

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
TT27	As part of the track realignment at level crossing LX605, opportunities would be investigated during detailed design to retain the eastern farm access road to the property.	Detailed design / pre-construction	Applies	-	-	-	-
TT28	Additional traffic survey collection at level crossing LX 607 (Olympic Highway, Junee) and adjoining intersections will be completed to validate the outcomes of the modelling completed for the proposal and further inform traffic management outcomes and community awareness during construction, in consultation Junee Shire Council.	Detailed Design/Pre-construction	Applies	-	-	Applies	-
TT29	A review of the number and/or duration of level crossing closures in Wagga Wagga will be carried out at 12 months and at 10 years after the completion of construction of the A2I project. The review data will be shared with Wagga Wagga City Council and Transport for NSW so that the combined influence of train movements and traffic growth on road network performance can be considered in strategic transport planning and infrastructure upgrade programs. ARTC would collaborate with the road authorities in strategic transport planning activities and their preparation of infrastructure upgrade programs.	Operation	-	-	-	-	Applies
AH1	A2I-1 and A2I-2 will be marked on the environmental control maps, site plans, and avoided. Prior to the commencement of construction, the location of A21-2 will be inspected by a suitability qualified person to reconfirm location and to demarcate the site with exclusion fencing.	Pre-construction, construction	-	-	Applies	Applies	-
AH2	Grading of the section of Townsend Street will be limited to the existing disturbed area of the unformed road. Controls will be implemented to exclude use of areas adjacent to the unformed road. Prior to the commencement of construction at the Murray River bridge enhancement site:	Pre-construction, construction	-	-	-	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	- the section of Townsend Street that requires grading will be inspected by a suitably qualified person, and the A2I Registered Aboriginal Parties (RAP) to confirm the absence of Aboriginal objects - a community collection methodology will be developed in consultation with the A2I RAPs. During the grading of Townsend Street, the works will be monitored by the suitably qualified person and the A2I RAPs. If any Aboriginal objects are found, the heritage unexpected finds protocol and community collection methodology will be implemented. The community collection methodology will be developed in consultation with Heritage NSW.						
AH3	Cultural and historic heritage awareness training will be carried out for all personnel working on the proposal. This training will provide information on known heritage site and places, along with specific requirements to avoid impacts and the heritage unexpected finds protocol (UFP). The training will specifically note the protection requirements of the A21-2 site.	Pre-construction, construction	-	Applies	Applies	Applies	-
AH4	In the event of an unexpected find, the following protocol will apply: - all ground-disturbance work in the vicinity of the find must cease immediately - the project manager must contact a suitably qualified heritage specialist to inspect the find, and to determine the need for further investigation or management - if the find is an Aboriginal object, the project manager and/or heritage specialist will contact the RAPs to attend the site to inspect the find and to determine, in consultation, the next steps for management - the project manager and/or heritage specialist will also contact Heritage NSW to confirm the next steps for management - ground disturbance work in the vicinity of the find can only continue under supervision of a suitably qualified heritage specialist, having regard to any advice from Heritage NSW and RAPs.	Construction	-	Applies	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	In the event that the unexpected find Is human skeletal material: - all ground disturbance work in the vicinity of the find must cease immediately - the project manager must contact NSW Police - if the skeletal materials are found to be Aboriginal and historical in nature, the project manager should contact a suitably qualified heritage specialist, the RAPs and Heritage NSW to inspect the find and to confirm a course of action for ongoing management. The heritage unexpected finds protocol will be included in the heritage sub-plan of the CEMP.						
NAH1	The condition of the original top bracing framework of the Albury rail bridge over the Murray River (SHR 01020) would be investigated during detailed design to determine if this material can be re-purposed in the modified structure. If this cannot be re-purposed, a suitably qualified heritage professional would be consulted concerning the design and installation of the new bracing framework, to ensure that it is appropriate to the existing fabric and style of the bridge.	Detailed design	Applies	-	-	-	-
NAH2	The relocation of signal box 1a in the Albury Railway Station and Yard (SHR 01073) would be investigated during detailed design and documented through a Statement of Heritage Impact (SOHI). If practicable, the new location will be identified in consultation with a heritage specialist and positioned in the yard so that it maintains its proximity and visual relationship with the Albury Railway Station, signal box 1b, and tracks.	Detailed design	Applies	-	-	-	-
NAH3	Where possible, the gifting of elements of the following items for the purpose of reuse elsewhere would be investigated with the relevant council prior to removal:	Pre-construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	- pedestrian bridge at Culcairn Railway Station and Yard Group (SHR 01126) - pedestrian bridge at Junee Railway Station, Yard and Locomotive Depot Group pedestrian bridge (SHR 01173). The gifting will be subject to the relevant council making appropriate arrangements to receive and site the elements of the pedestrian bridge						
NAH4	The re-purposing of salvaged materials within the design of new road bridges for the following items would be investigated during detailed design: - Edmondson Street bridge—red brick (unregistered potential heritage item) - Kemp Street bridge—red brick and street lights (unregistered potential heritage item) - Albury Station pedestrian bridge (SHR no. 01073). - Wagga Wagga pedestrian bridge (SHR no. 01279)	Detailed design	Applies	-	-	-	-
NAH5	Detailed design and construction planning will seek to identify refinements that further minimise impacts on heritage items and areas of archaeological potential as far as reasonably practicable. This includes: - remnant broad-gauge railway track archaeological sites in the Albury Railway Station and Yard Group (SHR 01073) - the Yerong Creek Railway Station archaeological site.	Detailed design	Applies	-	-	-	-
NAH6	A heritage interpretation strategy for non-Aboriginal heritage will be prepared. This will provide a framework for interpreting the heritage items (listed and unregistered potential heritage items) impacted by the proposal, set out the key interpretative themes and identify communication strategies. The strategy will include interpretation requirements for specific parts of the proposal, particularly where heritage items are proposed to be removed, or archaeological sites are proposed to be excavated. The strategy will include approaches to incorporate heritage interpretation and management outcomes into the urban design of the new structures, consideration of the	Detailed design	Applies	-	-	-	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	incorporation and reuse of removed structures, elements and fabric into the final design of the proposal, and where reuse cannot be achieved, the interpretation response for removed items or removed components of a heritage item. This includes: - new and removed structural components at the Albury rail bridge over the Murray River (SHR 01020) - new pedestrian bridge in the Albury Railway Station and Yard Group (SHR 01073) - the remnant broad-gauge railway track in the Albury Railway Station and Yard Group (SHR 01073) (where impacts cannot be avoided (NAH8) - removed pedestrian bridge in the Culcairn Railway Station and Yard Group (SHR 01126) - new pedestrian bridge at the Cassidy Parade and Brookong Avenue site - new Edmondson Street bridge - new pedestrian bridge in the Wagga Wagga Railway Station and Yard Group (SHR 01173) - new Kemp Street bridge - removed pedestrian bridge in the Junee Railway Station, Yard and Locomotive Depot Group (SHR 01173). These may include approaches such as interpretive signage at heritage items that have been removed or excavated, historical/artefact displays at local museums or visitor centres, and online media about heritage items and history in the vicinity of the proposal. The strategy will be prepared with regard to Interpreting Heritage Places and Items: Guidelines (NSW Heritage Office, 2005a), and the NSW Heritage Council's Heritage Interpretation Policy (NSW Heritage Office, 2005b)						
NAH7	Archival photographic recording of buildings to be removed would be carried out prior to removal in accordance with Photographic Recording of Heritage Items Using Film or Digital Capture (Heritage Council of NSW, 2006) and How to prepare archival records of heritage items (NSW Heritage Office,	Pre-construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	1998a) at the following sites: - Murray River bridge (known as Albury rail bridge over the Murray River (SHR 01020)) (SHR 01020) - external lever system adjacent to the North Signal Hut in the Albury Railway Station and Yard Group (SHR 01073) - pedestrian bridge in the Albury Railway Station and Yard Group (SHR 01073) - signal box 1a in Albury Railway Station and Yard Group (SHR 01073) - slewed track in the Albury Railway Station and Yard Group (SHR 01073) - pedestrian bridge in the Culcairn Railway Station and Yard Group (SHR 01126) - slewed track in the Culcairn Railway Station and Yard Group (SHR 01126) - slewed track in the Henty Railway Station and Yard Group (SHR 01169) - Cassidy Parade and Brookong Avenue footbridge (ARTC s170 ID 4280661) - Edmondson Street bridge in the Wagga Wagga conservation area (Wagga Wagga LEP 2010) - Wagga Wagga (mothers) footbridge in the Wagga Wagga Railway Station and Yard Group (SHR 01173) - slewed track in the Wagga Wagga Railway Station and Yard Group (SHR 01173) - slewed track in the Bomen Railway Station (SHR 01093) - Kemp Street bridge - pedestrian bridge in the Junee Railway Station, Yard, and Locomotive Depot (SHR 01173).						
NAH8	Where impacts cannot be avoided on remnant broad-gauge railway track in the Albury Railway Station and Yard Group (SHR 01073), then these tracks would be archivally recorded prior to works commencement and a contextual study undertaken on broad-gauge tracks within the Albury Yard.	Pre-construction	-	-	-	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
NAH9	The temporary work platforms will be attached to the Murray River bridge in a manner that avoids permanent damage to the fabric of the structure, following the removal of the platforms.	Construction	-	-	-	Applies	-
NAH10	Exclusion zones for retained heritage items or structures within the proposal site will be marked on the environmental control maps, site plans, and avoided. Prior to the commencement of construction, retained heritage items will be inspected by a suitably qualified person to demarcate the exclusion measures (such as fencing). Items vulnerable to vibration or damage associated with the Junee Railway Station Moveable Relics (SHR 01172) would be temporarily relocated, or alternative measures implemented, to avoid impact. Exclusion measures would be inspected regularly during construction to ensure protection of these heritage items.	Construction	-	-	Applies	Applies	-
NAH11	If at any time during the proposed works, any items of potential historical heritage significance or human remains are discovered they will be managed in accordance with the heritage unexpected finds protocol. The heritage unexpected finds protocol will be included in the heritage sub-plan of the CEMP and would detail notification obligations to the NSW Police and Heritage NSW according to the nature of the unexpected find.	Construction	-	Applies	Applies	Applies	-
LP1	Final property requirements for the proposal will be confirmed during design and construction planning. The final temporary or permanent footprint will be refined to minimise potential impacts on land uses and properties as far as reasonably practicable. Consultation with landowners will be ongoing to identify opportunities to minimise impacts on their operations, where practicable.	Detailed design / pre-construction	Applies	-	-	-	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
LP2	Wherever possible, the occupation of private land will be by negotiated agreement - consistent with the objectives of the Land Acquisition (Just Terms Compensation) Act 1991 (NSW). Where agreement cannot be reached, the compulsory land acquisition process will be followed. Any compulsory acquisition process will not commence until after making a genuine attempt to reach an agreement with each private landowner for a minimum of six months (post issue of the opening letter).	Detailed design / pre-construction	Applies	Applies	Applies	Applies	-
LP3	ARTC (or the appointed construction contractor) will enter into a lease or other secure agreement with landowners where temporary use of private property is required. This will guide the management of construction on private properties. This may include agreements on measures to minimise property impacts or adjoining operations, required adjustments to structures, or restoration requirements.	Pre-construction / construction	-	Applies	Applies	Applies	-
LP4	Property landowners and occupants will be consulted in accordance with the communication management plan to ensure these parties are informed about: -timing and scope of activities in the area -potential property impacts/changes, particularly in relation to impacts on access, fencing or services -activities that have the potential to impact the use of the property.	Pre-construction / construction	-	Applies	Applies	Applies	-
LP5	Where temporary changes to access arrangements or where adjustments to internal access roads are required for individual properties, ARTC will advise relevant property owners/occupants and consult with them in advance regarding alternative access arrangements.	Pre-construction / construction	-	Applies	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
LP6	The location of all utilities, services and other infrastructure, and requirements for access to, diversion, protection and/or support, will be confirmed prior to construction. This will include (as required), undertaking utilities investigations, including intrusive investigations, and consultation and agreement with service providers.	Detailed design / pre-construction	Applies	-	-	-	-
LP7	Areas temporarily leased for construction will be restored to a condition as set out in leases or other arrangements with the landowner. Rehabilitation of disturbed areas will be undertaken progressively.	Construction	-	-	Applies	Applies	-
SI1	A workforce management plan will be implemented to manage local and Indigenous employment opportunities and to manage the interaction between the non-resident workforce with the community. The workforce management plan will expand upon the requirements in the Outline CEMP. The plan will include: - identification of local skills gaps and potential workforce skills and training requirements, and establish how the contractor will use the Inland Rail Skills Academy to achieve its training objectives - employment targets for local and regional residents, Indigenous people, women, under 25-year-old participation and trade related positions - strategies for maximising local training and employment opportunities for residents - a localised communication and engagement strategy to raise awareness of opportunities to gain employment and training - manage health and wellbeing services needs of the temporary construction workforce, including medical, allied health and wellbeing services - consultation with councils, local health and emergency services to establish processes for managing potential increased demand due to non-resident workforce, if required - a code of conduct and strategies to promote workforce wellbeing	Pre-construction / construction	-	Applies	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	- liaison with ARTC to identify potential opportunities to provide, where possible, the continuation of employment to maximise worker retention from subsequent Inland Rail projects - monitor regional infrastructure projects to pre-emptively identify potential constraints in labour markets						
SI2	Volunteering program will be implemented to encourage community cohesion between the local community and non-resident workforce through activities facilitated by ARTC.	Construction	-	-	Applies	Applies	-
SI3	A local and Indigenous industry participation plan will be implemented which will expand upon on the requirements in the Outline CEMP. The plan will: - identify the capacity of local and Indigenous businesses suitable to supply the proposal - sets out procurement targets and identify methods for preparing suppliers to be ready for potential demand - include liaison with business development and industry support groups, and the Wagga Wagga and Albury LALCs to understand the capacity of local and Indigenous business to engage in business with the proposal - promotes the Inland Rail website and supplier portal to businesses in the region - delivers business capacity workshops to address contract requirements and meet-the-contractor events for local and/or Indigenous businesses	Pre-construction / construction	-	-	Applies	Applies	-
SI4	Business and service providers whose access and/or properties will be impacted during construction will be engaged to: - agree on feasible and reasonable property-specific measures - maintain active communication with landowners and residents adjacent to enhancement sites to inform any changes on construction schedule and receive feedback about the effectiveness of measures in place.	Pre-construction / construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
SI5	ARTC will promote the use of Inland Rail for local businesses to reach markets elsewhere in Australia, through social investment programs that foster innovation and business growth.	Operation	-	-	-	-	Applies
SI6	A workforce accommodation plan will be implemented which will expand upon the requirements in the Outline CEMP. The plan will: - prioritise the use of temporary local accommodation where local capaxcity allows - avoid the use of private rental housing accommodation during workforce peak periods (possession) - consider combined strategies to mitigate shortages of accommodation - outline transport arrangement of workers to and from works site daily - be informed by a capacity analysis of the local short-term accommodation and rental housing markets, demand patterns, the findings of the social impact assessment, objectives of the social impact management plan and consultation with appropriate local stakeholders - include a regular monitoring and management mechanism to identify impacts on the capacity of local short-term accommodation and rental housing. If accommodation supply constraints become apparent, amendments will be done to the workforce housing and accommodation plan appropriately	Pre-construction / construction	-	-	Applies	Applies	-
SI7	A community health and wellbeing plan will be implemented, which will expand upon the requirements in the Outline CEMP. The plan will: - identify those residents within 1 kilometre (km) of enhancement sites who are more prone to experience stress and wellbeing issues due to construction activities - partner with local support mechanisms/services to provide information and support to residents who report wellbeing issues, and establish approaches to adaptively manage support measures on a case-by-case basis	Pre-construction / construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	- liaise with local Indigenous services and community service providers to identify potential increases in health service demand that may be as a result of the proposal's amenity changes - outline measures to address changes in access for vulnerable community members across the rail corridor at Junee and Wagga Wagga as a result of bridge replacement works - promote road and rail safety during construction and operation, including school-based education programs for schools in the local study area, and culturally appropriate approaches to rail safety education and awareness campaigns for Indigenous communities - address privacy and safety concerns of residents adjacent to Cassidy Parade pedestrian bridge enhancement site, Edmondson Street bridge, Wagga Wagga Station pedestrian bridge and Kemp Street bridge - ARTC will work with the Wagga Wagga and Albury LALCs and the local Aboriginal community to investigate opportunities to incorporate Aboriginal aspirations and connection to Country design principles into the proposal.						
SI8	ARTC will explore with the local community, including relevant Indigenous groups, ways to enhance aesthetic value, cultural heritage, and community identity and cohesion across the social locality through a community investment program.	Operation	-	-	-	-	Applies
SI9	Prior to closure of the Kemp Street bridge, ARTC will investigate opportunities to reduce the duration of level crossing closures on the Olympic Highway, Junee.	Detailed design / pre-construction	-	-	-	Applies	-
SI10	ARTC will oversee the preparation and implementation of a proposal-specific communication management plan. This plan will expand upon the requirements in the Outline CEMP, which would include: - the appointment of a dedicated community and landowner liaison officer - communications action plans tailored to each stage of the construction	Pre-construction / construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	program that focus on awareness and preparedness for upcoming impacts, with special attention to most vulnerable groups at each precinct - targeted engagement for residents who may experience cumulative impacts - engagement with the LALCs to incorporate local Indigenous community knowledge into engagement practices - requirements for ongoing consultation with Transport for NSW, and the requirement to inform emergency services of changes to access routes and road conditions.						
SI11	A comprehensive social impact management plan (SIMP) will be finalised through consultation with key stakeholders to manage and monitor the implementation of the proposed social and economic mitigation measures. The SIMP would review and refine the proposed monitoring and reporting framework as outlined in Section 10.3 and Appendix E of Technical Paper 4 on an ongoing basis.	Pre-construction / construction	-	-	Applies	Applies	-
SI12	ARTC will develop an operations communication and engagement plan that builds community awareness of the rail corridor's operational characteristics, including information on level crossing operations, likely train movements and ARTC's ongoing role after construction. ARTC will continue to monitor and inform the community about ways for people to be informed about the time of day in which trains may be passing through a level crossing to facilitate access and movement around the town.	Operation	-	-	-	-	Applies
NV1	Location and activity-specific construction noise and vibration statements will be prepared based on a more detailed understanding of the construction methods and construction schedule, including the size and type of construction equipment, construction traffic, duration and timing of works, and detailed reviews of local receivers as required.	Detailed design / pre-construction	-	Applies	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	The statements will confirm predicted impacts at relevant receivers to assist with the selection of feasible and reasonable management measures, and the requirements for respite. The statements will also confirm noise and vibration auditing and monitoring requirements.						
NV2	Condition surveys will be completed before and after construction works where buildings or structures, utilities or road infrastructure are within the minimum vibration working distances.	Pre-construction / construction	-	-	Applies	Applies	-
NV3	An operational noise and vibration review will be undertaken during detailed design to review the potential for operational impacts and guide the approach to identifying feasible and reasonable mitigation measures to be incorporated in the detailed design. This will be informed, where applicable, by further investigations of internal noise levels, building layout and building condition, to confirm noise trigger exceedances and required mitigation responses.	Detailed design	Applies	-	-	-	-
NV4	Feasible and reasonable mitigation measures will be identified where exceedances of operational noise and vibration triggers are identified in accordance with the NSW RING Guideline and the Project Specific Noise Levels (PSNL), considering at-source, pathway and receiver treatments. Measures will be identified in accordance with the outcome of the operational noise and vibration review and informed by community feedback in accordance with the RING. Where a measure is not effective or feasible, further reasonable and feasible mitigation measures will be applied. Where at-property noise treatments are identified as the preferred mitigation option, these will be developed in consultation with individual property owners.	Detailed design	Applies	-	-	-	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
NV5	A construction noise and vibration management plan (CNVMP) will be prepared and implemented as part of the CEMP, in accordance with the Inland Rail NSW Construction Noise and Vibration Management Framework. The plan will outline measures, processes and responsibilities to manage and monitor noise and vibration, and minimise the potential for impacts during construction. This plan will include all feasible and reasonable mitigation measures: - construction noise and vibration criteria for the proposal - the location of sensitive receivers - specific management measures for activities that could exceed the construction noise and vibration criteria - OOH protocol - procedures for monitoring noise and vibration levels during construction - community and stakeholder engagement measures in accordance with the communication management plan.	Pre-construction / construction	-	-	Applies	Applies	-
NV6	The proposal will be constructed, with the aim of achieving the applicable construction noise management levels and vibration criteria. All feasible and reasonable noise and vibration measures will be implemented. Any activities that could exceed the construction noise management levels and vibration criteria will be identified and managed in accordance with the framework, the CNVMP, and the construction noise and vibration impact statements. Notification of impacts will be undertaken in accordance with the communication management plan for the proposal.	Pre-construction / construction	-	-	Applies	Applies	-
NV7	In consultation with contractors and suppliers, aim to source plant and equipment with the lowest available noise and vibration emissions that can practically complete the works. This will include consideration of minimising the use of equipment that generates impulsive, tonal or irregular noise.	Pre-construction / construction	-	Applies	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
NV8	An OOH work protocol will be developed as part of the CNVMP to define the process for considering, approving and managing OOH work, including implementation of feasible and reasonable measures and communication requirements. Measures will be aimed at proactive communication and engagement with potentially affected receivers, provision of respite periods and/or alternative accommodation for defined exceedance levels. All work outside the primary proposal construction hours will be undertaken in accordance with the Inland Rail NSW Construction Noise and Vibration Management Framework and in accordance with the OOH work protocol. The protocol will provide guidance for the preparation of OOH work plans for each construction work location and for key works. OOH work plans will be prepared in consultation with key stakeholders (including the NSW Environment Protection Authority (EPA)) and the community, and incorporated into the CNVMP. Respite will be considered in accordance with section 3.2.2 of the Inland Rail NSW Construction Noise and Vibration Management Framework.	Construction	-	-	Applies	Applies	-
NV9	Where reasonable and feasible, deliveries should be undertaken only during standard daytime construction hours.	Construction	-	-	Applies	Applies	-
NV10	Where vibration levels are predicted to exceed the screening criteria, and following the condition survey, the potential for damage to the item will be assessed. Where there is potential for damage, alternative methods that generate less vibration will be investigated and substituted, where practicable. Where residual damage risks remain, attended vibration measurements will be undertaken at the commencement of vibration-generating activities to confirm that structural vibration limits are within the acceptable range. Site activities will be modified where practicable to avoid exceeding the applicable criteria. Any identified vibration-related damage to the items will be rectified.	Pre-construction / construction	-	Applies	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
NV11	Prior to the preparation of the operational noise and vibration review, ARTC will carry out vibration monitoring to confirm compliance with vibration criteria.	Detailed design / pre-construction	Applies	-	-	-	-
NV12	The proposal will be operated with the aim of achieving the operational noise and vibration criteria identified by the operational noise and vibration review, the requirements of the conditions of approval and the ARTC's existing EPL (EPL#3142).	Operation	-	-	-	-	Applies
NV13	Operational noise and vibration compliance monitoring will be undertaken, once Inland Rail has commenced operation, at representative locations to compare actual noise performance against that predicted by the operational noise and vibration review. Compliance monitoring requirements will be defined by the operational noise and vibration review. The results of monitoring will be included in an operational noise and vibration compliance report, prepared in accordance with the conditions of approval. The need for any additional feasible and reasonable mitigation measures will be identified as an outcome of the monitoring.	Operation	-	-	-	-	Applies
BD1	Detailed design and construction planning will seek to identify refinements that further avoid or minimise the need to further impact or disturb native vegetation, fauna habitat and riparian habitat.	Detailed design / pre-construction	Applies	Applies	Applies	Applies	-
BD2	During detailed design, provision of one glider pole on each side of the rail corridor will be further investigated to enhance habitat connection between patches of remnant vegetation for squirrel glider at the Billy Hughes bridge enhancement site.	Detailed design / pre-construction	Applies	-	-	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
BD3	A project connectivity strategy will be prepared and implemented with reference to the Fauna Design Guidelines for the Inland Rail Project (2022) to consider further enhancements, including beyond the proposal site.	Detailed design / pre-construction	Applies	-	-	Applies	-
BD4	Fish passage will be maintained at Jeralgambeth Creek (Junee to Illabo clearances) during construction.	Detailed design / pre-construction	Applies	-	Applies	Applies	-
BD5	Pre-clearance surveys will be carried out prior to construction by a suitability qualified ecologist in accordance with the biodiversity management sub-plan. This would include: - inspections of structures that provide potential microbat habitat. If bats are identified roosting in these structures, individuals will be excluded from this habitat (meaning bats can exit the habitat unharmed during their nocturnal activity period but not re-enter) - native aquatic fauna salvage in watercourses of residual pools directly impacted by construction, including but not limited to Sloane's Froglet mapped habitat areas. All salvaged aquatic fauna will be relocated to similar habitat nearby.	Pre-construction / construction	-	Applies	Applies	Applies	-
BD6	Exclusion areas will be established and maintained around native vegetation and riparian vegetation identified for retention and protection, particularly areas of biodiversity value adjoining the proposal site that are located in close proximity to work areas and identified on the Sensitive Areas Map (refer Appendix E-4) for consideration. Additional exclusion areas within the proposal site will be identified through mitigation measure BD1.	Pre-construction / construction	-	-	Applies	Applies	-
BD7	Construction workforce will be supplied with sensitive area maps (showing clearing boundaries and exclusion zones), including updates as required	Pre-construction / construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	(refer Appendix E-4 for guidance on sensitive areas to be considered when outside of the construction area).						
BD8	Activities within vegetated riparian zones will be managed to minimise impacts to aquatic environments as far as practicable. Riparian areas subject to disturbance will be progressively stabilised and rehabilitated.	Construction	-	-	Applies	Applies	-
BD9	Temporary frog exclusion fencing will be considered where construction compounds/laydown areas occur adjacent to mapped potential Sloane's froglet breeding habitat.	Construction	-	-	Applies	Applies	-
BD10	Prior to construction commencing, pre-clearance seasonal surveys will be undertaken for Sloane's Froglet at locations where prescribed impacts are shown in Appendix C5 of Appendix G: Revised Technical Paper 8: Biodiversity Development Assessment Report. Should the pre-clearance seasonal surveys identify the Sloane's Froglet is present, the following measures will be undertaken as necessary: implementation of suitable erosion and sediment controls (with reference to Appendix E of the Sloane's Froglet stormwater wetland design guidelines (Albury City Council and NSW Office of Environment and Heritage, 2017)) implementation of the exclusion zone as indicated in Map 3 of Appendix C5 of Appendix G: Revised Technical Paper 8: Biodiversity Development Assessment Report.	Pre-Construction	-	-	Applies	Applies	-
BD11	Mitigation measures will be implemented to address impacts on habitat connectivity for squirrel gliders. This would include the addition of connectivity structures (i.e. glider poles, canopy bridges) and vegetation rehabilitation. The final locations of connectivity structures and enhancement measures will be developed as part of post approval Flora and Fauna Management Plan.	Operation	-	-	-	-	Applies

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	Potential indicative locations for implementation of glider poles include: - Sandy Creek - Eight Mile Creek/Billy Hughes Bridge - Oddies Creek - Murray River Bridge. Canopy bridges may also be used as an alternative measure particularly where gaps in vegetation are larger such as Reedy Creek. Final locations for fauna connectivity measures will account for the height of remaining trees, gap between trees and the gliding angle of squirrel gliders to enable successful corridor movements.						
BD12	Instream works at Sandy Creek (Uranquinty Yard clearances) and Jeralgambeth Creek (Junee to Illabo clearances) will be undertaken in dry conditions as far as practicable. Where works cannot be conducted in the dry, appropriate erosion and sediment control would be installed (i.e. a silt curtain or sediment boom around the work area and attached to the same side of the bank to maintain fish passage). Appropriate erosion and sediment control will be installed and maintained. Aquatic habitat will be returned to pre-works condition (or better) in accordance with the rehabilitation strategy.	Construction	-	-	Applies	Applies	-
BD13	Any instream habitat features (woody debris, large rocks and boulders) at the temporary creek crossing location at Sandy Creek (Uranquinty Yard clearances) is to be removed and placed up or downstream of the construction area in consultation with a suitably qualified aquatic ecologist. Any such aquatic features will be reinstated within the watercourse at the completion of construction	Construction	-	-	-	Applies	-
BD14	A species Unexpected Finds Protocol will be implemented if TECs, flora and fauna species, not assessed in the biodiversity assessment, are identified in the proposal site.	Construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	This will include stop work orders in the immediate area and notifying the Department of Planning and Environment (DPE).						
BD15	Refuelling will be conducted outside of waterfront land, so far as it practicable, with appropriate measures in place to avoid impacts to waterways, aquatic habitats and groundwater. This includes spill kits always kept with maintenance vehicles and or machinery within 100 m of a watercourse.	Construction	-	-	Applies	Applies	-
BD16	Instream structures (bridges and culverts) that provide for the flow of watercourses will be inspected and maintained during routine track inspections to address any issues that may contribute to the blockage of fish passage.	Operation	-	-	-	-	Applies
LV1	Detailed design and construction planning will seek to further minimise the construction and operation footprints to avoid impacts on mature vegetation, as far as reasonably practicable.	Detailed design / pre-construction	Applies	Applies	Applies	Applies	-
LV2	An urban design and landscape plan will be prepared to provide a consistent approach to design, landscaping and landform rehabilitation. The urban design and landscape plan would include: - vegetation screening in strategic locations to minimise impacts from new structures and rail operations, including around bridges and locations where the proposal would be visible from sensitive receivers, where the presence of screening does not impact safe rail operations - integration of batter slopes into the surrounding landscape, as far as practicable, and inclusion of appropriate slope stabilisation measures to ensure successful rehabilitation and slope stability - appropriate treatment of cuttings to minimise the need for shotcrete, and use of appropriate urban design finishes where shotcrete is unavoidable - appropriate species that respond to the existing landscape character	Detailed design / pre-construction	Applies	-	-	-	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	setting and environmental conditions - design guidelines to minimise the visual impacts of infrastructure, with consideration of the existing landscape and visual context. Detailed design will be undertaken in accordance with the urban design objectives developed for the design, and the urban design and landscape plan. The urban design and landscape plan, including the urban design objectives will be prepared in consultation with Transport for NSW and relevant local councils.						
LV3	The final urban design treatments and landscaping at Kildare Street Park (Wagga Wagga) and Endeavour Park (Junee) will be identified in consultation with the relevant council and informed by community consultation. This includes park embellishments where possible. Where possible, these improvements will provide screening of rail corridor and enhance local landscape character. Due to its proximity to the Olympic Highway, urban design treatments and landscaping at Endeavour Park (Junee) will be identified in consultation with Transport for NSW.	Detailed design / pre-construction	Applies	-	-	-	-
LV4	Detailed design of the new road and pedestrian bridges will have regard to Bridge aesthetics: design guideline to improve the appearance of bridges in NSW (Transport for NSW, 2019a), Beyond the Pavement (Transport for NSW, 2020), and be completed in consultation with Transport for NSW and relevant local councils. Where a bridge or its setting is of heritage value, detailed design will consider relevant heritage interpretation recommendations, and the involvement of a suitably qualified heritage specialist and urban designer/ architect.	Detailed design / pre-construction	Applies	-	-	-	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
LV5	Any landscape works are to be completed in accordance with the Inland Rail Landscape and Rehabilitation Framework, Landscape Rehabilitation Strategy, and Landscape Specification. Rehabilitation of disturbed areas will be undertaken progressively in accordance with the urban design and landscape plan and individual property agreements, where relevant. Landscaping works will be monitored and maintained until vegetation has been established, in accordance with ARTC's procedures or as agreed with the relevant landowner.	Detailed design / pre-construction	Applies	-	-	Applies	-
LV6	Temporary lighting will be designed and sited to minimise light spill on adjacent receivers as far as practicable with consideration of AS 4282-2019 Control of the Obtrusive Effects of Outdoor Lighting (Standards Australia, 2019).	Detailed design / pre-construction	Applies	Applies	Applies	Applies	-
LV7	Light spill onto private property due to permanent lighting and train headlights will be managed in accordance with AS 4282-2019 Control of the Obtrusive Effects of Outdoor Lighting(Standards Australia, 2019) as far as practicable.	Detailed design / pre-construction	Applies	-	-	-	Applies
LV8	Construction compounds will be located, as far as practicable, within cleared areas and away from sensitive receivers. Compounds will be designed and orientated to minimise visual impacts. This will include locating areas of low visual amenity away from sensitive receivers and erecting boundary screening around compounds, where appropriate.	Construction	-	-	Applies	Applies	-
LV9	Trees to be retained within and directly adjacent to construction sites will be protected prior to the commencement of construction in accordance with AS4970-2009 Protection of trees on development sites (Standards Australia, 2009a) and monitored during construction	Construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
LV10	All trees removed for the proposal (that are not subject to biodiversity offsets) will be replaced at a ratio of 2:1 in locations within the enhancement sites or in the general locality to the enhancement sites, as determined in consultation with stakeholders and relevant local council. A tree is defined as woody perennial plants above 3 m in height.	Construction	-	-	Applies	Applies	-
LV11	During detailed design and in consultation with the relevant council, opportunities to screen the rail corridor and enhance local landscape character, through the provision of additional trees and shrubs within local parks and streets adjoining enhancement sites, will be investigated in locations such as Culcairn, Henty, Yerong Creek and Uranquinty.	Detailed design / pre-construction	Applies	-	-	-	-
LV12	The use of throw screens will be limited to the extent necessary to minimise visual clutter and the visual mass of bridges.	Detailed design / pre-construction	Applies	-	-	-	-
LV13	The urban design and landscape plan will include consideration of screening vegetation along Kemp Street between Ducker Street and Byrnes Road to screen views from adjoining residences where practicable.	Detailed design / pre-construction	Applies	-	-	-	-
HFWQ1	Construction-phase water supply options will continue to be explored during detailed design and would include ongoing consultation with water suppliers to access the local reticulated network, use of water tanks within construction compounds and/or use of farm dams. Alternative water supply options, including recycled water, would also be investigated. As part of the Soil and Water Management sub-plan, ARTC will: - Confirm a draft water balance for the proposal - Demonstrate that the required construction water sources are legally and physically viable - Outline mitigation measures to address construction water resource	Detailed design / pre-construction	Applies	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	shortages that arise. Appropriate approvals would be obtained as required if alternative constructive water sources beyond commercial water suppliers and local governments are required.						
HFWQ2	Opportunities to reduce the need for water would be further explored during detailed design and construction planning. Such options include: - use of additives - alternative construction techniques - reduced dust suppression regime where there is minimal potential for impacts.	Detailed design / pre-construction	Applies	-	Applies	Applies	-
HFWQ3	Further consultation will be undertaken with local councils and other relevant authorities to identify opportunities to coordinate the proposal with flood mitigation works committed to as part of the council's flood management plans, or other strategies.	Detailed design / pre-construction	Applies	-	-	-	-
HFWQ4	At Wagga Wagga Yard enhancement site, flood modelling would be carried out during detailed design to confirm predicted afflux at industrial properties located at Railway Street and compliance with the Quantitative Design Limits for Inland Rail. This would be informed by topographic and building floor surveys and a review of localised drainage structures (as required). Quantitative assessment of the sites of low and moderate hydraulic complexity will be carried out during detailed design, and will consider the impact of the Possible Maximum Flood event at built-up areas (where information is available) and the tenure of the upstream areas that are impacted by drainage and/or flooding. The outcomes of the assessment are to be provided to DCCEW– BCS	Detailed design / pre-construction	Applies	-	-	-	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
HFWQ5	At Riverina Highway bridge enhancement site, flood and drainage network modelling (including capacity and operation of the stormwater storage and pump system) will be carried out during detailed design to confirm predicted compliance with the Quantitative Design Limits (QDLs) for Inland Rail. The modelling would be undertaken in consultation with Albury City Council.	Detailed design / pre-construction	Applies	-	-	-	-
HFWQ6	Construction planning and the layout of construction work sites and compounds will be carried out with consideration of overland flow paths and flood risk, avoiding flood-liable land and flood events, where practicable. For the sites located in flood-prone land, and where temporary obstruction of overland flows or drainage systems cannot be avoided, further consideration of flood risk will be carried out to develop the staging of works to minimise impacts of the proposal and ensure proper management of a flood event at all stages of construction. A flood and emergency response plan will be prepared for the sites located within a flood-prone area.	Construction	-	-	Applies	Applies	-
HFWQ7	Sediment and erosion control devices will be installed in accordance with Managing Urban Stormwater: Soils and Construction, Volume 1 (Landcom, 2004).	Construction	-	-	Applies	Applies	-
HFWQ8	Discharge to surface water will be undertaken in accordance with the EPL for construction of the proposal and would consider the hydrological attributes of the receiving waterbody.	Construction	-	Applies	Applies	Applies	-
GW1	Preliminary groundwater monitoring at all enhancement sites requiring excavations greater than 0.5 m below ground level (mbgl) will be completed to inform detailed design and confirm potential interaction with groundwater at these enhancement sites. This may include design responses, such as the installation of appropriate drainage measures and refinement of	Detailed design / pre-construction	Applies	Applies	-	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	estimated groundwater take at Kemp Street bridge, with an aim to minimise dewatering volumes						
GW2	A groundwater monitoring program (level and quality), prepared by a suitably qualified person, will be implemented in accordance with the requirements outlined in this assessment prior to construction. This will identify ongoing monitoring requirements, following the completion of construction, according to the risks to groundwater levels and quality. Ongoing groundwater monitoring (level and quality) will be carried out at the sites for the duration specified in the groundwater monitoring program	Detailed design / pre-construction	-	-	-	Applies	-
GW3	Opportunities to use appropriate piling construction methodologies for bridge foundations that minimises groundwater take, such as the use of a tremie system, will be investigated during detailed design and implemented where practicable.	Detailed design / pre-construction	Applies	-	-	Applies	-
GW4	The quality of groundwater taken during excavation works at Riverina Highway bridge and Kemp Street bridge enhancement sites will be assessed for the suitability for re-use during construction (or by others) or disposed of accordingly	Detailed design	Applies	-	-	Applies	-
GW5	Registered bore GW402492 at the Olympic Highway underbridge enhancement site will be avoided during construction. If this registered bore is accidently damaged during construction and cannot be used for its intended purpose (monitoring), makegood arrangements will apply (such as replacement), subject to discussion with the registered owner	Detailed design / pre-construction	Applies	-	Applies	Applies	-
GW6	Site inspection will be carried out to confirm the current viability of registered bore GW064614 (water supply) at Kemp Street bridge enhancement site. In	Construction	-	-	-	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	the event that the bore is viable, and the AIP minimal impact considerations are temporarily or permanently exceeded, make-good provisions will apply.						
SC1	In the event of any ground disturbance below the water table in areas mapped as containing potential acid sulfate soils (ASS) at the Murray River bridge enhancement site, testing will be carried out to confirm the presence of actual and/or potential ASS and liming rates required to mitigate the risk. If ASS are encountered, they will be managed in accordance with the Acid Sulfate Soils Manual (Acid Sulfate Soils Management Advisory Committee (ASSMAC), 1998b) and the Waste Classification Guidelines – Part 4: Acid Sulfate Soils (NSW EPA, 2014b).	Detailed design / pre-construction	Applies	-	-	Applies	-
SC2	The aggressivity of the soil pH to construction materials will be assessed to confirm impacts from acidity.	Detailed design / pre-construction	Applies	Applies	Applies	Applies	-
SC3	Where excavation into sulfidic rock is confirmed during detailed design, a suitably qualified geologist or geotechnical engineer will advise on the risk and mitigation required to ensure the suitability of construction materials. If sulfidic rock is identified, environmental advice will be sought for waste management and environmental protection.	Detailed design / pre-construction	Applies	-	Applies	Applies	-
SC4	Further assessment of salinity will be completed at enhancement sites where excavation is required, including: - Riverina Highway bridge enhancement site - Billy Hughes bridge enhancement site - Pearson Street bridge enhancement site - Kemp Street bridge enhancement site. The assessment of salinity will include drilling of representative boreholes to test the depth profile of salts and consideration of how the works will affect surface and subsurface water flows.	Detailed design / pre-construction	Applies	-	-	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	Where identified, salinity will be managed in accordance with the salinity management plan. Relevant aggressivity will be considered in the design of subsurface structures.						
SC5	Site investigations at more developed railway precincts (Albury and Wagga Wagga) and enhancement sites with more significant excavation (Riverina Highway bridge, Billy Hughes bridge, Pearson Street bridge and Kemp Street bridge) will be undertaken by a suitably qualified and experienced consultant, as defined in Schedule B9 of the NEPM (2013), to inform the detailed design and the subsequent management and classification of waste soil. The scope of site investigations will be informed by a Sampling, Analysis, and Quality Plan (SAQP) that will be prepared, or reviewed and approved, by certified site contamination consultants. The results of site investigations will be reviewed against the criteria in the National Environment Protection Measures (NEPM) (2013) to identify where additional actions are required. Any excavated material would be suitably managed in accordance with the Soil and Water Management sub-plan and the spoil management strategy (mitigation measure WM2).	Detailed design / pre-construction	Applies	-	-	Applies	-
SC6	In the event that unidentified contaminated material is discovered during construction, an unexpected contaminated finds protocol will be implemented. The protocol will be prepared, or reviewed and approved, by certified site contamination consultants and detail requirements for ceasing work and isolating the potential contaminated material, requirements for site investigations, and procedures for reporting and response. Site investigations, where required, will be undertaken by a suitably qualified and experienced consultant, as defined in Schedule B9 of the NEPM (2013) to assess exposure risks to site workers and other receivers.	Detailed design / pre-construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	The results of the site investigations will be assessed against the criteria contained within the National Environment Protection (Assessment of Site Contamination) Measure 1999 to determine the need for any remediation.						
SC7	An occupational hygienist will be engaged to complete survey of areas known or suspected to contain asbestos or lead-based paint potentially impacted by the proposal. This work will be carried out in accordance with asbestos and lead-based paint management controls contained in the contamination and hazardous materials sub-plan of the CEMP. This would include (but is not limited to) areas with known or suspected asbestos or lead-based paint, including Murray River bridge (AEC 1), The Rock Yard clearances (AEC 27), buildings at Wagga Wagga Yard clearances (AEC 35), Harefield Yard clearances (AEC 41) and buildings at Junee Yard clearances (AEC 42). Lead paint is known to be present at Murray River bridge (AEC 1).	Detailed design / pre-construction	-	-	Applies	Applies	-
SC8	An appropriately licensed asbestos removal contractor will be engaged to remove all asbestos identified to be present. Removal will be undertaken in accordance with How to Safely Remove Asbestos Code of Practice (Safe Work Australia, 2020) and relevant regulatory requirements. This work will be carried out in accordance with asbestos management controls contained in the contamination and hazardous materials sub-plan of the CEMP.	Construction	-	-	Applies	Applies	-
SC9	Lead-based paint at localised areas on structures to be modified will be appropriately removed and/or managed in accordance with the lead risk work outlined in the Work Health and Safety Regulation (2017).	Construction	-	-	Applies	Applies	-
SC10	Lead-based paint removal will be performed in accordance with the procedure outlined in AS/NZS 4361.2:2017 Guide to hazardous paint	Construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	management, Part 1: Lead and other hazardous metallic pigments in industrial applications (Standards Australia, 2017)						
SU1	Sustainability initiatives would be incorporated into the detailed design and construction to support the achievement of the Inland Rail program sustainability objectives and targets, and the targeted achievement of an 'excellent' design and as built rating, according to the Infrastructure Sustainability Council's (ISC) Infrastructure Sustainability (IS) rating scheme v1.2. These initiatives will be detailed in the Sustainability Management Plan.	Detailed design / pre-construction	Applies	-	Applies	Applies	-
SU2	Procurement would be undertaken in accordance with the Inland Rail Sustainable Procurement Policy (ARTC, 2020a).	Detailed design	-	-	Applies	Applies	-
SU3	Monthly sustainability reporting (and corrective action where required) would be undertaken during detailed design, in accordance with the sustainability management plan.	Detailed design	Applies	-	-	-	-
SU4	Monthly sustainability reporting (and corrective action where required) would be undertaken during construction, in accordance with the sustainability management plan.	Construction	-	-	Applies	Applies	-
SU5	Prior to operation commencing, a sustainability handover plan would be prepared, and relevant initiatives would be maintained and implemented through operational management and maintenance procedures.	Operation	-	-	-	-	Applies
AQ1	Where visible dust is generated from onsite activities, watering (water cart or water sprays) and/or other appropriate measures will be implemented.	Construction	-	-	Applies	Applies	-
AQ2	ARTC will manage operational air quality impacts in accordance with ARTC's existing Environment Protection Licence (EPL #3142) and its	Operation	-	-	-	-	Applies

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	standard operating procedures including those within the ARTC Environmental Management System (EMS).						
AQ3	Prior to the operation of Inland Rail, ARTC will carry out an additional Air Quality Monitoring Program at a representative train idling location for 12 months to measure existing levels of PM10, PM2.5 and NO2. The monitoring results will be compared against relevant air quality criteria. Where exceedances of the relevant air quality criteria occur, further investigation of the likely cause will be undertaken, including but not limited to analysis of the contribution of existing train operations or another source of pollution such as a regional bushfire or agricultural activities. Where analysis indicates exceedances related to existing train operations, a review of relevant operating procedures will be undertaken including consultation with the train operating companies to explore options to reduce train operation's contribution.	Operation	-	-	-	-	Applies
AQ4	Prior to operation of Inland Rail and following the completion of AQ3, air quality modelling will be undertaken to validate the Preferred Infrastructure Report assessment utilising data collected during the Air Quality Monitoring Program. Where exceedances of the relevant air quality criteria are predicted as a result of planned Inland Rail operations (i.e. Inland Rail trains and consequential alterations to other train services), a review of relevant operating procedures will be undertaken, including consultation with the train operating companies to explore options to reduce train operation's contribution.	Operation	-	-	-	-	Applies
WM1	Detailed design would include measures to minimise spoil generation as far as practicable. This would include a focus on optimising the design to minimise spoil volumes and the reuse of material onsite.	Detailed design / pre-construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
WM2	A spoil management strategy would be developed to define the preferred approach to managing spoil. The strategy would include: - confirming spoil quantities - undertaking appropriate investigations and surveys, including geotechnical investigations - consideration of the approvals and land application of waste exemptions required, associated lead time, and any associated sampling and reporting obligations - defining the preferred option for reusing and/or disposing of any spoil that cannot be reused - the outcomes of the strategy would inform the construction waste management sub-plan.	Detailed design / pre-construction	-	-	Applies	Applies	-
WM3	All waste generated would be classified in accordance with the Waste Classification Guidelines (NSW EPA, 2014a) and disposed of in accordance with the relevant requirements of the Protection of the Environment Operations (Waste) Regulation 2014.	Construction	-	-	Applies	Applies	-
WM4	Operational waste, including general litter clean up, would be managed in accordance with ARTC's existing operational maintenance requirements and the waste hierarchy principles in the Waste Avoidance and Resource Recovery Act 2001 (NSW).	Operation	-	-	-	-	Applies
H1	Dial-before-you-dig searches and non-destructive digging will be carried out to identify the presence of underground utilities prior to commencing construction.	Detailed design / pre-construction	-	-	Applies	Applies	-
H2	Adequate access and egress for fire-fighting vehicles and staff will be provided at all enhancement sites during construction. Protocols for the management of bushfire risk will be implemented during construction.	Construction	-	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
	Requirements for first-response capabilities, including fire extinguishers, water carts and hoses, will be assessed and provided at enhancement sites during construction, where needed						
H3	Dangerous goods and hazardous materials will be stored in accordance with supplier's instructions and relevant legislation, Australian Standards, and applicable guidelines; and may include bulk storage tanks, chemical storage cabinets/containers or impervious bunds.	Construction	-	-	Applies	Applies	-
CC1	The climate change risk assessment would continue to be refined as the design of the proposal progresses. The adaptation measures identified for the proposal would be reviewed and final measures would be incorporated into the design, where practicable, as described for CCR8, CCR9, CCR10, CCR11, CCR17 and CCR19 in Table 25-6 of the EIS.	Detailed design / pre-construction	Applies	-	-	-	-
CC2	The adaptation measures identified for the proposal would be reviewed and final measures would be implemented during construction, as far as practicable, as described for CCR1, CCR8, CCR9, CCR10, CCR11, CCR17 and CCR19 in Table 25-6 of the EIS.	Construction	-	-	Applies	Applies	-
CC3	Operational management and maintenance procedures would address potential climate change risks and adaptation measures as described for CCR8, CCR9, CCR10 and CCR25 in Table 25-6 of the EIS.	Operation	-	-	-	-	Applies
GHG1	GHG emissions will be managed and minimised as part of the Sustainability Management Plan, which will be implemented to assist in pursuing 'design' and 'as built' rating targets of 'Excellent' under the ISC's rating scheme for the Inland Rail program.	Pre-construction / construction	Applies	-	Applies	Applies	-

ID	REQUIREMENT	DELIVERY PHASE IN EAD[5]	DESIGN[6]	PRE-CONSTRUCTION	APPLICABLE CONSTRUCTION STAGE		OPERATION STAGE
					Stage A	Stage B	
CI1	ARTC will continue to consult with Transport for NSW to be aware of the final design solution of the grade separation project at the Olympic Highway level crossing (LX 603) and proposed construction timeframe to minimise cumulative impacts with works at the Junee to Illabo clearances enhancement site.	Detailed design / pre-construction	Applies	-	Applies	Applies	-

MARTINUS

Head Office | 1/23-27 Waratah Street | KIRRAWEE NSW 2232