MARTINUS INLAND RAIL

LOW IMPACT WORKS APPLICATION FOR PAVEMENT CORES

A2I | Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER:

6-0052-210-EAP-99-AS-0001

Document Control

DOCUMENT TITLE:	A2I | Low Impact Works Application for Pavement Cores			
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Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
A	10/04/2025	For review and approval	10/04/2025
B	12/05/2025	For review and approval	12/05/2025
C	21/05/2025	For review and approval	21/05/2025
0	28/05/2025	For use	28/05/2025

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GLOSSARY

Specific terms and acronyms used throughout this assessment are listed and described in Table 1 below.

TABLE 1: DEFINITIONS

TERM	DEFINITION
A2I	Albury to Illabo (Inland Rail)
ARTC	Australian Rail Track Corporation
ASS	Acid Sulfate Soils
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.
Construction Boundary	The area physically affected by works as described in the documents listed in Condition of Approval A1.
CCS	Community Communications Strategy
CoA	Conditions of Approval
CNPT	Construction Noise Prediction Tool (SLR)
EAD	Environmental Assessment Documentation that includes: ▪ Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); ▪ Albury to Illabo Response to Submissions (ARTC, November 2023); ▪ Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); ▪ Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); ▪ Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); ▪ Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); ▪ Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).
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.
ER	The Environmental Representative(s) for the CSSI approved by the Planning Secretary.
EPL	Environment Protection Licence under the POEO Act.
Highly noise affected	As defined in the Interim Construction Noise Guideline (DECC, 2009).
Heavy Vehicle	Has the same meaning as in the Heavy Vehicle National Law 2013 (NSW).
km	Kilometres

TERM	DEFINITION
Local road	Any road that is not defined as a classified road under the Roads Act 1993 (NSW).
LIW	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: a) 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 (l) 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 b) 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. Notes: Early stages of work are not necessarily low impact work. Low Impact work is not construction as defined by this approval.
m	Metres
mAHD	Metres Australian Height Datum
NML	Noise Management Level
PADs	Potential Archaeological Deposits
PCT	Plant Community Type

TERM	DEFINITION
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.
RBL	Rating Background Level
ROL	Road Occupancy Licence
SAP	Sensitive Area Plan
Sensitive Receivers	Includes residences, educational institutions (including preschools, schools, universities, TAFE colleges), health care facilities (including nursing homes, hospitals), religious facilities (including churches), childcare centres and passive recreation areas (including outdoor grounds used for teaching). Receivers that may be considered to be sensitive include commercial premises including film and television studios, research facilities, entertainment spaces, temporary accommodation such as caravan parks and camping grounds, restaurants, office premises, and retail spaces), and industrial premises as identified by the Planning Secretary.
SRP	Spill Response Procedure
SSI	State Significant Infrastructure
TGS	Traffic Guidance System
UMM	Updated Mitigation Measure
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 Albury to Illabo

The Australian Government has committed to building a significant piece of national transport infrastructure by constructing a high-performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland.

Inland Rail is a major national program that will enhance Australia's existing national rail network and serve the interstate freight market. Australian Rail Track Corporation (ARTC) manages the existing freight rail network in NSW and is responsible for the delivery of the Inland Rail program.

The Inland Rail program is about 1,700 kilometres (km) long and has been divided into 13 projects, one of which is enhancements of the existing rail corridor between Albury and Illabo ('the proposal'). Works are proposed at 24 locations along this corridor in order to accommodate the requirements of Inland Rail. This Environmental Impact Statement (EIS) addressed the potential impacts of the construction and operation of the proposal. The EIS supported an application for approval under Division 5.2 of the Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act). Approval for the project under the EP&A Act was granted by the Minister for Planning on 8 October 2024. Where works are occurring within the rail corridor/premised area under EPL 3142, the works will be done in alignment with that EPL. Works outside the EPL premised area will be undertaken in accordance with the SSI approval.

The project involves enhancement works to structures and sections of track along 185 km of the existing operational rail corridor between Albury and Illabo. These enhancement works are required at 24 discrete locations (enhancement sites) to accommodate double-stacked freight trains up to 1,800 metres (m) long and 6.5 m high along the rail corridor.

1.2 Purpose of Due Diligence Assessment

The purpose of this Low Impact Works Due Diligence Assessment (LIWA) is to:

- Describe the proposed works relative to 'Low Impact Work' as defined by the Minister's Conditions of Approval (CoA) SSI- 10055 (Project Approval).
- Assess the environmental risks associated with undertaking the proposed works to confirm the works meet the definition of Low Impact Work (LIW), pursuant to CSSI 10055, Table 1 – Terms and Definitions.

This LIWA includes:

- Detailed description of the proposed works (Section 2)
- Details on the type of LIW permitted under the SSI approval (Section 3)
- Identification of mitigation measures to be implemented to address any actual or potential environmental risks and/or impacts (Section 4)
- Details on contractor management and community consultation (Section 5 and 6)
- Endorsement by the Environmental Representative as necessary in accordance with the nature of the Low Impact Works and/or the definition of 'Construction' in the CSSI planning approval (Section 8)
- Sensitive Area Plan (Appendix A); and
- Supporting Documents (Appendices B – O)

If the proposed activities adversely affect or potentially adversely affect heritage items, threatened species, populations or threatened ecological communities, these works are defined as 'construction' unless otherwise determined by the applicable planning authority.

Where works are consistent with the definition of LIW provided in the Project Approval, additional approval is not required. Where works are permitted to be undertaken under the LIW definition sub point (l) in CoA Table A, this LIW application will be provided to the ER for approval.

Any approval to undertake LIW does not remove the obligation to comply with the applicable CoA.

2 PROPOSED WORKS DESCRIPTION

2.1 Description

Information on the proposed methodology, commencement date, duration, plant and equipment and local sensitivities for the proposed activities, are described in Table 2 below.

TABLE 2: OVERVIEW OF LOW IMPACT WORKS

Overview of LIW	
Location and setting	The proposed Low Impact Works (LIW) would be located within the three precincts and three associated enhancement sites as noted below. The locations of the proposed LIW are presented in Appendix A. **Albury Precinct** ▪ Albury Station pedestrian bridge **Greater Hume-Lockhart Precinct** ▪ Henty Yard clearances **Junee Precinct** ▪ Junee to Illabo clearances
Methodology	The proposed LIW will be carried out as noted below, in no particular order: <u>Pavement cores</u> ▪ Coring works for subgrade investigations (depth is 800mm); ▪ Grouting and capping works, ▪ Delineation of work areas using bollards, water barriers and/or bunting, ▪ Survey set out works; and ▪ Refill and compact works.
Planned commencement date and duration	The LIW are proposed to commence in May 2025 and expected to be completed in June 2025.
Plant & Equipment	The following plant and equipment would be utilised for the proposed works: ▪ Coring drill rig x1 ▪ Vacuum truck x1* ▪ Water truck x1* ▪ Drill rig truck 20T x1* ▪ LVs x5** **Daily peak number of heavy vehicle movements associated with the proposed LIW will be limited to 4 in total.* ***Daily peak number of light vehicle movement associated with the proposed LIW will be limited to 5 in total. This includes the total crew size for the proposed works which involves 2 drillers, 1 geotechnical operator, 1 vacuum truck operator, 1 MR site supervisor, 1 MR leading hand, and 3 traffic controllers.*
Hours of Work	The proposed LIW will be undertaken under approved standard construction hours as noted below: ▪ 7:00am to 6:00pm Mondays to Fridays, inclusive ▪ 8:00am to 6:00pm Saturdays; and ▪ At no time on Sundays or public holidays.

Overview of LIW	
Local Sensitivities	The local sensitivities surrounding the LIW are noted below, with proposed mitigation measures for each environmental aspect discussed in Section 4. Land Zones The proposed LIW are located within mixed land zones noted as general residential, village, infrastructure, transport infrastructure, and public utility undertaking. Traffic and Transport There are no proposed or expected changes to the existing road or rail line as part of the proposed LIW. There are no proposed or expected changes to existing pedestrian, cycling or access to private properties. Daily peak number of light vehicle movements associated with the proposed LIW will be limited to 5 in total. Daily peak number of heavy vehicle movements associated with the proposed LIW will be limited to 4 in total. Noise and Vibration The proposed LIW would result in short-term noise impacts, with the results of the ARTC NIAT presented in Appendix C. The proposed LIW would be undertaken during standard approved construction hours. The proposed LIW would not involve any out-of-hours-work (OOHW), or any ground-borne noise or vibration-intensive equipment. Aboriginal Cultural Heritage There are no known Aboriginal heritage items or sites located within the proposed LIW. Non-Aboriginal Heritage The proposed works would not involve any changes or impacts to known non-Aboriginal heritage items and sites. Biodiversity The proposed LIW will not involve any trimming, slashing or removal of vegetation. The activities associated with the proposed LIW (pavement cores) will not disturb vegetation, threatened fauna or flora species. Flooding and Bushfire Risk The proposed LIW that are located on flood prone land, may be impacted during a flood event. The majority of the proposed LIW are not located on bushfire prone land, with the exception of Henty Yard located on bushfire prone land. Soil and Water There is a low probability of ASS within the proposed LIW. The majority of the proposed LIW are not located on naturally acidic soils, with the exception of Junee to Illabo, where conditions are considered very strongly acidic to strongly acidic northeast of Junee. The proposed LIW will be non-destructive with no ground disturbance or excavation. The proposed LIW would not involve any works within watercourses. Contamination and Hazardous Materials

Overview of LIW	
	There is a general contamination risk present within the proposed LIW area. The proposed LIW would not occur with any known AECs, therefore they would not be disturbed with no impact expected. Landscape and Visual Impact The proposed LIW would involve minor and short-term landscape and visual impacts. Waste, Air Quality and Odour There is the potential to generate waste, dust and/or odour during the proposed LIW. There is the potential for waste tracking during waste disposal activities.

3 ENVIRONMENTAL PLANNING AND APPROVALS

3.1 CSSI Low Impact Works

The work subject to this assessment meets the definition of Low Impact Work under the SSI-10055 (Infrastructure Approval) as noted in Table 3 below.

TABLE 3: DEFINITION OF LOW IMPACT WORKS AS PER SSI-10055

Low Impact Works Definition (SSI 10055)	
(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: (a) 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 (b) any nighttime work that exceeds noise management levels as defined in the ICNG.	☐

Low Impact Works Definition (SSI 10055)		
Will Low Impact Work?	Yes	No
Adversely affect or potentially adversely affect Heritage Items	☐	☒
Adversely affect or potentially adversely affect Threatened Species (or their Habitat)	☐	☒
Adversely affect or potentially adversely affect Threatened Ecological Communities (within meaning of the Biodiversity Conservation Act 2016)	☐	☒

If 'Yes' then 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).

NOTE: 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.

Early stages of work are not necessarily low impact work.

Low impact work is not construction as defined by this approval.

3.2 Assessment of Consistency with CoA

This assessment has considered the proposed activities in terms of consistency against the Minister's Conditions of Approval SSI-10055 and the definition of 'Low Impact Work' in accordance with the planning approval. The proposed activities will not adversely affect heritage items, threatened species, or threatened ecological communities and their habitat.

Further to the details provided above, the LIW are considered Consistent with SSI-10055 and the definition of 'Low Impact Work' and are not 'Construction'.

4 ENVIRONMENTAL IMPACT AND MITIGATION

A description of the existing environment including anticipated environmental impacts and proposed mitigations associated with the proposed LIW, is contained in Table 4.

TABLE 4: OVERVIEW OF ENVIRONMENTAL IMPACT AND MITIGATION

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
Traffic and Transport	An overview of the locations of the proposed LIW (shown in Appendix A), including road descriptions, access and traffic volumes, is provided below (EIS, Chapter 9 and Technical Paper 1): **Albury Station pedestrian bridge** Proposed LIW will be undertaken below the Albury Station pedestrian bridge. Existing access for the proposed LIW will be via surrounding roads involving the following: <u>Young Street</u> ▪ Two-way, four lane state-controlled street that forms part of the Riverina Highway and runs north-south between North Street and Atkins Street, crossing Dean Street, Wilson Street and Borella Road and provides access to commercial areas and Albury Railway Station. In the vicinity of the enhancement site the road generally features 3.4m wide lanes, sealed shoulders with parking, and has a posted speed limit of 60km/h. <u>Smollet Street (Railway Place)</u> ▪ Two-way, two lane urban locally controlled street that runs east-west from Young Street and provides access to the Albury Railway Station. In the vicinity of the enhancement site the road generally features 3.5m wide lanes, sealed shoulders with parking, and a posted speed limit of 50km/h. ▪ Traffic volume for Smollet Street (Railway Place) has been noted as 472 (3% are heavy vehicles). <u>Kenilworth Street</u> ▪ Two-way, two lane urban locally controlled street that runs east-	There are no proposed or expected changes to the existing road or rail line as part of the proposed LIW. There are no proposed or expected changes to existing pedestrian, cycling or access to private properties. Daily peak number of heavy vehicle movements associated with the proposed LIW will be limited to 4 in total. Daily peak number of light vehicle movements associated with the proposed LIW will be limited to 5 in total. Lane closures for safety requirements may be required resulting in an increased traffic for short duration periods. The volume of vehicle movements is minimal and not likely to impact on existing local traffic movements.	The following mitigation measures have been proposed: ▪ Traffic safety controls would be implemented under approved Traffic Guidance Schemes (TGS) and where appropriate Road Occupancy Licences (ROLs) to minimise the risk of traffic conflicts. ▪ Safe pedestrian and cyclist access and routes must be provided and maintained across and around work sites during the proposed LIW. 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. ▪ All construction vehicles will be parked legally in public space and will not impede on residential or commercial property access.

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	west, from Schubach Street and provides and eastern access to the Albury Station pedestrian bridge. In the vicinity of the enhancement site the road generally features a 11.8m sealed width, limited line marking, sealed shoulders with parking, and has a posted speed limit of 50km/h. **Henty Yard clearances** The proposed LIW will be undertaken on the rail level crossing on Sladen Street. Existing access for the proposed LIW will be via surrounding roads involving the following: <u>Olympic Highway/Railway Parade</u> ▪ Two-way, two-lane state-controlled highway that runs from the Hume Highway l8km north of Albury (23km north of the Murray River) to the Mid-Western Highway at Cowra. The highway runs through Henty is also known as Railway Parade, running east of the rail line and providing access to central Henty and the Henty Railway station, Henty highway rest area and Bi-Centennial Park. In the vicinity of the Henty Yard clearances enhancement site the highway is generally rural and features 3.5m wide lanes, sealed shoulders with parking, and has a posted speed limit of 50km/h. ▪ Traffic volume for Railway Parade (North) was noted as 906 (% of heavy vehicles is not available). <u>Sladen Street</u> ▪ Two-way, two lane locally controlled urban road that generally runs east-west through Henty and provides cross connectivity across the Olympic Highway and rail line via a level crossing. The road provides access to Henty Public School, St Paul's Lutheran Primary School, and residential areas in Henty. In the vicinity of		

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	the Henty Yard clearances enhancement site the road features a 6.8m wide eastbound lane and 3.8m westbound lane (approx.) through the level crossing, unsealed shoulders, and has a posted speed limit of 50km/h. ▪ Traffic volume for Sladen Street has been noted as 764 (12% are heavy vehicles). **Junee to Illabo clearances** The proposed LIW will be undertaken on the rail level crossing along Olympic Highway. Existing access for the proposed LIW will be via surrounding road, involving the following: <u>Olympic Highway</u> ▪ Two-way, two-lane state-controlled highway that runs from the Hume Highway l8km north of Albury (23km north of the Murray River) to the Mid-Western Highway at Cowra. In the vicinity of the Junee to Illabo clearances enhancement site the highway generally features 3.5m wide lanes, partially sealed shoulders, and has a posted speed limit of 100km/h. <u>Waterworks Road</u> ▪ Two-way, one lane locally controlled road running generally north-south between Ballengorrah Lane and Main Street in Junee, rural properties in Wantiool with the Olympic Highway and Junee. In the vicinity of the Junee to Illabo clearances enhancement site the road is generally unsealed and features unsealed shoulders and a 100km/h speed limit. ▪ Traffic volume for Waterworks Road has been noted as 241 (% for heavy vehicles is not available). <u>Brabins Road</u> ▪ Two-way, one lane locally controlled road that generally runs north-south from the		

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	Olympic Highway and provides access to surrounding rural properties. The road crosses the rail line via an at-grade rail level crossing. In the vicinity of the Junee to Illabo clearances enhancement site the road generally features a 6.2m sealed width, unsealed shoulders, and a 100km/h speed limit. ▪ Traffic volume for Brabins Road has been noted as 44 (% for heavy vehicles is not available).		
Noise and Vibration	An overview of the noise catchment areas (NCAs), rating background levels (RBLs), noise management levels (NMLs), and surrounding receivers associated with the proposed LIW and associated enhancement sites, is provided below (EIS, Chapter 15 and Technical Paper 6). Locations of NCAs are provided in Appendix B. **Albury Station pedestrian bridge** The proposed LIW are located within NCA 02, with the following noted: <u>NCA 02</u> ▪ Covers most urban areas of Albury. Noise sources include industrial land uses, the rail line and traffic on the Hume Highway and local roads. ▪ Approximate number of receivers is noted as 7138. ▪ RBL for daytime is 35 dBA. ▪ NML for daytime is 45 dBA. **Henty Yard clearances** The proposed LIW are located within NCA 06, with the following noted: <u>NCA 06</u> ▪ The township of Henty. This is suburban in nature and affected by noise sources including the rail line, Olympic Highway and local road traffic.	The proposed LIW would be undertaken during approved standard hours. The SLR Construction Noise Prediction Tool (CNPT) has been utilised to assess the potential noise impacts associated with the proposed LIW. Two scenarios have been assessed with the results of the SLR CNPT are summarised below and provided in Appendix C. **Albury Station pedestrian bridge** NML has been noted as 45 dBA during standard construction hours. The following has been taken from the CNPT results: <u>Scenario 1</u> ▪ Plant and equipment included drill rig, medium rigid truck and light vehicles (LVs) ▪ 12 receivers have been noted as highly intrusive; potential predicted noise level (PNL) is 66-80 dBA. ▪ 45 receivers have been noted as moderately intrusive; potential PNL is 56-65 dBA. ▪ 322 receivers have been noted as clearly audible; potential PNL is 46-55 dBA. <u>Scenario 2</u>	The following mitigation measures have been proposed: ▪ Equipment that is used intermittently is to be shut down when not in use. ▪ Regularly inspect and maintain equipment to ensure it is operating correctly. ▪ Avoid the use of radios or stereos outdoors where neighbours can be affected. ▪ Avoid dropping materials from a height. ▪ Training and awareness programs will be delivered to project personnel, including relevant sub-contractors on noise and vibration requirements (including operating hours) from this LIWA through inductions, toolboxes, and targeted training. ▪ Using portable temporary acoustic screens where effective to screen the noise emissions. ▪ Avoid the simultaneous operation of noisy plant within discernible range of noise sensitive receivers where possible.

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	▪ Approximate number of receivers is noted as 588. ▪ RBL for daytime is 37 dBA. ▪ NML for daytime is 47 dBA. **Junee to Illabo clearances** The proposed LIW are located within NCA 15, with the following noted: <u>NCA 15</u> ▪ This NCA covers the township of Illabo and the surrounding rural areas, which are affected by noise sources including the rail corridor and the Olympic Highway. ▪ Approximate number of receivers is noted as 154. ▪ RBL for daytime is 41 dBA. ▪ NML for daytime is 51 dBA.	▪ Plant and equipment included a vacuum truck and a water cart. ▪ 4 receivers have been noted as highly intrusive; potential predicted noise level (PNL) is 67-73 dBA. ▪ 15 receivers have been noted as moderately intrusive; potential PNL is 56-65 dBA. ▪ 68 receivers have been noted as clearly audible; potential PNL is 46-55 dBA. **Henty Yard clearances** NML has been noted as 47 dBA during standard construction hours. The following has been taken from the CNPT results: <u>Scenario 1</u> ▪ Plant and equipment included drill rig, medium rigid truck and light vehicles (LVs). ▪ 3 receivers have been noted as highly intrusive; potential predicted noise level (PNL) is 68-75 dBA. ▪ 23 receivers have been noted as moderately intrusive; potential PNL is 58-66 dBA. ▪ 118 receivers have been noted as clearly audible; potential PNL is 48-57 dBA. <u>Scenario 2</u> ▪ Plant and equipment included a vacuum truck and a water cart ▪ 6 receivers have been noted as moderately intrusive; potential PNL is 58-67 dBA. ▪ 30 receivers have been noted as clearly audible; potential PNL is 48-57 dBA. **Junee to Illabo clearances** NML has been noted as 51 dBA during standard construction hours. The following has been taken from the CNPT results:	▪ Where practical optimise vehicle routes to avoid or minimise the need for reversing of construction vehicles. ▪ Non-tonal movement alarms will be utilised where effective. ▪ Consultation with affected sensitive receivers will be undertaken as per the Community Communications Strategy (CCS) (Appendix D).

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
		Scenario 1 ▪ Plant and equipment included drill rig, medium rigid truck and light vehicles (LVs). ▪ 2 receivers have been noted as moderately intrusive; potential PNL is 65 dBA. ▪ 6 receivers have been noted as clearly audible; potential PNL is 53-59 dBA. Scenario 2 ▪ Plant and equipment included a vacuum truck and a water cart ▪ 3 receivers have been noted as clearly audible; potential PNL is 52-56 dBA. The proposed LIW would not involve any OOHW. The proposed LIW would not involve any ground-borne noise or vibration intensive equipment. Any affected nearby sensitive receivers will be appropriately managed as per the proposed mitigation measures.	
Aboriginal Cultural Heritage	An overview of the known Aboriginal heritage items and/or sites associated with the proposed LIW and associated enhancement sites, is provided below (EIS, Technical Paper 2). The AHIMS basic search results are provided in Appendix G. **Albury Station pedestrian bridge** There are no known Aboriginal heritage items or sites located within the proposed LIW. **Henty Yard clearances** There are no known Aboriginal heritage items or sites located within the proposed LIW. **Junee to Illabo clearances** There are no known Aboriginal heritage items or sites located within the proposed LIW.	There are no known Aboriginal heritage items or sites located within the LIW; therefore, no direct or indirect impact is expected from the proposed LIW.	The following mitigation measures have been proposed: ▪ If at any time during the proposed LIW, any items of potential non-Aboriginal heritage significance are discovered they would be managed in accordance with the unexpected heritage finds and human remains procedure (Appendix F). (UMM AH4)

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures

Non-Aboriginal Heritage	An overview of the known non-Aboriginal heritage items and/or sites associated with the proposed LIW and associated enhancement sites, is provided below (EIS, Chapter 11 and Technical Paper 3). The locations of known non-Aboriginal heritage items and/or sites have been provided in Appendix E.
	Albury Station pedestrian bridge
	Albury Railway Station and Yard Group
	▪ Inclusive of identified signal huts, boxes and archaeological sites.
	▪ State significance, listings include:
	  ▪ SHR 01073;
	  ▪ Multiple Albury LEP 2010 items; and
	  ▪ ARTC and TfNSW s170 4280274.
	Railway Conservation Area
	▪ Local significance, listing includes:
	  ▪ Albury LEP 2010 C13
	Henty Yard clearances
	Henty Railway Station and Yard Group
	▪ State significance, listings include:
	  ▪ SHR 01169
	  ▪ Greater Hume LEP 2012 I78
	  ▪ ARTC and TfNSW s170 4280285.
	Junee to Illabo clearances
	There are no registered or potential heritage items within the proposed LIW.
		An overview of the potential impacts to known non-Aboriginal heritage items and/or sites associated with the proposed LIW is provided below.
		Albury Station pedestrian bridge
		Albury Railway Station and Yard Group (SHR 01073) /Railway Conservation Area (C13)
		The proposed LIW would not involve any changes or impacts to the existing structure of the Albury Station pedestrian bridge; therefore, no direct or indirect impact is expected from the proposed LIW.
		Henty Yard clearances
		Henty Railway Station and Yard Group (SHR 01169)
		The proposed LIW would not involve any changes or impacts to the existing structure of the Henty Railway Station and Yard Group; therefore, no direct or indirect impact is expected from the proposed LIW.
		Junee to Illabo clearances
		There are no known non-Aboriginal heritage items or sites located within the LIW; therefore, no direct or indirect impact is expected from the proposed LIW.
			The following mitigation measures have been proposed:
			▪ Non-Aboriginal heritage inductions for work crews will be provided.
			▪ Demarcation (using barricading or flagging) of the proposed LIW boundary within listed non-Aboriginal heritage sites to be installed, to ensure there are no inadvertent impacts beyond this. (UMM NAH10)
			▪ If at any time during the proposed works, any items of potential non-Aboriginal heritage significance are discovered works would immediately be stopped and the Environment, Sustainability and Approvals Manager notified. (UMM NAH11)
			▪ If at any time during the proposed LIW, any items of potential non-Aboriginal heritage significance are discovered they would be managed in accordance with the unexpected heritage finds and human remains procedure (Appendix F). (UMM AH4)

Biodiversity	An overview of the landscape, vegetation communities, native vegetation and threatened species present at the proposed LIW and associated enhancement sites, is provided below (EIS, Technical	The proposed LIW will not involve any trimming, slashing or removal of vegetation. The activities associated with the proposed LIW (pavement cores)	The following mitigation measures have been proposed:

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures

	Paper 8 Part 1). The locations and extents of the vegetation communities, associated with the proposed LIW, are provided in Appendix H.
	Albury Station pedestrian bridge
	<u>Vegetation</u>
	▪ MEHD – Miscellaneous ecosystem comprising of highly disturbed areas with no or limited native vegetation.
	▪ MEOP – Miscellaneous ecosystem comprising of ornamental plantings.
	Henty Yard clearances
	<u>Vegetation</u>
	▪ PCT 277 – Blakely's Red Gum – Yellow Box Grassy Tall Woodland of the New South-Western Slopes Bioregion (poor condition).
	  ▪ This has been noted as a threatened ecological community (TEC) under the BC Act (critically endangered)
	▪ Threatened flora species associated with PCT 277 include the following*:
	  ▪ *Acacia ausfeldii* (noted as V under the BC Act);
	  ▪ *Ammobium craspedioides* (noted as V under the BC Act);
	  ▪ *Cullen parvum* (noted as E under the BC Act);
	  ▪ *Euphrasia arguta* (noted as CE under the BC Act);
	  ▪ *Prasophyllum petilum* (noted as E under the BC Act);
	  ▪ *Swainsona recta* (noted as E under the BC Act);
	  ▪ *Swainsona sericea* (noted as V under the BC Act).
	▪ MEOP – Miscellaneous ecosystem comprising of ornamental plantings.
	Junee to Illabo clearances
	<u>Vegetation</u>
		will not disturb vegetation, threatened fauna or flora species.	▪ No trimming, slashing or removal of vegetation will be undertaken.
			▪ Fauna will not be disturbed, and works will be ceased and rescheduled should disturbing fauna be required in order to undertake the works.
			▪ No driving on PCT's to occur.
			▪ If any threatened species or threatened ecological community are unexpectedly encountered, the Unexpected Finds Procedure for Flora and Fauna (Appendix I) will be implemented.
			▪ Handling of fauna during the proposed LIW may be required if fauna is encountered during the works and is required to be relocated or transported to a vet or wildlife carer in the case of injury. Fauna encountered will be managed in accordance with the Fauna Handling and Rescue Procedure (Appendix J).

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures

	▪ PCT 277 – Blakely's Red Gum – Yellow Box Grassy Tall Woodland of the New South-Western Slopes Bioregion (moderate, poor, derived and native condition).
	  ▪ This has been noted as a TEC under the BC Act (critically endangered)
	▪ Threatened flora species associated with PCT 277 include the following*:
	  ▪ *Acacia ausfeldii* (noted as V under the BC Act);
	  ▪ *Ammobium craspedioides* (noted as V under the BC Act);
	  ▪ *Cullen parvum* (noted as E under the BC Act);
	  ▪ *Euphrasia arguta* (noted as CE under the BC Act);
	  ▪ *Prasophyllum petilum* (noted as E under the BC Act);
	  ▪ *Swainsona recta* (noted as E under the BC Act);
	  ▪ *Swainsona sericea* (noted as V under the BC Act).
	▪ MEHD – Miscellaneous ecosystem comprising of highly disturbed areas with no or limited native vegetation.
	▪ MEOP – Miscellaneous ecosystem comprising of ornamental plantings.
	▪ Potential derived native grassland *(Themeda, Rytidosperma, Panicum effusum)*
	  ▪ Can include potential weeds such as *Setaria, Paspalum and Sorghum.*
	**Threat status under the BC Act: V = Vulnerable, E = Endangered, CE = Critically Endangered.*		

Flooding and Bushfire Risk	An overview of the flooding and bushfire risk present at the proposed LIW and associated enhancement sites, is provided below (EIS, Chapter 18). **Albury Station pedestrian bridge**	The proposed LIW that are located on flood prone land, may be impacted during a flood event. The majority of the proposed LIW are not located on bushfire	The following mitigation measures are proposed: ▪ Training will be provided to all project personnel, including relevant sub-contractors on and flood and bushfire prevention and management

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	The proposed LIW are not located on flood prone land. The proposed LIW are not located on bushfire prone land. The nearest bushfire prone land is located 600m from the proposed LIW. **Henty Yard clearances** The proposed LIW are located within flood prone land, with the following noted: <u>Existing flood conditions</u> ▪ No flood impacts within the rail corridor. <u>Drainage</u> ▪ No information available. <u>Flood risk within and around the enhancement site for events up to the 1% AEP</u> ▪ Not affected <u>PMF flood depth</u> ▪ Up to 0.75m The proposed LIW are located within bushfire prone land. **Junee to Illabo clearances** The proposed LIW are not located on flood prone land. The proposed LIW are not located on bushfire prone land. The nearest bushfire prone land is located 2.8km from the proposed LIW.	prone land, with Henty Yard located on bushfire prone land. There is the potential for flood and bushfire emergencies, with the potential to cause property damage, injury to construction personnel and loss of life if not appropriately managed.	measures and the requirements from this LIW application (LIWA) through inductions, toolboxes, and targeted training. ▪ Adequate access and egress for fire-fighting vehicles and staff during the works. (UMM H2) ▪ Requirements for first-response capabilities, including fire extinguishers, water carts and hoses will be assessed and provided during the works, where needed. (UMM H2) ▪ Dangerous goods and hazardous materials will be stored in accordance with supplier's instructions and relevant legislation, Australian Standards, and applicable guidelines. ▪ Emergency response and management will be undertaken in accordance with the Project's Flooding and Bushfire Emergency Management Plan (Appendix K).
Soil and Water	An overview of the topography, existing soil conditions and existing hydrological conditions present at the proposed LIW and associated enhancement sites, is provided below (EIS, Chapter 18 and Chapter 20). **Albury Station pedestrian bridge** <u>Topography</u> The elevation for the Albury Precinct is noted as 150 to 230 metres Australian Height Datum (mAHD). The topography generally slopes to the north, west to the Murrumbidgee River; however,	There is a low probability of ASS within the proposed LIW. The majority of the proposed LIW are not located on naturally acidic soils, with the exception of Junee to Illabo, where conditions are considered very strongly acidic to strongly acidic northeast of Junee. The proposed LIW will involve non-destructive digging. There is a risk that a spill may occur as a result from a leak	The following mitigation measures have been proposed: ▪ Training will be provided to all project personnel, including relevant subcontractors on soil and water management and the requirements from this LIWA through inductions, toolboxes talks and targeted training. ▪ Before undertaking any work and during

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures

	there are localised high points along the Olympic Highway that drain to various tributaries of the Murrumbidgee River.
	<u>Soil types</u>
	The proposed LIW are located on the Wait A While and Livingston landscapes, with the following noted:
	▪ Red Kurosols, (soils with a clay subsoil that are acidic) in the south of the site; and
	▪ Red Chromosols in the north of the site.
	The soil characteristics associated with the Wait A While and Livingston landscapes are noted as:
	▪ Localised wind erosion, waterlogging and flooding, and salinity.
	<u>Acid sulfate soils (ASS)</u>
	The proposed LIW are located in areas described as having a low probability of ASS.
	<u>Naturally acidic soils</u>
	The proposed LIW are not located on soil described as naturally acidic soils.
	<u>Hydrological conditions</u>
	▪ The proposed LIW are located within the mid-Murray catchment. The mid-Murray catchment extends from the Hume Dam in Albury, west to the confluence of the Murray and Darling Rivers in Wentworth.
	▪ The proposed LIW are not located within a watercourse.
	▪ Watercourse(s) in proximity to the proposed LIW are as follow:
	  ▪ Concrete lined drainage channel; and
	  ▪ Browns Lagoon located 450m south west of the Albury pedestrian bridge enhancement site.
	Henty Yard clearances
		from construction light vehicles and/or a chemical container.
		The proposed LIW would not involve any works to be undertaken within any known watercourses.
		There is the potential to generate waste as part of the proposed LIW. Waste generated will be minimised wherever possible and all waste would be classified in accordance with the Waste Classification Guidelines and disposed of at a suitably licenced facility in accordance with legislative requirements (refer to below Waste, Air Quality and Odour sub-section for details).
			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).
			▪ 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). (UMM SC1)
			▪ Construction materials such as fuels, chemicals, vehicles, and equipment will be appropriately stored to minimise the introduction of contaminants to the existing soil, groundwater, and surface water runoff.
			▪ In the event of a spill incident of chemicals, fuels or other hazardous substances, the Spill Response Procedure (Appendix K) will be followed.
			▪ Appropriate spill containment equipment (i.e. spill kits) will be provided and placed at strategic and accessible locations within the site, such as adjacent to chemical storage areas, relevant work areas and refuelling areas.

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	Topography The elevation for the Greater Hume-Lockhart Precinct is noted as 210 to 220 mAHD. The land generally slopes to the south towards the Murray River. Soil types The proposed LIW are located on the Henty soil landscape, with the following noted: ▪ Comprise very deep (>1.5 m), moderately well-drained brown and yellow Sodosols on the higher terraces; and ▪ Older terraces with deep (1.0–1.5 m), moderately well-drained brown Dermosols and yellow Chromosols occurring on lower, younger terraces. The soil characteristics associated with the Henty soil landscape are noted as: ▪ Prone to moderate wind and gully erosion hazard; and ▪ Prone to localised acidity, waterlogging, poor drainage, sodicity, foundation hazard where sodic, burial by wind-blown sand and complex terrain. Acid sulfate soils The proposed LIW are located in areas described as having a low probability of ASS. Naturally acidic soils The proposed LIW are not located on soil described as naturally acidic soils. Hydrological conditions ▪ The proposed LIW are located within the Murrumbidgee catchment. The Murrumbidgee catchment extends from the Kosciuszko National Park in eastern NSW to Balranald in western NSW, with inflows primarily sourced from the Great Dividing Range. ▪ The proposed LIW are not located within a watercourse.		

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	▪ Buckargingah Creek is located 30m north of the Henty Yard enhancement site. ▪ Watercourse(s) in proximity to the proposed LIW are as follow: ▪ Buckaringah Creek, Henty (with flow type noted mostly perennial). **Junee to Illabo clearances** Topography The elevation for the Junee to Illabo Clearances is noted as 250 mAHD in the east to 360 mAHD in the west. Soil types The proposed LIW are located on the Currajong (in the south), Malebo (in the north), Mimosa (centrally between Junee and Illabo), and Eurongilly (in the north and beneath Illabo) soil landscapes, with the following noted: ▪ Red and brown Chromosols and occasionally red Kurosols on upper, mid and lower slopes; ▪ Brown and red Dermosols on mid-to-lower slopes; and ▪ Mottled red, brown and yellow Chromosols on lower slopes. Imperfectly drained brown and red Sodosols are often present in lower slopes, in drainage depressions and along creek flats. The soil characteristics associated with the Currajong soil landscape are noted as: ▪ Localised salinity, poor drainage, high run-on, sheet, wind and gully erosion hazard, high erodibility of subsoils, acidity of topsoils, and sodicity/dispersibility of subsoil, engineering hazard, low bearing strength and mass movement. Acid sulfate soils The proposed LIW are located in areas described as having a low probability of ASS.		

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	Naturally acidic soils Soil conditions are considered very strongly acidic to strongly acidic northeast of Junee (within the Junee to Illabo clearances enhancement site). The 0.3m upper soil being naturally very strongly acidic to strongly acidic. Hydrological conditions ▪ The proposed LIW are located within the Murrumbidgee catchment. The Murrumbidgee catchment extends from the Kosciuszko National Park in eastern NSW to Balranald in western NSW, with inflows primarily sourced from the Great Dividing Range. ▪ The proposed LIW are not located within a watercourse. ▪ Watercourse(s) in proximity to the proposed LIW are as follow: ▪ Jeralgambeth Creek is located approximately 200m from the proposed LIW (at chainage 466.1) (flow type noted as ephemeral; high aquatic GDE potential) ▪ Unnamed tributaries (flow type noted as ephemeral)		
Contamination and Hazardous Materials	An overview of the Areas of Environmental Concern (AECs) associated with the proposed LIW is provided below (EIS, Chapter 20 and Technical Paper 13). Locations of AECs are provided in Appendix M. **Albury Station pedestrian bridge** The proposed LIW are not located within AECs. The AECs associated with the Albury Station pedestrian bridge enhancement site are noted below: AEC 4 ▪ Service station, 616–624 Young Street, Albury; ▪ TRH, BTEX, PAHs and/or lead.	There is a general contamination risk present within the proposed LIW area. The proposed LIW will involve non-destructive digging. The proposed LIW would not occur with any known AECs, therefore they would not be disturbed with no impact expected.	The following mitigation measure has been proposed: ▪ The Unexpected Finds Procedure for Contamination (Appendix N) will be followed should any unexpected contamination or asbestos (suspected contamination) be encountered or otherwise discovered. (UMM SC6)

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	AEC 5 ▪ Drum storage; ▪ Point sources of heavy metals, TRH, BTEX, solvents, organochlorine pesticides (OCP) and organophosphorus pesticides (OPP), and asbestos fragments. AEC 6 ▪ Old tanker carriage; ▪ Point sources of heavy metals, TRH, BTEX, solvents, OCPs and OPPs, and asbestos fragments. AEC 7 ▪ Stockpiles of ballast along the track and one stockpile comprising demolition waste; ▪ Heavy metals, TRH, BTEX, PAHs, asbestos, lead containing dust and/or paint. AEC 8 ▪ Former Mobil depot ▪ TRH, BTEX, PAHs and/or lead AEC 9 ▪ Properties 1 to 6. Former properties with asbestos building materials, unknown storage, historical pesticide use; ▪ TRH, BTEX, PAHs, pesticides and/or lead. AEC 10 ▪ 514–526 Young Street/Site 5 and Site 4 (former fuel depot); ▪ Phase separated hydrocarbons (PSH), TRH and BTEX. **Henty Yard clearances** AEC 16 ▪ Soil stockpiles, chemical (Penetrol) storage and sleepers; ▪ Heavy metals, TRH, BTEX, PAHs, asbestos, lead containing dust and/or paint. AEC 17 ▪ Stockpiles of soil and ballast; ▪ Heavy metals, TRH, BTEX, PAHs, asbestos, lead containing dust and/or paint.		

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	AEC 18 ▪ Dumped metal drums; ▪ TRH, BTEX, PAHs, asbestos, lead containing dust and/or paint. AEC 19 ▪ Henty RFS—potential historical storage of fire suppressants potentially used ▪ TRH, BTEX, and PAHs. ▪ The RFS have advised that this site has not been identified as a location where there has been historical use of PFAS. Therefore, this contaminant was not considered further. AEC 20 ▪ Shell service station; ▪ TRH, BTEX, PAH, PFAS, and/or lead. **Junee to Illabo clearances** AEC 47 ▪ Illabo RFS—potential historical chemical storage at the Illabo RFS building; ▪ TRH, BTEX, and PAHs. ▪ The RFS have advised that this site has not been identified as a location where there has been historical use of PFAS. Therefore, this contaminant was not considered further. AEC 48 ▪ Ballast stockpiles		
Landscape and Visual	An overview of the landscape character and viewpoints associated with the proposed LIW, and associated enhancement sites is provided below (EIS, Chapter 17). The locations of the viewpoints have been provided in Appendix O. **Albury Station pedestrian bridge** Landscape character	There are no proposed or expected changes to the existing landscape character or viewpoints as part of the proposed LIW. No out-of-hours-work (OOHW) have been proposed as part of the LIW scope and therefore there would be no night-time visual or light spill impacts.	There are no expected landscape or visual impacts associated with the proposed works; therefore no mitigations measures have been proposed.

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	▪ The Albury Station heritage landscape character area has a regional sensitivity. Viewpoint #4 ▪ Views northwest from Albury Station. ▪ Views within the station precinct would be experienced by high numbers of rail customers and is a main entry point to Albury. The concentration of unique built features, such as the station buildings and signal box, add to the visual character. ▪ Day-time sensitivity noted as local. **Henty Yard clearances** Landscape character ▪ The Henty rural town centre landscape character area has a local sensitivity. Viewpoint #8 ▪ View north along Ivor Street. ▪ Ivor Street is a local street set back from the main street of town with unobstructed views to the rail corridor. This view would be experienced by local residents and visitors to the adjacent church and residences. ▪ Day-time sensitivity noted as neighbourhood. **Junee to Illabo clearances** Landscape character ▪ The Junee to Illabo rural landscape character area has a neighbourhood sensitivity. Viewpoint #29 ▪ View southwest from the Olympic Highway rest stop, Illabo. ▪ This view would be experienced by a moderate number of people including those using the rest stop and open space, and from vehicles travelling along the adjacent highway. ▪ Day-time sensitivity is noted as local.		

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
	Viewpoint #30 ▪ View south from Wood Street, Illabo. ▪ This view would be experienced by residents in adjoining residential properties and from vehicles, travelling along this local road. The historic character concrete silo is an important local visual feature in the view. ▪ Day-time sensitivity is noted as neighbourhood.		
Waste, Air Quality and Odour	The proposed LIW are likely to generate potential waste during the associated activities. The waste material has been identified as NDD waste (liquid waste) and general solid waste (non-putrescible). Wastewater generated by the pavement cores will be sucked in by the vacuum truck and disposed offsite immediately to a suitably approved waste facility (i.e., Smallmons Brothers Waste and Recycling in Wagga Wagga). As noted in the EIS (Chapter 23), these waste types will be confirmed via waste classification.	There is the potential to generate waste as part of the proposed LIW. All waste would be classified in accordance with the Waste Classification Guidelines and disposed of at a suitably licenced facility in accordance with legislative requirements. There is the potential to generate dust and/or odour during the proposed LIW. There is the potential for waste tracking during waste disposal activities. All waste generated from the proposed LIW will be tracked in accordance with the *Protection of the Environment Operations (Waste) Regulation 2014* (EPA). Construction waste management activities will not have a significant impact on the environment or community, provided the proposed mitigation measures are implemented.	The following mitigation measures have been proposed: ▪ Where visible dust is generated from onsite activities, watering (water cart or water sprays) and/or other appropriate measures will be implemented. (UMM AQ1) ▪ Waste generation is to be avoided, and where avoidance is not reasonably practicable, waste generation is to be reduced; ▪ Where avoiding or reducing waste is not possible, waste is to be reused, recycled, or recovered; ▪ Where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed of at a waste management facility, premise lawfully permitted to accept the materials, 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.

Environmental Aspect	Existing Environment	Potential Impacts	Proposed Mitigation Measures
			▪ All waste generated must be classified in accordance with the Waste Classification Guidelines (EPA 2014) with appropriate records and disposal dockets retained for audit purposes.

5 CONTRACTOR MANAGEMENT

All relevant workforce members will be inducted and tool boxed on the requirements of this early works document. A register will be kept for the workers to sign that they have understood the requirements of the LIW assessment after the toolbox talk. Daily pre-starts will also cover key requirements of this document.

Any lessons learnt from environmental incidents or changes to site environmental risks and sensitivities will be communicated to the workforce through toolbox talks and/or daily pre-starts.

6 COMMUNITY CONSULTATION

Stakeholder engagement activities will be undertaken in accordance with the A2I Community Communication Strategy (CCS). The CCS has been prepared to address the requirements of the relevant CoA and all associated environmental approval documents. Table 5 below outlines the community consultation that has been, and is planned to be, undertaken for the LIW.

TABLE 5: COMMUNITY CONSULTATION FOR PROGRAM OF WORKS

Community Consultation	
What community consultation has been undertaken already?	Community consultation will be undertaken in accordance with the Community Communication Strategy (CCS) (Appendix E). Inland Rail have notified similar activities that have been proposed within the A2I works (Wagga Wagga – Utility Investigations) between 19 to 24 February 2025. These works were undertaken under Exempt Development approvals, separate to the SSI project approval. Notifications available at https://inlandrail.com.au/where-we-go/projects/albury-to-illabo/works-notifications/ The community notification is available through the below link: https://inlandrail.com.au/where-we-go/projects/albury-to-illabo/works-notifications/
What community consultation is planned to be undertaken?	Martinus Rail suggest undertaking notifications of works to the community, if this LIW is approved, similar to the public notice issued on Inland Rail's website (above link) in addition to direct notifications to properties in the vicinity of the proposed LIW, 14 days prior to the works being undertaken. Engagement activities will include, but not limited to, works notifications, advertisements in local newspapers, social media and door knocking. Consultation with community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas (such as exam halls, theatres, laboratories, and operating theatres) expected to experience noise levels above NML will occur to determine sensitive periods and implement reasonable respite arrangements. Consultation with Wagga Wagga City Council for the proposed trimming and removal of vegetation will occur. Any vegetation removal on third-party property would only occur with their agreement.

Martinus will implement a range of communication and engagement tools throughout the work to communicate key messages, relevant project information, potential impacts, mitigation measures and how to contact the project team. Martinus will implement effective and timely information and respond to enquiries.

Complaints will be responded to in accordance with the complaints management system developed in accordance with the CoA and CCS. Martinus will investigate each complaint received by the project team and every effort will be made to promptly resolve complaints with fairness and respect.

The table below outlines the engagement activities and tools that will be implemented during this program.

TABLE 6: ENGAGEMENT ACTIVITIES AND TOOLS FOR PROGRAM OF WORKS

Tool	Purpose
Community hotline	A 24-hour community hotline number has been established for the community to ask questions, provide feedback or make complaints about the project, noted below: ▪ 1800 732 761
Email address	An email address has and will continue to be maintained to provide a means for the community to contact the stakeholder and project teams and ask questions or make complaints about the project, noted below: ▪ InlandRailNSW@inlandrail.com.au

Website	The project website will provide access to digital material and provide reference point to obtain further information, noted below: ▪ inlandrail.com.au/A2I Information about the A2I project will be uploaded to the existing project website. The website will be referenced in all communication materials as a source of information and will be updated throughout construction. All documentation required under the CoA and approvals will be uploaded to the site. Stakeholder and community members can submit enquiries, feedback, and comment via the contact us feature.
Community notifications	Community notification will be used regularly to distribute information to the surrounding residents of the upcoming works near them. Notification will be used advise the community of upcoming construction. Works notifications will be sent via mail and will appear on the Inland Rail website and, depending on impact, will be advertised in the local newspapers. Community notifications will include details such as works to be undertaken, what the community can expect to see, what mitigation measures are in place to reduce impacts, equipment to be used, maps of the work area and contact details.

7 DETERMINATION

These signatures represent formal endorsement/approval for the proposed LIW to commence in accordance with this assessment and the applicable planning approval requirements (subject to any determination from the applicable planning authority as may be required by the planning approval conditions).

Planning Authority Determination: Will the proposed works affect or have the potential to affect heritage items, threatened species or threatened ecological communities?	☐ Yes ☒ No *If 'Yes', this application must be submitted to the Planning Secretary to determine that the works are not defined as 'construction' in consultation Heritage NSW, EHG or DPI Fisheries as required.*
Identify which works included in this document that require Environmental Representative approval.	In accordance with CoA A22 (h), the LIW detailed within this assessment is required to be reviewed by the ER for the appropriateness of activities against the definition of LIW.

Internal sign off		
Engineer Responsible		
Name:	Signature: 	Date: 28/05/2025
Area Manager		
Name:	Signature: 	Date: 28/05/2025
Environment, Approvals and Sustainability Manager		
Name:	Signature: 	Date: 28/05/2025
Environmental Representative sign off		
Name:	Signature: Tim Elder - WolfPeak May 29, 2025, 4:21 PM GMT+10:00	Date:
Additional comments / notes: This sign off by the ER verifies that the ER is of the view that the works meet the definition of low impact works as per the term of the Approval. The sign off does not verify that all pre-work requirements have been fulfilled.		

APPENDICES

APPENDIX A

Sensitive Area Plans (SAPs)

Inland Rail - A2I

PC Low Impact Works

Legend

- Pot hole location (indicative)
- Cone penetration test location (indicative)
- Bore hole location (indicative)
- Pavement core location (indicative)
- Construction Boundary

Heritage

- Local Heritage Conservation Area
- Local Heritage item
- State Heritage Register curtilage
- Isolated artefact
- Archaeological potential zone
- Area of environmental concern

Temporary Construction Compound

- Construction compound

Watercourses

- Minor Watercourse
- Major Watercourse
- Construction routes

Sensitive Receptors and NCAs

Sensitive receptors

- Active recreation
- Commercial
- Educational
- Industrial
- Medical
- Mixed
- Place of Worship
- Passive recreation
- Residential
- Shed
- Noise catchment area

Albury Station Pedestrian Bridge

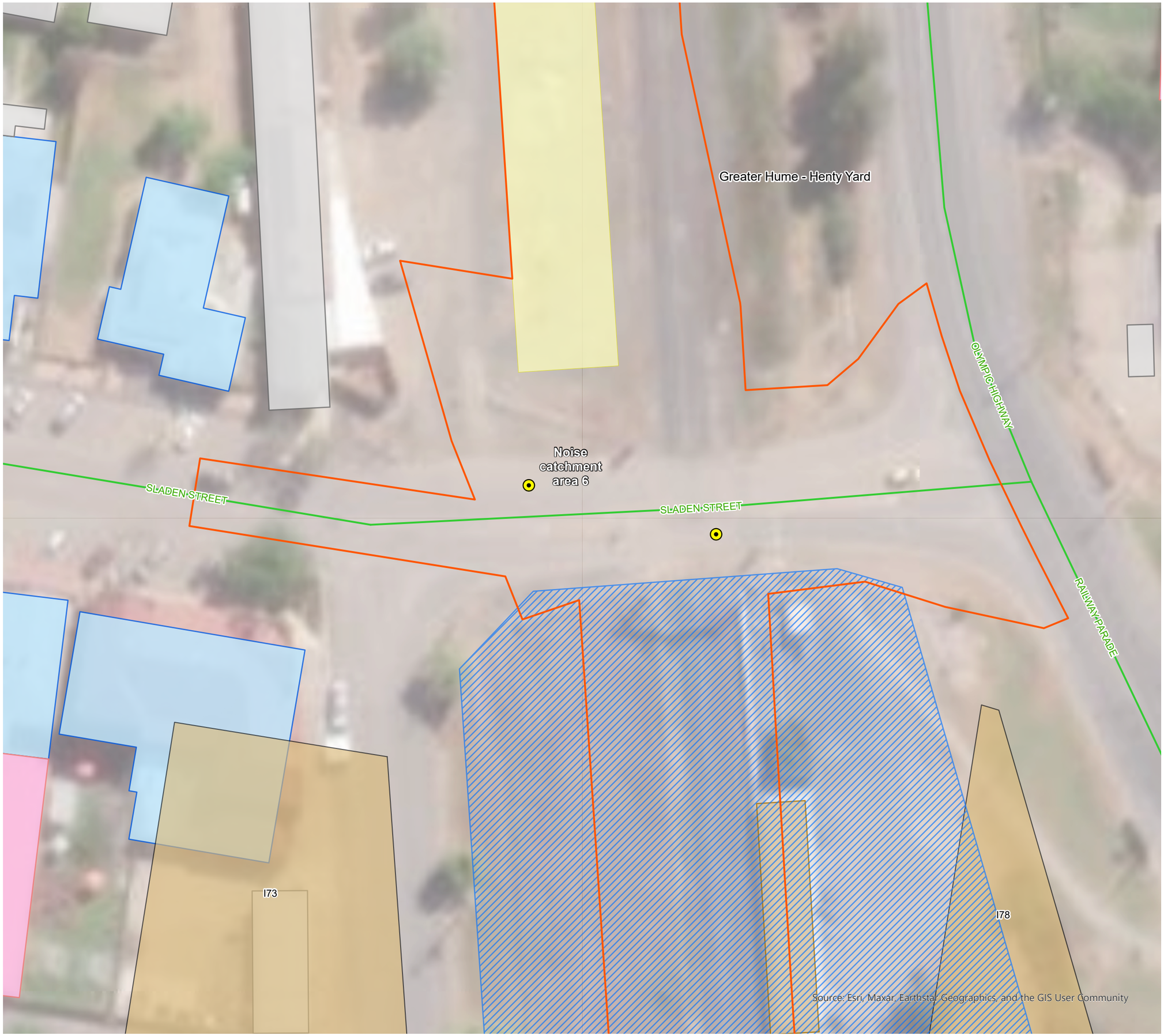
0 4.25 8.5 17
Metres

MARTINUS

INLAND RAIL

Inland Rail - A2I

PC Low Impact Works



Legend

- Pot hole location (indicative)
- Cone penetration test location (indicative)
- Bore hole location (indicative)
- Pavement core location (indicative)
- Construction Boundary

Heritage

- Local Heritage Conservation Area
- Local Heritage item
- State Heritage Register curtilage
- Isolated artefact
- Archaeological potential zone
- Area of environmental concern

Temporary Construction Compound

- Construction compound

Watercourses

- Minor Watercourse
- Major Watercourse
- Construction routes

Sensitive Receptors and NCAs

Sensitive receptors

- Active recreation
- Commercial
- Educational
- Industrial
- Medical
- Mixed
- Place of Worship
- Passive recreation
- Residential
- Shed
- Noise catchment area

Henty Yard Sladen Street LX

0 2.75 5.5 11

Metres

MARTINUS

INLAND RAIL

Inland Rail - A2I

PC Low Impact Works

Legend

- Pot hole location (indicative)
- Cone penetration test location (indicative)
- Bore hole location (indicative)
- Pavement core location (indicative)
- Construction Boundary

Heritage

- Local Heritage Conservation Area
- Local Heritage item
- State Heritage Register curtilage
- Isolated artefact
- Archaeological potential zone
- Area of environmental concern

Temporary Construction Compound

- Construction compound

Watercourses

- Minor Watercourse
- Major Watercourse
- Construction routes

Sensitive Receptors and NCAs

Sensitive receptors

- Active recreation
- Commercial
- Educational
- Industrial
- Medical
- Mixed
- Place of Worship
- Passive recreation
- Residential
- Shed
- Noise catchment area

J2I Brabins LX

0 4.5 9 18

Metres

Inland Rail - A2I

PC Low Impact Works

Legend

- Pot hole location (indicative)
- Cone penetration test location (indicative)
- Bore hole location (indicative)
- Pavement core location (indicative)
- Construction Boundary

Heritage

- Local Heritage Conservation Area
- Local Heritage item
- State Heritage Register curtilage
- Isolated artefact
- Archaeological potential zone
- Area of environmental concern

Temporary Construction Compound

- Construction compound

Watercourses

- Minor Watercourse
- Major Watercourse
- Construction routes

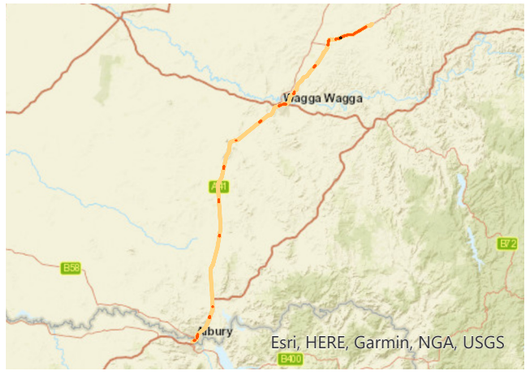
Sensitive Receptors and NCAs

Sensitive receptors

- Active recreation
- Commercial
- Educational
- Industrial
- Medical
- Mixed
- Place of Worship
- Passive recreation
- Residential
- Shed
- Noise catchment area

J2I Marinna LX

0 4.5 9 18
Metres



MARTINUS

INLAND RAIL

Inland Rail - A2I

PC Low Impact Works

Legend

- Pot hole location (indicative)
- Cone penetration test location (indicative)
- Bore hole location (indicative)
- Pavement core location (indicative)
- Construction Boundary

Heritage

- Local Heritage Conservation Area
- Local Heritage item
- State Heritage Register curtilage
- Isolated artefact
- Archaeological potential zone
- Area of environmental concern

Temporary Construction Compound

- Construction compound

Watercourses

- Minor Watercourse
- Major Watercourse
- Construction routes

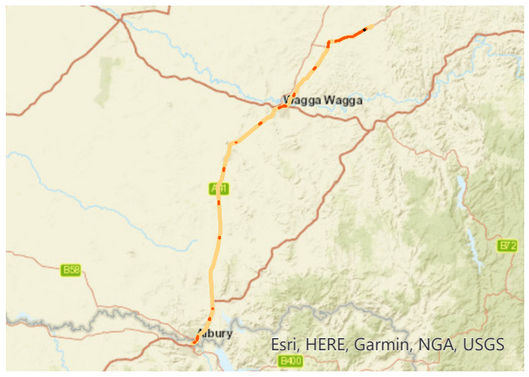
Sensitive Receptors and NCAs

Sensitive receptors

- Active recreation
- Commercial
- Educational
- Industrial
- Medical
- Mixed
- Place of Worship
- Passive recreation
- Residential
- Shed
- Noise catchment area

J2I Olympic Hwy LX

0 4.5 9 18
Metres



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INLAND RAIL

APPENDIX B

Noise Catchment Areas

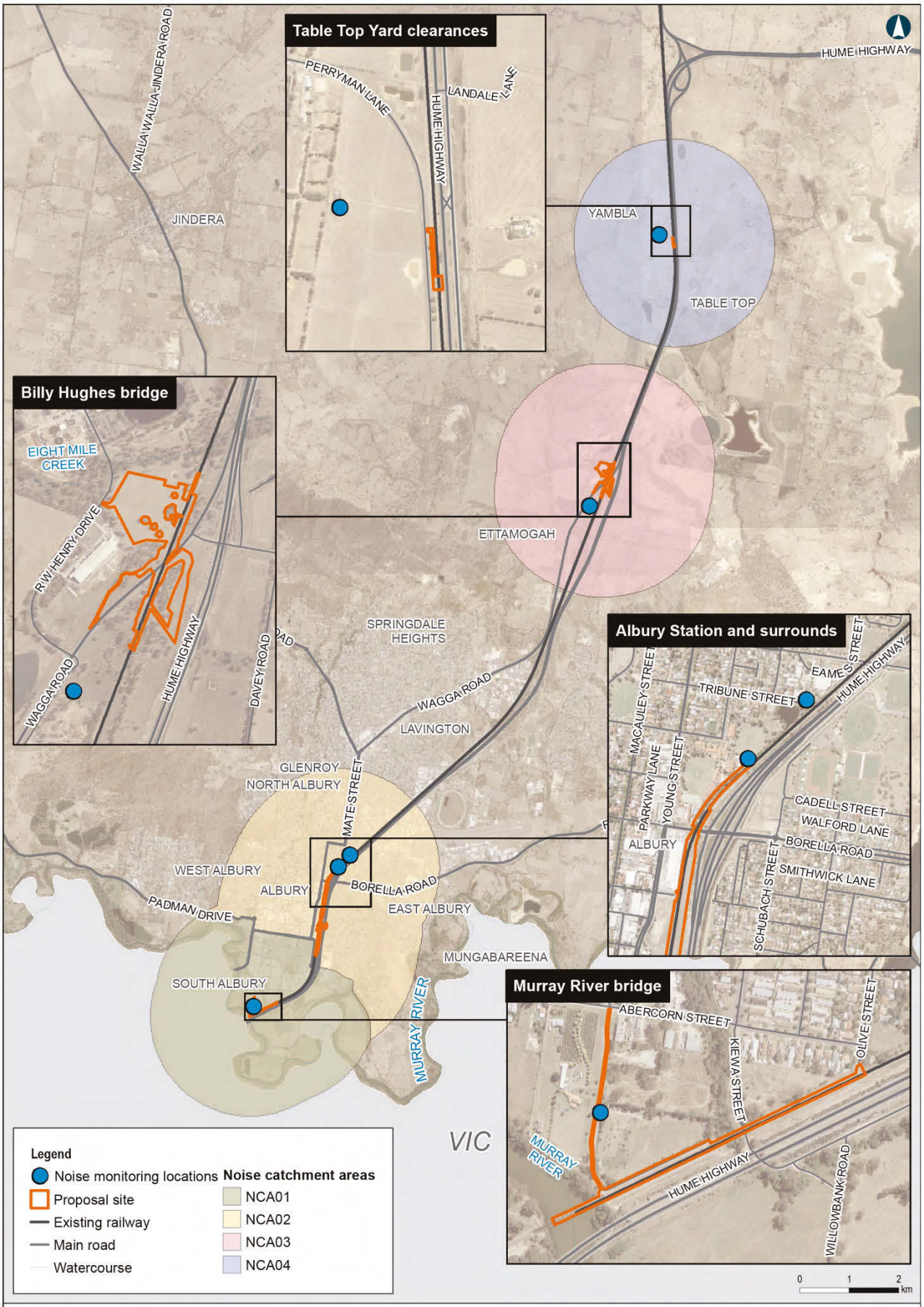


Figure 15-1 Noise catchment areas and monitoring locations of Albury precinct enhancement sites

Data Sources: ARTC, NSWSS

Coordinate System: GDA 1994 MGA Zone 55
Scale: 1:100,000
Paper size: A4
Date: 13/12/2021

210_EAP_F1501_NoiseCatchments_Albury_r1v4.mxd

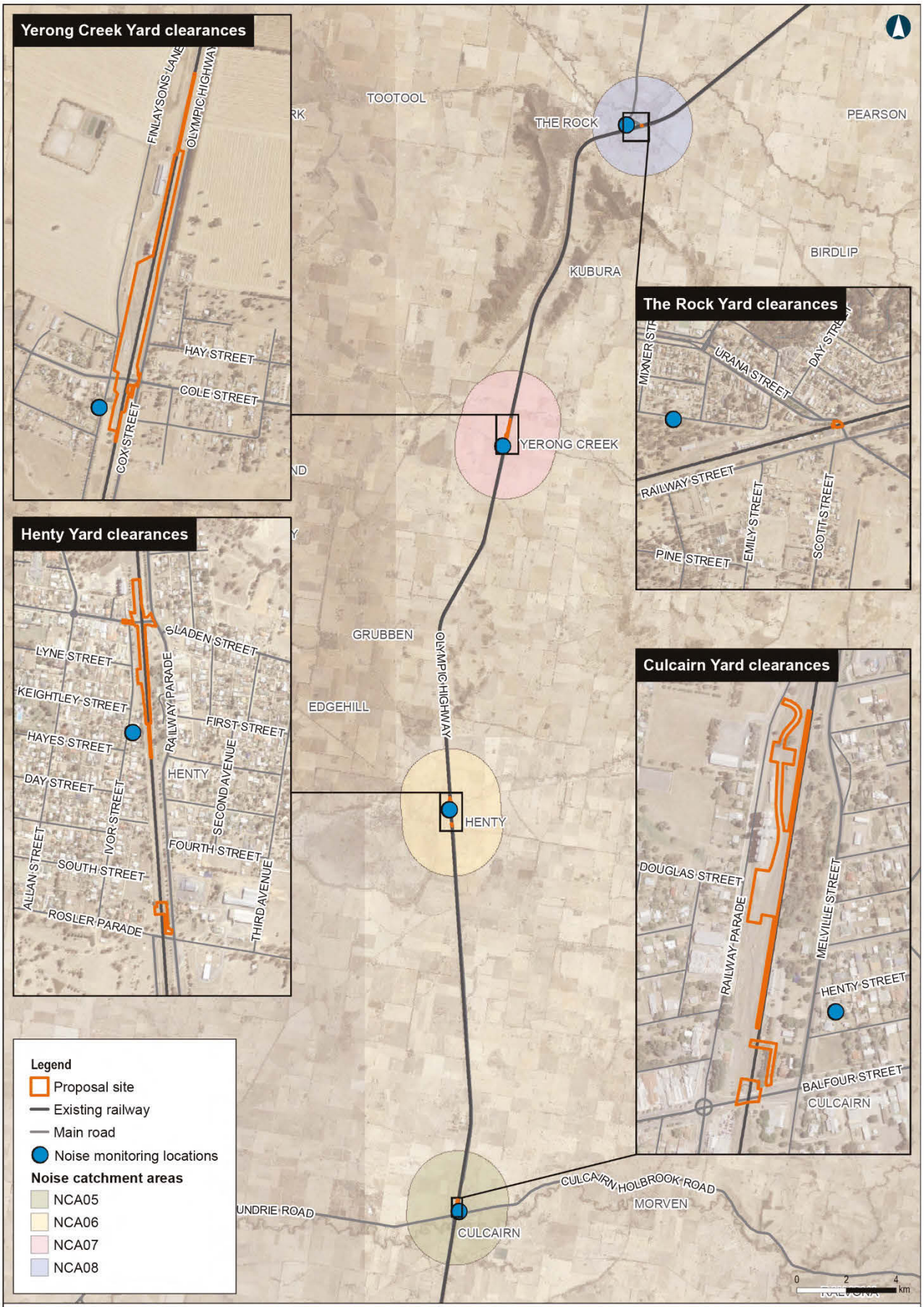


Figure 15-2 Noise catchment areas and monitoring locations of Greater Hume-Lockhart precinct enhancement sites

Data Sources: ARTC, NSWSS

Coordinate System: GDA 1994 MGA Zone 55
Scale: 1:200,000
Paper size: A4
Date: 4/11/2021

210_EAP_F1502_NoiseCatchments_LGH_r1v3.mxd

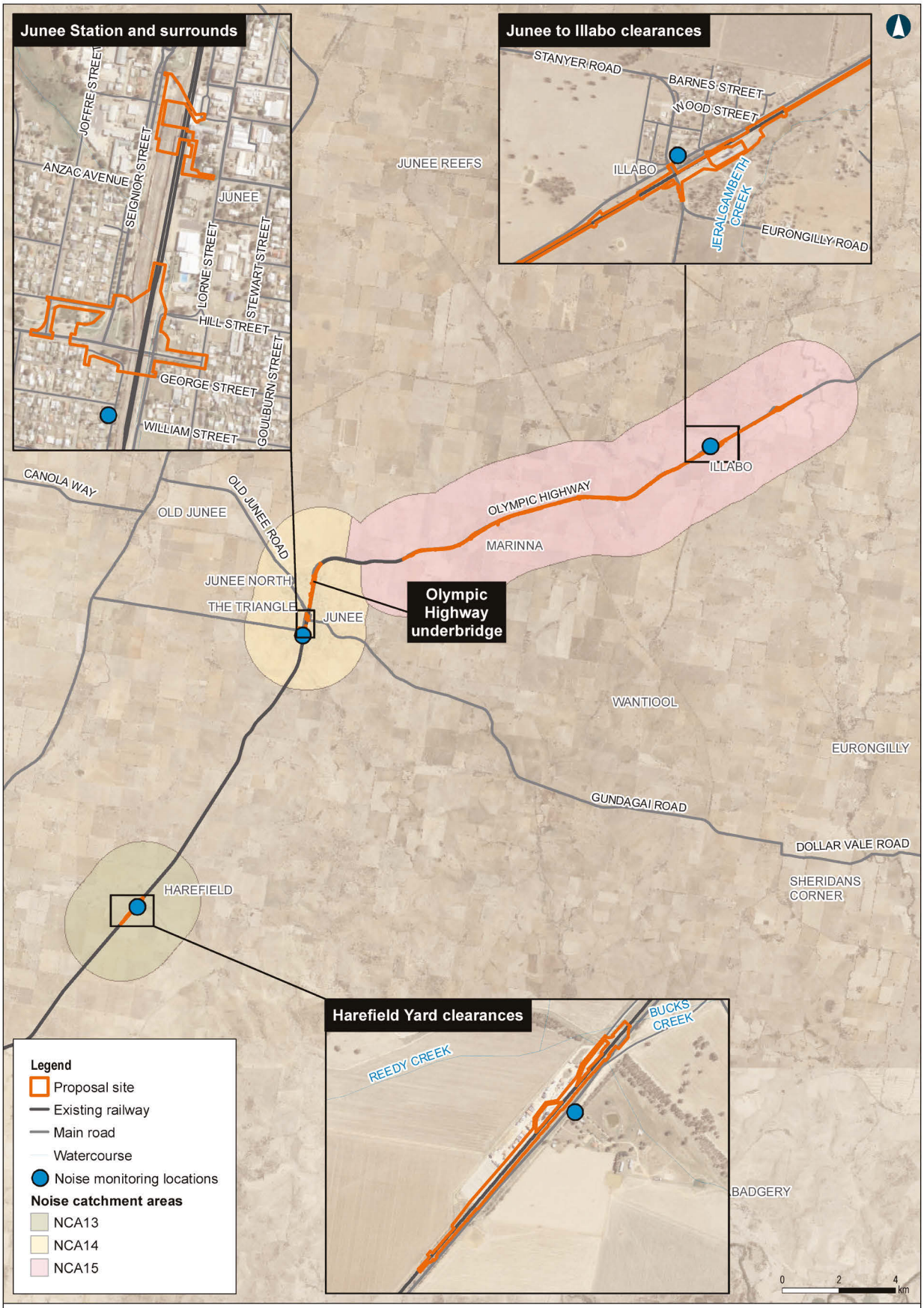


Figure 15-4 Noise catchment areas and monitoring locations of Junee precinct enhancement sites

Data Sources: ARTC, NSWSS

Coordinate System: GDA 1994 MGA Zone 55
Scale: 1:175,000
Paper size: A4
Date: 26/05/2022

210_EAP_F1504_NoiseCatchments_Junee_r1v6.mxd

APPENDIX C

SLR CNPT Results

This report presents the outcomes of detailed noise modelling relating to specific noise generating activities proposed on site in accordance with the methodology outlined in the *Construction Noise and Vibration Management Plan* (CNVMP).

Prior to detailed noise modelling being undertaken, work activities are reviewed and considered in relation to industry best practice, consistent with the requirements of the CNVMP. Consideration is first given to eliminating the noise emissions so far as reasonably practicable. Where elimination is not practicable, efforts are been made to reduce the risk as far as practical by implementing noise management measures as outlined in the CNVMP.

Examples of these measures include selecting the quietest equipment and processes to complete the works, considering staging and periods of respite to minimise prolonged periods of noise exposure, and maximising distances between noise generating activities and noise sensitive receivers.

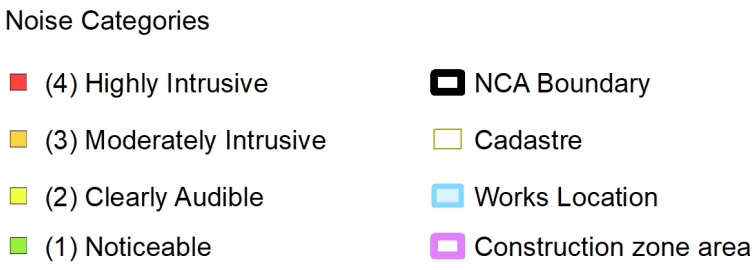
SLR Construction Noise Assessment Report

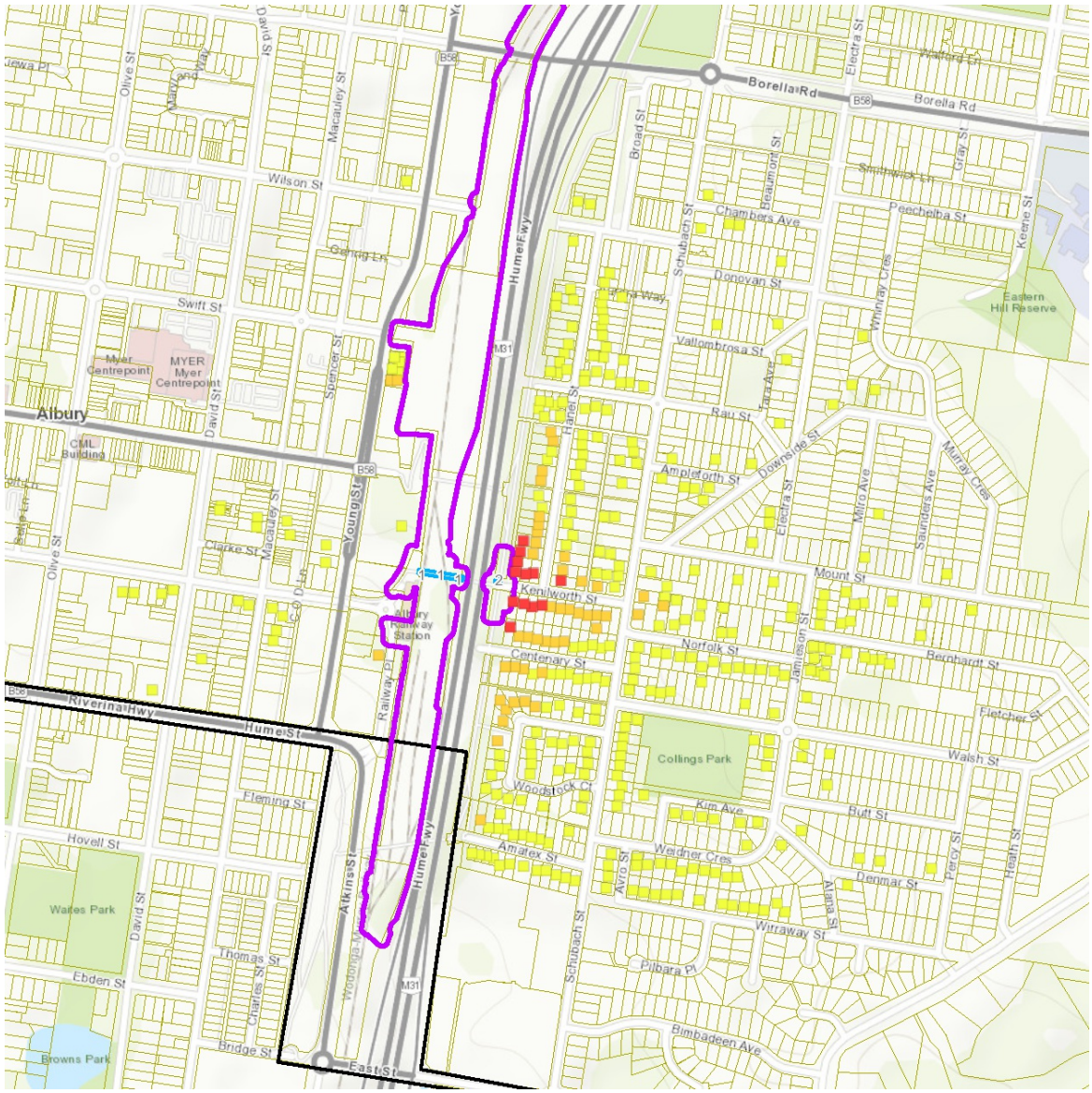
Current version released 5 December 2024

Assessment Details	
Author Name	Constance Georgiou
Author Email	constance.georgiou@bdinfrastructure.com
Author Organisation	Martinus Rail
Project Name	A2I CNPT
Unique Assessment Number	Pavement Cores - Albury LIW (Assessment 1/2)
Assessment Location	Albury
Assessment Period	Day
Works Classification	Standard Working Hours
Overview of Works	Pavement Cores - Albury LIW (Assessment 1/2)
Additional Comments	

Equipment Details		
Plant/Equipment	**Equipment Sound Power Level, dBA**	**Number of Units**
Location 1		
Machine mounted percussive drill at 80% with temporary noise barrier	115	1
Truck - medium rigid (20T) at 50%	100	1
Light Vehicle (steady state) at 50%	84	5
Location 2		
Machine mounted percussive drill at 80% with temporary noise barrier	115	1
Truck - medium rigid (20T) at 50%	100	1
Light Vehicle (steady state) at 50%	84	5
Note: Equipment classified as 'highly noise intensive' in the Conditions of Approval (CoA) include a 5 dB correction in accordance with the Interim Construction Noise Guideline (ICNG)		

Legend



Assessment Results	
	
(2) Clearly Audible	322 Properties
(3) Moderately Intrusive	45 Properties
(4) Highly Intrusive	12 Properties

Results by Receiver						
Address	**Land Use**	**Noise Catchment Area**	**Noise Management Level, dBA**	**Predicted Noise Level, dBA**	**Predicted Noise Level Above Noise Management Level, dB**	**Subjective Classification**
380 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	80	35	(4) Highly Intrusive
380 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	75	30	(4) Highly Intrusive
381 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	74	29	(4) Highly Intrusive
376 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	74	29	(4) Highly Intrusive
379 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	72	27	(4) Highly Intrusive
3/481 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	72	27	(4) Highly Intrusive
372 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	72	27	(4) Highly Intrusive
382 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	70	25	(4) Highly Intrusive
373 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	70	25	(4) Highly Intrusive
371 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	69	24	(4) Highly Intrusive
1/483 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	68	23	(4) Highly Intrusive
1/474 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	66	21	(4) Highly Intrusive
365 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	65	20	(3) Moderately Intrusive
369 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	65	20	(3) Moderately Intrusive
363 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	64	19	(3) Moderately Intrusive
3/481 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	64	19	(3) Moderately Intrusive
360 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	64	19	(3) Moderately Intrusive
383 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	63	18	(3) Moderately Intrusive
359 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	63	18	(3) Moderately Intrusive
364 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	62	17	(3) Moderately Intrusive
476 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	62	17	(3) Moderately Intrusive
375 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	62	17	(3) Moderately Intrusive
379 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	62	17	(3) Moderately Intrusive
372 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	62	17	(3) Moderately Intrusive
357 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	62	17	(3) Moderately Intrusive
351 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	61	16	(3) Moderately Intrusive
355 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	61	16	(3) Moderately Intrusive
1/377 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	61	16	(3) Moderately Intrusive
379 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	61	16	(3) Moderately Intrusive
376 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	60	15	(3) Moderately Intrusive

491 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	60	15	(3) Moderately Intrusive
2/483 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	60	15	(3) Moderately Intrusive
366 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	60	15	(3) Moderately Intrusive
380 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	60	15	(3) Moderately Intrusive
2/356 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	60	15	(3) Moderately Intrusive
489 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	60	15	(3) Moderately Intrusive
373 WOODSTOCK CT, EAST ALBURY NSW 2640	OCC	NCA02	45	59	14	(3) Moderately Intrusive
ALBURY VISITOR INFORMATION CENTRE 30 RAILWAY PL, ALBURY NSW 2640	RES	NCA02	45	59	14	(3) Moderately Intrusive
5/346 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	59	14	(3) Moderately Intrusive
338 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	58	13	(3) Moderately Intrusive
530 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	58	13	(3) Moderately Intrusive
8/503 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	58	13	(3) Moderately Intrusive
487 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	58	13	(3) Moderately Intrusive
370 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	58	13	(3) Moderately Intrusive
474 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	57	12	(3) Moderately Intrusive
381 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	57	12	(3) Moderately Intrusive
355 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	57	12	(3) Moderately Intrusive
480 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	57	12	(3) Moderately Intrusive
2/377 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	57	12	(3) Moderately Intrusive
528 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	56	11	(3) Moderately Intrusive
375 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	56	11	(3) Moderately Intrusive
517 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	56	11	(3) Moderately Intrusive
515 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	56	11	(3) Moderately Intrusive
3/503 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	56	11	(3) Moderately Intrusive
369 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	56	11	(3) Moderately Intrusive
383 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	56	11	(3) Moderately Intrusive
384 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	56	11	(3) Moderately Intrusive
482 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
473 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
433 SMOLLETT ST, ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
385 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
372 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible

373 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
532 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
374 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
534 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
377 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
387 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
367 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
511 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
538 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
365 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
379 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
358 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
348 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
484 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
370 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
380 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
493 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
480 MACAULEY ST, ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
385 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
508 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
7/476 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
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479 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
363 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
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383 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
334 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
369 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
512 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
366 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible

322 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
486 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
536 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
1/378 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
373 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
3/477 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
378 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
534 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
303 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
357 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
327 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
331 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
456 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
388 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
1/300 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
413 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
3/483 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
477-479 MACAULEY ST, ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
412 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
379 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
1/322 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
443 SMOLLETT ST, ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
372 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
370 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
370 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
555 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
482 DAVID ST, ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
557 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
2/378 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
477 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
365 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
369 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
418 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible

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3/519 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
516 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
361 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
374 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
509 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
359 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
536 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
363 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
351 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
301 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
477 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
416 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
315 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
379 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
360 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
377 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
357 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
481 MACAULEY ST, ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
208/425 DAVID ST, ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
319 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
323 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
326 WALSH ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
377 AVRO ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
2/409 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
392 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
371 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
366 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
419 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
372 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
299 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
307 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible

2/484 DAVID ST, ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
508 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
460 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
316 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
440 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
334 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
444 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
506 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
3/318 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
353 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
521 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
350 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
471 YOUNG ST, ALBURY NSW 2640	OHO	NCA02	60	64	4	(2) Clearly Audible
354 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
361 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
1/477 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
367 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
364 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
311 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
288 WALSH ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
3/546 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
548 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
381 AVRO ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
488 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
401 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
472 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
473 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
299 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
1/483 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
478 MACAULEY ST, ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
1/376 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
490 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
335 AMPLEFORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible

312 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
324 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
355 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
311 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
3/511 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
292 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
360 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
389 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
397 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
422 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
328 WALSH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
365 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
448 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
ALBURY CENTRAL MOTEL 473 YOUNG ST, ALBURY NSW 2640	OHO	NCA02	60	63	3	(2) Clearly Audible
376 WILSON ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
259 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
377 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
-	RES	NCA02	45	48	3	(2) Clearly Audible
UNIT 2 358 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
1/376 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
542 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
549 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
554 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
452 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
352 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
452 MACAULEY ST, ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
4/338 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
1/269 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
1/390 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
3/366 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
387 AVRO ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
287 DENMAR ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
276 DENMAR ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible

291 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
299 KIM AV, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
303 KIM AV, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
307 KIM AV, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
497 ELECTRA ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
315 KIM AV, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
267 BERNHARDT ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
333 AMPLEFORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
560 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
347 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
558 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
352 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
556 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
1/505 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
289 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
543 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
3/497 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
314 AMPLEFORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
456 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
295 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
436 DAVID ST, ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
385 AVRO ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
3/362 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
370A RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
504 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
325 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
356 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
537 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
-	RES	NCA02	45	47	2	(2) Clearly Audible
1/278 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
320 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
328 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
514 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible

349 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
291 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
418 WILSON ST, ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
2/406 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
329 CHAMBERS AV, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
568 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
408 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
271 BERNHARDT ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
273 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
274 BUTT ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
332 WALSH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
480 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
319 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
431 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
427 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
270 BERNHARDT ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
249 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
353 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
596 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
353 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
2/431 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
316 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
295 WALSH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
309 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
248 BERNHARDT ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
391 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
6/464 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
323 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
417 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
327 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
273 WALSH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
425 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
448 MACAULEY ST, ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible

432 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
424 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
428 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
335 WALSH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
5/464 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
2/464 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
325 AMPLEFORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
432 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
327 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
295 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
240 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
300 WALSH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
448 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
299 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
303 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
2/361 AURORA WAY, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
557 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
307 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
1/497 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
490-494 YOUNG ST, ALBURY NSW 2640	COM	NCA02	70	71	1	(2) Clearly Audible
312 VALLOMBROSA ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
332 VALLOMBROSA ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
234 DENMAR ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
565 WHINRAY CR, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
315 WEIDNER CR, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
252 DENMAR ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
456A JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
539 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
459 DAVID ST, ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
2/542 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
358 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
290 DOWNSIDE ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
375 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible

290 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
292 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
296 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
501 ELECTRA ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
532 TARA AV, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
4/404 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
272 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
559 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
2/520 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
304 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
474 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
278 DOWNSIDE ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
359 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
513 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
465 SMOLLETT ST, ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
407 NEVE ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
326 AMPLEFORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
361 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
326 DOWNSIDE ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
282 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
276 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
2/500 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
421 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
372 WILSON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
331 CHAMBERS AV, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
428 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
592 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
377 WILSON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
314 DONOVAN ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
318 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
564 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
456A JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
368 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible

481 SMOLLETT ST, ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
552 TARA AV, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
475 SMOLLETT ST, ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
257 BERNHARDT ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
458 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
263 BERNHARDT ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
506 MILRO AV, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
259 BERNHARDT ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
445 SMOLLETT ST, ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
3/511 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
1/269 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
478 JAMIESON ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
274 BERNHARDT ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
260 DENMAR ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
311 KIM AV, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
286 DOWNSIDE ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
437 SMOLLETT ST, ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
233 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
312 MOUNT ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
286 WIRRAWAY ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
371 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
390 ALANA ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible

Recommended Mitigation Measures
This assessment has been conducted with regard to the relevant CNVMP. To manage noise impacts, project specific mitigation measures may be considered such as reviewing construction staging methodology to identify opportunities to schedule noisy works during less sensitive time periods and by providing a clear process for community engagement and complaints. Likewise, the requirements and actionable items within the CNVMP should be considered and adopted where appropriate. Following the consideration of project specific noise mitigation measures, additional noise mitigation measures to be explored are described in the Inland Rail NSW Construction Noise and Vibration Framework (CNVF) and summarised below.

Airborne Noise – Additional Mitigation Measures Matrix				
Time Period	**Exceedance of NML**	**Perception**	**Duration**	**Communication Category/Management Measure**
OOHW Daytime Period Sunday 7am – 6pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
OOHW Evening Period Monday – Sunday 6pm – 10pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
			>2 consecutive rest periods	CO1, CO2, RO
OOHW Night Period Monday – Sunday 10pm – 7am (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
			>2 consecutive sleep periods	CO1, CO2, RO, AO
	>25	Highly intrusive	Any	CO1, CO2, RO
			>2 consecutive sleep periods	CO1, CO2, RO, AO, AltA
Note 1: As outlined in the CNVF, CO1: Communication to provide information on the OOHW via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing. **Note 2:** As outlined in the CNVF, CO2: Communication should be personalised (e.g. door knock, meeting, telephone call). Contact with these residents should commence early to enable feedback to be considered by the proposal. **Note 3:** As outlined in the CNVF, RO are not applicable to non-residential receivers. RO may comprise of pre-purchased movie tickets, dinner vouchers or similar. RO can also be provided by limiting high noise generating works and allowing at least a one-hour respite period between blocks of work. Where possible, the timing of this respite should be discussed with the impacted community.				

Additional Mitigation Measures	
Mitigation/Management Measure	**Abbreviation**
Communication (Category 1)	CO1
Communication (Category 2)	CO2
Respite Offer[1]	RO
Alternative Accommodation	AltA
Agreement with Owners	AO
Note 1: As outlined in the CNVMP, Respite Offers are not applicable to non-residential receivers.	

Receiver Types			
Code	**Description**	**Code**	**Description**
RES	Residential	OED	Other Educational
COM	Commercial	OHO	Other Hotel
IND	Industrial	OLI	Other Library
OOA	Other Outdoor Active Recreation	OME	Other Medical
OOP	Other Outdoor Passive Recreation	OPW	Other Place of Worship
OCC	Other Child Care	OPB	Other Public Building

This report presents the outcomes of detailed noise modelling relating to specific noise generating activities proposed on site in accordance with the methodology outlined in the *Construction Noise and Vibration Management Plan* (CNVMP).

Prior to detailed noise modelling being undertaken, work activities are reviewed and considered in relation to industry best practice, consistent with the requirements of the CNVMP. Consideration is first given to eliminating the noise emissions so far as reasonably practicable. Where elimination is not practicable, efforts are been made to reduce the risk as far as practical by implementing noise management measures as outlined in the CNVMP.

Examples of these measures include selecting the quietest equipment and processes to complete the works, considering staging and periods of respite to minimise prolonged periods of noise exposure, and maximising distances between noise generating activities and noise sensitive receivers.

SLR Construction Noise Assessment Report

Current version released 5 December 2024

Assessment Details	
Author Name	Constance Georgiou
Author Email	constance.georgiou@bdinfrastructure.com
Author Organisation	Martinus Rail
Project Name	A2I CNPT
Unique Assessment Number	Pavement Cores - Albury LIW (Assessment 2/2)
Assessment Location	Albury
Assessment Period	Day
Works Classification	Standard Working Hours
Overview of Works	Pavement Cores - Albury LIW (Assessment 2/2)
Additional Comments	

Equipment Details		
Plant/Equipment	**Equipment Sound Power Level, dBA**	**Number of Units**
Location 2		
Truck - vacuum (NDD or non-destructive digger) at 50%	106	1
Water Cart at 50%	104	1
Location 1		
Truck - vacuum (NDD or non-destructive digger) at 50%	106	1
Water Cart at 50%	104	1

Note: Equipment classified as 'highly noise intensive' in the Conditions of Approval (CoA) include a 5 dB correction in accordance with the Interim Construction Noise Guideline (ICNG)

Legend

Assessment Results	
	
(2) Clearly Audible	68 Properties
(3) Moderately Intrusive	15 Properties
(4) Highly Intrusive	4 Properties

Results by Receiver						
Address	**Land Use**	**Noise Catchment Area**	**Noise Management Level, dBA**	**Predicted Noise Level, dBA**	**Predicted Noise Level Above Noise Management Level, dB**	**Subjective Classification**
380 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	73	28	(4) Highly Intrusive
380 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	68	23	(4) Highly Intrusive
376 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	67	22	(4) Highly Intrusive
381 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	67	22	(4) Highly Intrusive
3/481 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	65	20	(3) Moderately Intrusive
379 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	65	20	(3) Moderately Intrusive
372 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	65	20	(3) Moderately Intrusive
382 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	63	18	(3) Moderately Intrusive
373 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	63	18	(3) Moderately Intrusive
371 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	62	17	(3) Moderately Intrusive
1/483 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	61	16	(3) Moderately Intrusive
1/474 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	59	14	(3) Moderately Intrusive
365 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	58	13	(3) Moderately Intrusive
369 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	58	13	(3) Moderately Intrusive
360 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	57	12	(3) Moderately Intrusive
363 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	57	12	(3) Moderately Intrusive
3/481 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	57	12	(3) Moderately Intrusive
359 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	56	11	(3) Moderately Intrusive
383 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	56	11	(3) Moderately Intrusive
476 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
379 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
364 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
375 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
372 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
357 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	55	10	(2) Clearly Audible
379 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
351 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
355 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
1/377 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	54	9	(2) Clearly Audible
380 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible

491 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
376 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
489 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
366 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
2/483 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
2/356 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	53	8	(2) Clearly Audible
ALBURY VISITOR INFORMATION CENTRE 30 RAILWAY PL, ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
373 WOODSTOCK CT, EAST ALBURY NSW 2640	OCC	NCA02	45	52	7	(2) Clearly Audible
5/346 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	52	7	(2) Clearly Audible
338 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
370 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
8/503 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
487 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
530 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	51	6	(2) Clearly Audible
480 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
381 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
2/377 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
355 KENILWORTH ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
474 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	50	5	(2) Clearly Audible
515 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
528 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
384 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
369 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
517 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
3/503 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
383 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
375 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	49	4	(2) Clearly Audible
385 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
482 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
372 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
374 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
373 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible

532 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
534 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
473 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
433 SMOLLETT ST, ALBURY NSW 2640	RES	NCA02	45	48	3	(2) Clearly Audible
511 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
367 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
370 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
348 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
365 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
538 YOUNG ST, ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
387 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
358 CENTENARY ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
379 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
377 RAU ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
484 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	47	2	(2) Clearly Audible
480 MACAULEY ST, ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
380 AMATEX ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
493 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
479 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
7/476 SCHUBACH ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
2/363 WOODSTOCK CT, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
328 NORFOLK ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
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508 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible
495 HANEL ST, EAST ALBURY NSW 2640	RES	NCA02	45	46	1	(2) Clearly Audible

Recommended Mitigation Measures
This assessment has been conducted with regard to the relevant CNVMP. To manage noise impacts, project specific mitigation measures may be considered such as reviewing construction staging methodology to identify opportunities to schedule noisy works during less sensitive time periods and by providing a clear process for community engagement and complaints. Likewise, the requirements and actionable items within the CNVMP should be considered and adopted where appropriate. Following the consideration of project specific noise mitigation measures, additional noise mitigation measures to be explored are described in the Inland Rail NSW Construction Noise and Vibration Framework (CNVF) and summarised below.

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OOHW Evening Period Monday – Sunday 6pm – 10pm (including public holidays)	<5	Noticeable	Any	CO1
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	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
			>2 consecutive rest periods	CO1, CO2, RO
OOHW Night Period Monday – Sunday 10pm – 7am (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
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			>2 consecutive sleep periods	CO1, CO2, RO, AO
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Note 1: As outlined in the CNVF, CO1: Communication to provide information on the OOHW via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing. **Note 2:** As outlined in the CNVF, CO2: Communication should be personalised (e.g. door knock, meeting, telephone call). Contact with these residents should commence early to enable feedback to be considered by the proposal. **Note 3:** As outlined in the CNVF, RO are not applicable to non-residential receivers. RO may comprise of pre-purchased movie tickets, dinner vouchers or similar. RO can also be provided by limiting high noise generating works and allowing at least a one-hour respite period between blocks of work. Where possible, the timing of this respite should be discussed with the impacted community.				

Additional Mitigation Measures	
Mitigation/Management Measure	**Abbreviation**
Communication (Category 1)	CO1
Communication (Category 2)	CO2
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Alternative Accommodation	AltA
Agreement with Owners	AO
Note 1: As outlined in the CNVMP, Respite Offers are not applicable to non-residential receivers.	

Receiver Types			
Code	**Description**	**Code**	**Description**
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COM	Commercial	OHO	Other Hotel
IND	Industrial	OLI	Other Library
OOA	Other Outdoor Active Recreation	OME	Other Medical
OOP	Other Outdoor Passive Recreation	OPW	Other Place of Worship
OCC	Other Child Care	OPB	Other Public Building

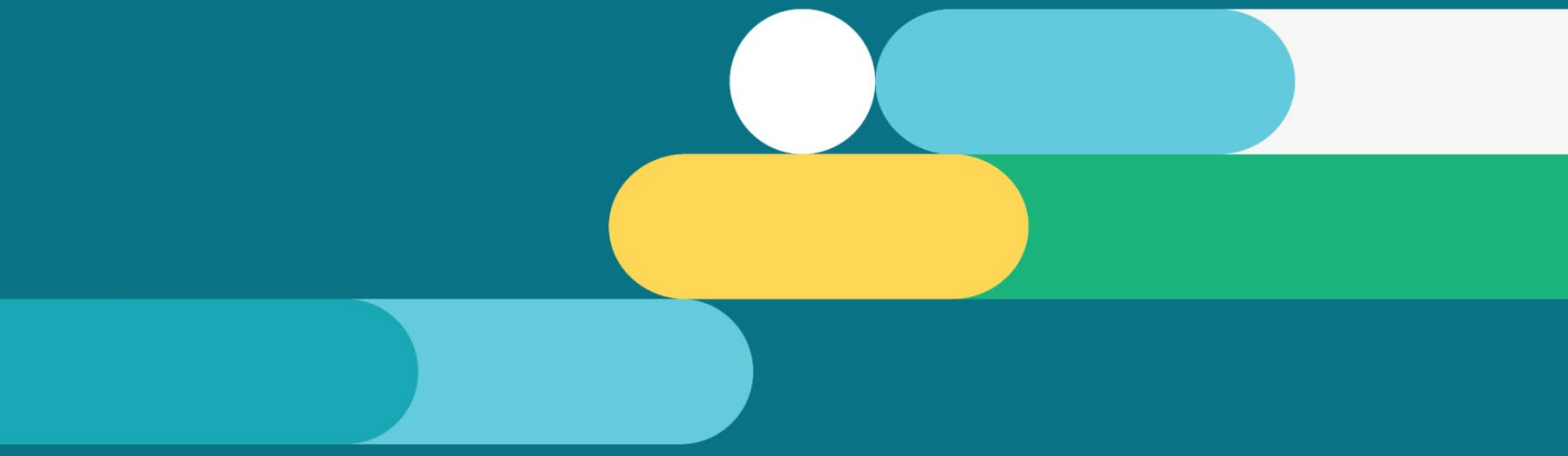
APPENDIX D

Community Consultation Strategy

INLAND RAIL

Community Communication Strategy

Albury to Illabo (A2I)



5-0000-210-PCS-00-ST-0001

Document Control

DOCUMENT TITLE	**COMMUNITY COMMUNICATION STRATEGY – A2I**
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QUALITY REVIEW	Alan Savage – Program Quality Advisor
ENDORSED BY	Naomi Tonscheck – Head of Stakeholder Relations

Note: The Preparer, Owner, Quality Reviewer and Endorser acceptance of this document is captured electronically via the IR Controlled Document Centre.

Approved by

	NAME	TITLE	DATE	SIGNATURE
DOCUMENT APPROVER	Malcolm Clark	Area Director A2I/S2P	Dec 2, 2024	Malcolm Clark (Dec 2, 2024 16:33 GMT+11)

Revision History

REVISION	REVISION DATE	DESCRIPTION OF CHANGES
1	21/10/2024	Approved for Use
2	12/11/2024	Updates based on feedback from DPHI. Approved for Use.
3	28/11/2024	Updates based on additional feedback from DPHI. Approved for Use.
4	02/12/2024	Updates based on additional feedback from DPHI. Approved for Use.

Due for Revision: 2 years from Approved Date (or as required)

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Glossary

Specific terms and acronyms used throughout this strategy are listed and described in Table 1: Terminology below.

Table 1: Terminology

ACRONYM	DEFINITION
A2I	Albury to Illabo
ABS	Australian Bureau of Statistics
ACC	Albury City Council
ARTC	Australian Rail Track Corporation
CALD	Culturally and Linguistically Diverse
CCC	Community Consultative Committee
CSEMP	Communication and Stakeholder Engagement Management Plan
CSSI	Critical State Significant Infrastructure
CM	Consultation Manager –a cloud-based knowledge sharing platform used for effective stakeholder engagement. Consultation Manager allows project teams to capture interactions, tasks, and actions in a secure and readily accessible manner.
CoA	Conditions of Approval set by the for Minister for Planning and Public Spaces
The strategy	Community Communication Strategy
Construction Contractor or "the contractor"	Any contractor engaged by IRPL to undertake works on the project
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DITRDCA	The Department of Infrastructure, Transport, Regional Development, Communications, and the Arts (formerly the Department of Infrastructure, Transport, Regional Development and Communications)
DPHI or "the Department"	NSW Department of Planning, Housing, and Infrastructure (formerly NSW Department of Planning and Environment)
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979* (NSW)
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Cth)
EPL	Environmental Protection Licence
ER	The Environment Representative for the project
FAQs	Frequency asked questions
IAP2	International Association for Public Participation
JSC	Junee Shire Council
IRPL	Inland Rail Proprietary Limited
LALCs	Local Aboriginal Land Councils
LEMC	Local Emergency Management Committees
LGA	Local Government Area
LOTE	Language other than English

ACRONYM	DEFINITION
ONVR	Operational Noise and Vibration Review
OOHW	Out-of-hours work
PIR	Preferred Infrastructure Report
PLO	Public Liaison Officer
RAPs	Registered Aboriginal Parties
RtS	Response to Submissions
Planning Secretary or "the Secretary"	Secretary of the Department of Planning, Housing and Infrastructure
SEIFA	Socio-Economic Indexes for Areas
SSI	State Significant Infrastructure
TfNSW	Transport for NSW
Work	Any physical activity for the purpose of the A2I project including Construction and Low Impact Work
WWCC	Wagga Wagga City Council

Table 2: Compliance matrix

CONDITION REFERENCE	REQUIREMENT	COMMUNICATION STRATEGY REFERENCE
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 (b) the relevant councils and relevant agencies.	This Strategy
B2	The Community Communication Strategy must:	
B2 (a)	• identify people, organisations, councils, and agencies to be consulted during the design and work phases of the CSSI	Section 5.2 Table 6
B2 (b)	• identify details of the community and its demographics	Section 5 and 5.1 Table 5
B2 (c)	• identify timing of consultation	Section 5.2 Table 6
B2 (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	Section 6 Table 7 Table 8
B2 (e)	• identify opportunities for education within the community about construction sites	Section 7 Table 8
B2 (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 E73	Section 7 and 7.1
B2 (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	Section 7 and Table 8
B2 (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	Section 8 Table 11
B2 (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	Section 8 Table 12 Table 13
B2 (j)	• address who will engage with the relevant stakeholders	Section 5.2 Table 6
B2 (k)	• detail the roles and responsibilities of the Public Liaison Officer(s) engaged under Condition B6	Section 4 and 4.1 Table 4 Section 8.6 Table 11
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.	Section 4 and 4.1 Table 4

1 Introduction

This Community Communication Strategy (the strategy) has been developed to support communication and engagement for works associated with the Inland Rail—Albury to Illabo (A2I) section (the project). This is an all-encompassing strategy that will cover all construction works including low impact works and 12 months following the completion of construction.

This strategy is informed by the definition of consultation outlined in B1 of the Conditions of Approval. The definition as per the condition is 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 strategy has been prepared in accordance with the NSW Minister for Planning and Public Spaces' Project Conditions of Approval (CoA) (Application Number: SSI-10055). As per Condition B2 of the CoA, this strategy seeks to:

- identify people, organisations, councils and agencies to be consulted during the design and work phases of the CSSI;
- identify details of the community and its demographics;
- identify timing of consultation;
- set out procedures and mechanisms for the regular distribution of accessible information including to CALD and vulnerable communities about or relevant to the CSSI;
- identify opportunities for education within the community about construction sites;
- 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 E73;
- 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;
- set out procedures and mechanisms:
  - through which the community can discuss or provide feedback to the Proponent;
  - through which the Proponent will respond to enquiries or feedback from the community;
- 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;
- address who will engage with the relevant stakeholders; and
- detail the roles and responsibilities of the Public Liaison Officer(s) engaged under Condition B6.

Table 2: Compliance matrix demonstrates compliance of this document against the CoA B2.

1.1 Approval and review of this strategy

This strategy was submitted to the Secretary of the Department of Planning, Housing and Infrastructure (Planning Secretary) and approved in mid-2024. Refer to the document revision table for further information on the review of this document.

This strategy will be reviewed every 12 months, or as required. Details of any review and/or amendments made to the strategy will be provided to the Environmental Representative (ER) for review and approval, prior to submitting to the Planning Secretary (if deemed required by the ER).

2 Inland Rail Program overview

Inland Rail is a project that will enhance national freight and supply chain capabilities, connecting existing freight routes through rail, roads, and ports, to support Australia's growth. Inland Rail will transform the way we move freight around the country, connect regional Australia to markets more efficiently, drive substantial cost savings for producers and consumers, and deliver significant economic opportunities.

Comprising 12 individual sections and spanning approximately 1,600 kilometres (km), Inland Rail is the largest freight rail infrastructure project in Australia and one of the most significant infrastructure projects in the world.

2.1 Inland Rail Program details

The objectives of the Inland Rail Program, as stated in the Service Offering, are to:

- provide a rail link between Melbourne and Brisbane to serve future rail freight demand and stimulate growth for interstate and regional/bulk rail freight
- provide an increase in productivity that will benefit consumers through lower freight transport costs
- provide a step-change improvement in rail service quality in the Melbourne–Brisbane corridor to deliver a freight rail service that is strongly competitive with road
- improve road safety, ease congestion, and reduce environmental impacts by moving freight from road to rail
- bypass bottlenecks on the congested metropolitan Sydney rail network, and free up train-path capacity for other services on the coastal route, including passenger services through the Sydney region and bulk freight through the NSW Southern Highlands
- act as an enabler for regional economic development along the Inland Rail corridor.

For more information on the Inland Rail Service Offering, please visit inlandrail.artc.com.au/what-is-inland-rail/using-inland-rail/.

Figure 1: Beveridge to Kagaru projects

2.2 The Albury to Illabo project

The A2I section is one of the 12 individual projects in the Inland Rail Program and will form a vital freight rail link in southern New South Wales (NSW). The project will make enhancements and/or modifications to specific sites along the existing 185 km of rail corridor from the Victorian–NSW border at Albury to Illabo in regional NSW. The enhancement and modification works are required to create height and width (horizontal and vertical) clearances to accommodate double-stacked freight trains, and include footbridges and road bridges, overhead structures, signal structures and level crossings. The A2I project area covers the five Local government areas (LGAs) of Albury, Greater Hume, Lockhart, Wagga Wagga and Junee. It also includes interface and connections with neighbouring Inland Rail sections: Illabo to Stockinbingal (I2S) and Beveridge to Albury (B2A).

Key components of the A2I project include:

- adjustments to approximately 44 km of track across 14 enhancement sites to accommodate the vertical and horizontal clearances according to Inland Rail specifications, comprising:
  - realignment of track within the rail corridor at 14 enhancement sites
  - lowering of track up to 1.6 metres (m) at three enhancement sites
  - changes to bridges and culverts at enhancement sites to allow track realignment as follows:
  - replacement of two road bridges and adjustment to adjoining intersections
  - replacement of three pedestrian bridges
  - demolition of two redundant pedestrian bridges
  - modifications to four rail bridges
  - ancillary works, including adjustments to nine level crossings, modifications to drainage and road infrastructure, signalling infrastructure, fencing, signage, and services and utilities.

Construction of the project would require:

- construction compounds (including laydown areas) and other areas needed to facilitate construction works
- temporary changes to the road network, including roads closures to undertake works on road bridges and level crossings
- other ancillary works.

Figure 2: Albury to Illabo corridor

2.3 Project timeline

Table 3: A2I project timeline

YEAR	MILESTONE
2015–2019	Pre EIS, preliminary engagement, and reference design was completed.
2020	In May 2020, the project was declared State Significant Infrastructure (SSI) and, as a result, commenced the Environmental Impact Statement (EIS) approvals pathway. In June 2020, the project was classified as not a "Controlled Action' under *the Environment Protection and Biodiversity Conservation Act* 1999 (Cth) (EPBC Act).
2021	In March 2021, the project was upgraded to Critical State Significant Infrastructure (CSSI)
2022	From Mid-2021 to the end of 2022, reference design was completed. The A2I EIS was on public exhibition between 17 August 2022 and 28 September 2022.
2023	In June 2023, Inland Rail appointed the main Construction Contractor to design and construct enhancement works on the Albury to Illabo (A2I) section of Inland Rail. On 2 November 2023 the Preferred Infrastructure Report (PIR) was submitted to the NSW Department of Planning, Housing, and Infrastructure (DPHI). The PIR was placed on public exhibition from 15 November 2023 to 6 December 2023.
2024	In February 2024, a PIR Response to Submission (RtS) Report was submitted to DPHI and published for public to view. In October 2024, the CSSI approval was granted by the NSW Minister for Planning and Public Spaces.

3 Engagement approach

3.1 Engagement approach and principles

In delivering the A2I project, Inland Rail seeks to:

- Build trust through quality engagement and open and ongoing interactions with stakeholders, including affected landowners, community groups, First Nations/Aboriginal and Torres Strait Islander peoples, and government authorities; and by providing clear and up-to-date information and accessible channels to provide feedback
- Build credibility by forging consistent connections with local councils, business, and industry groups, and affected landowners, with a focus on responsive engagement practices. Credibility is also built by fostering and delivering on community benefits and opportunities, including sponsorship opportunities and capability and skills workshops
- Build visibility by building a predominantly regionally based engagement team that is responsive to the needs of the community where they work and live; being available to the community and by playing an active role in supporting local businesses, and regional community events as well as broader industry conferences.

The engagement approach is founded on the following principles:

- Timing: ensure regular engagement and timely communication through various channels over the lifecycle of the project.
- Inclusivity: demonstrate an understanding for the regional context and ensure all stakeholders are provided with open and accessible engagement opportunities.
- Transparency: encourage a diverse range of views and opinions and ensure that this feedback is accurately captured and considered throughout the lifecycle of the project.
- Equitability: ensure relevant groups are included in the conversation with recognition of those voices that may not often be readily heard. This may include Traditional Owners, people with disabilities, youth, and the elderly.
- Accessibility: encourage engagement and participation of different socio-economic groups in the community.
- Materiality: focus on identifying and addressing the issues that matter most to stakeholders.
- Responsiveness: demonstrate how engagement has influenced project considerations or decisions.

3.2 Alignment with IAP2 public participation spectrum

Inland Rail is committed to active engagement in accordance with the International Association for Public Participation (IAP2) spectrum. Inland Rail is committed to engaging with local communities along the proposed alignment openly and in a collaborative manner and will aim to collaborate on project outcomes wherever feasible.

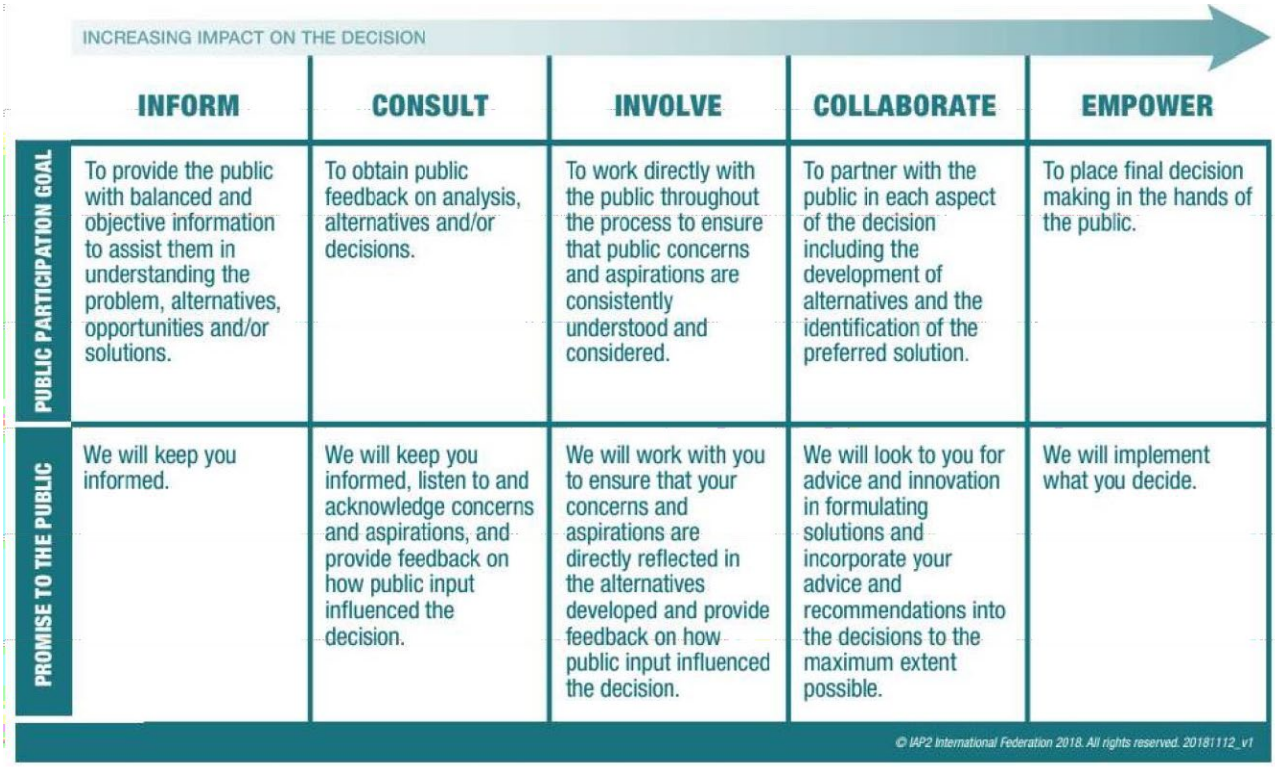
The IAP2 spectrum and core values helps organisations, decision makers and practitioners make better decisions that reflect the interests and concerns of potentially affected people and entities. The IAP2 notes:

'*Public participation means to involve those who are affected by a decision in the decision-making process. It promotes sustainable decisions by providing participants with the information they need to be involved in a meaningful way, and it communicates to participants how their input affects the decision*'.

The IAP2 spectrum for public participation is an informative tool to help clarify the role of the public (or community) in planning and decision making. The IAP2 spectrum allows for the setting of appropriate goals, expectations and activities. It also assists in better understanding community and project outcomes.

For the purpose of this strategy, consultation is defined as any element of public participation, or combination of elements, as outlined in Figure 3: IAP2 Spectrum of Public Participation below.

Figure 3: IAP2 Spectrum of public participation



4 Structure and accountabilities

The Inland Rail A2I Stakeholder Engagement team will have responsibility for stakeholder and community relations in partnership with the Construction Contractor's communication and stakeholder engagement team. The Public Liaison Officer will also assist the public with questions and complaints that they may have at any time during work. The Inland Rail Project Director has overarching accountability for the implementation of engagement related matters.

The delivery of engagement and communication activities will also involve contributions from broader Inland Rail teams, including Media, Social Media, Corporate Affairs, Property, Social Performance, Sustainability, Engineering, Project Delivery and Environment.

The Construction Contractor, in collaboration with Inland Rail, will develop a Communication and Stakeholder Engagement Management Plan (CSEMP), which will be updated as required.

Inland Rail will remain responsible for the implementation of the communications strategy for the duration of the work and for 12 months following the completion of construction.

The following positions hold key responsibilities for the engagement activities, within Inland Rail, the construction contractor and externally.

Table 4: Position and responsibilities for the A2I project

POSITION	RESPONSIBILITIES
Inland Rail	
Head of Stakeholder Relations	Oversees all Inland Rail engagement teams from a program level.
Engagement Manager	Accountable for managing the A2I stakeholder engagement team and activities. The Manager will act as the interface with the Construction Contractor on community engagement matters.
Stakeholder Engagement Lead	Responsible for the delivery of engagement activities associated with the A2I project and leads engagement with key stakeholders.
Stakeholder Engagement Advisor	Provides support to the Inland Rail A2I Stakeholder Engagement Lead and undertakes engagement activities, planning, review and reporting requirements associated with the project.
First Nations Engagement Advisor	Responsible for leading and will retain primary relationships with Local Aboriginal Land Councils. Will lead engagement with key First Nations stakeholders, organisations and the wider First Nations community.
Senior Communication Advisor—NSW South	Oversees all communication activities on the A2I project, including the provision of input and advice to the Inland Rail Stakeholder Engagement team relating to engagement and project material; interface with the Construction Contractor to support project delivery communication; and facilitate communication approvals.
The Construction Contractor These responsibilities will align with the strategy articulated in the CSEMP.	
Communications and Stakeholder Engagement Manager	Co-ordinate and manage all communications and interactions with the Inland Rail communications and stakeholder engagement team, project stakeholders and the communities located in and adjacent to the project area. The Communications and Stakeholder Engagement Manager is responsible for making sure that the stakeholder engagement and communications activities meet the needs of all project stakeholders and adhere to the standards set by Inland Rail. Act as a key conduit for the flow of information to/from the Construction Contractor's project team.

POSITION	RESPONSIBILITIES
Community and Stakeholder Leads/Advisors	The construction contractor will engage Stakeholder Engagement Leads/Advisors to be based in the regional offices in Wagga Wagga and Albury. They will be the 'on the ground' personnel. Responsible for liaising with stakeholders, landowners and the community regarding construction impacts and requirements as well as preparing community notifications, construction updates, plans and attending community events.
Indigenous Participation Manager	Responsible for implementation of social performance actions which require engagement with First Nations stakeholders. Responsible for implementation of Indigenous workforce development and industry participation actions.
Public Liaison Officer	Responsible for assisting the public with questions and complaints they may have at any time during work. This role will work collaboratively with the Community Complaints Mediator, acoustics advisor, ER and the wider engagement teams to address community concerns and will be available at all times while work is occurring.
External - Independent	
Community Complaints Mediator	As required, Independent personnel who will review unresolved disputes within the Complaints Management System to mediate and make recommendations to resolve issues and concerns when a member of the public is not satisfied by Inland Rail's handling of the complaint.
Environmental Representative	Receive and respond to communication from the Planning Secretary Report monthly to the Planning Secretary. Review documents identified by the Conditions of Approval and monitor their implementation. Other matters as requested by the Planning Secretary and as per the Conditions of Approval.

4.1 Public Liaison Officers

In accordance with CoA B6 the key roles and responsibilities of a Public Liaison Officer (PLO) include:

- Proactively communicate construction impacts with the community and engage with affected communities as required.
- Liaise with the Utility Coordination Manager and the public regarding upcoming utility works.
- Implementing the Project's complaints management system to effectively address complaints.
- Being available to receive and respond to calls while works are in progress from the Project's 1800 telephone number.
- Respond to telephone calls and written complaints and enquiries including undertaking investigations of complaints/enquiries.
- Assist community information sessions, public events and one on one stakeholder meetings as required.
- Encouraging community participation.
- Providing advice to the wider project team on matters relating to timely provision of information, engagement requirements, proactively identifying issues and promptly responding to concerns raised.
- Maintaining accurate records on community relation issues and recording all interactions with stakeholders and the community in the stakeholder management database (Consultation Manager).
- Identifying and initiating opportunities for community participation in a range of areas that have the potential to strengthen relationships with key project stakeholders and enhance the project's reputation.
- Implementing the project's Communications Strategy and involvement in other communication strategies and plans as required.

5 Stakeholders and community

Stakeholders of the A2I project are individuals or groups affected by, or with an interest in, Inland Rail between Albury and Illabo (see Table 6: A2I Key Stakeholders).

Inland Rail will consult with relevant stakeholders during the design and construction of the project and update/review our stakeholder list during these phases.

Inland Rail will minimise, where possible, impacts on stakeholders and the community, and ensure stakeholders and the community fully understand the activities to be undertaken, their objectives, benefits, potential impacts and expected outcomes, with consideration to other related infrastructure.

We will encourage community involvement and participation by being accessible and available to the community by maintaining a strong and visible presence within their townships and communities, and by tailoring our communication and the tools we use to the requirements of individual stakeholders and their circumstance.

5.1 Community demographics

The following Table 5: Community demographics, provides an overview of some of the key community demographics of the A2I communities. These community demographics will be considered when determining communication methods and developing communication material to ensure the methods and materials are suitable for the audiences they are being targeted to.

Table 5: Community demographics

LOCAL GOVERNMENT AREA	POPULATION	ABORIGINAL AND/OR TORRES STRAIT ISLANDER	MEDIAN AGE	COMPLETED YEAR 12 OR EQUIVALENT	BORN IN AUSTRALIA	SEIFA
Albury	56,093	3.8%	39 years	33.1%	81.7%	968
Greater Hume	11,157	3.4%	44 years	32%	84.6%	999
Lockhart	3,119	3.4%	46 years	30.9%	85%	976
Wagga Wagga	67,609	6.6%	35 years	34.4%	83%	989
Junee	6,415	9.2%	41 years	28.8%	85%	934

Source: Australian Bureau of Statistics 2021

Socio-Economic Indexes for Areas (SEIFA) are developed by the Australian Bureau of Statistics (ABS), based on data from the five-yearly Census, to rank areas according to relative socio-economic advantages and disadvantages. SEIFA scores are compared to the standardised baseline (state) score of 1,000, with a low score indicating relatively greater disadvantages.

As an example, the SEIFA score for Greater Hume in 2016 was 999. Across Australia's local government areas SEIFA scores ranged from 1,110 (least disadvantaged) to 492 (most disadvantaged).

5.2 Key stakeholders to be consulted during design and work phases

A2I Key Stakeholders below (Table 6: A2I Key Stakeholders) identifies key stakeholders that will be consulted during the project. Other identified stakeholders will be informed, and provided with objective information that will assist them in understanding the project.

The level of engagement with these key stakeholders aligns with the IAP2 public participation spectrum highlighted in Section 3.2.

Table 6: A2I Key Stakeholders

SECTOR	STAKEHOLDER	LEVEL OF ENGAGEMENT (IAP2)	ENGAGEMENT TIMING	RESPONSIBILITY
Commonwealth Government	Department of Climate Change, Energy, the Environment and Water (DCCEEW)	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team
	Elected Representatives	Inform	During design, construction, and post construction	Inland Rail Project Delivery Team
NSW Government	Department of Planning, Housing, and Infrastructure (DPHI)	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team
	Environmental Protection Authority NSW (NSW EPA)	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team
	Transport for NSW	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
	Crown lands	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
	Biodiversity, Conservation and Science Division of the Environment and Heritage Group of the NSW Department of Climate Change, Energy, the Environment and Water (BCS)	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
	Heritage NSW	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
	DPI Fisheries	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
	NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW - Water)	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
	Elected Representatives	Inform	During design, construction, and post construction	Inland Rail Project Delivery Team
Local government	Wagga Wagga City Council (WWCC)	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team

SECTOR	STAKEHOLDER	LEVEL OF ENGAGEMENT (IAP2)	ENGAGEMENT TIMING	RESPONSIBILITY
				Construction Contractor
	Albury City Council (ACC)	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
	Junee Shire Council (JSC)	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
	Greater Hume Shire Council	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
	Lockhart Shire Council	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
	Mayors and Councillors (of above Councils)	Consult	During design, construction, and post construction	Inland Rail Project Delivery Team
First Nations/Aboriginal and Torres Strait Islander peoples	Registered Aboriginal Parties (RAPs) Local Aboriginal Land Councils (LALCs)	Consult/Involve	During design and construction	Inland Rail Project Delivery Team Construction Contractor
Affected landowners	Directly impacted stakeholders including landowners, business operators and residents along the alignment	Consult/Involve	During design, construction, and post construction	Inland Rail Project Delivery Team Construction Contractor
Broader community	Community members residing in the Albury, Wagga Wagga, Junee, Lockhart and Greater Hume local government areas	Involve and Consult (as required)	During design and construction	Construction Contractor
Emergency services	NSW Police	Consult	During design and construction	Construction Contractor
	NSW Ambulance, stations located Wagga Wagga, Junee, Albury and Henty	Consult	During design and construction	Construction Contractor
	Fire and Rescue NSW	Consult	During design and construction	Construction Contractor
	Rural Fire Service	Consult	During design and construction	Construction Contractor
	State Emergency Services	Consult	During design and construction	Construction Contractor

SECTOR	STAKEHOLDER	LEVEL OF ENGAGEMENT (IAP2)	ENGAGEMENT TIMING	RESPONSIBILITY
	Local emergency management committees (LEMC)	Consult	During design and construction	Construction Contractor
Utilities	Essential Energy	Consult	During design, construction, and post construction	Construction Contractor
	NBN	Consult	During design, construction, and post construction	Construction Contractor
	Telstra	Consult	During design, construction, and post construction	Construction Contractor
	Australian Pipeline Authority (APA)	Consult	During design, construction, and post construction	Construction Contractor
	Goldenfields Water County Council	Consult	During design, construction, and post construction	Construction Contractor
	Riverina Water	Consult	During design, construction, and post construction	Construction Contractor
Educational Institutions	Kildare Catholic College	Consult	During design and construction	Construction Contractor
	South Wagga Public School	Consult	During design and construction	Construction Contractor
	Wagga Wagga High School	Consult	During design and construction	Construction Contractor
Hospitals	Wagga Wagga Base Hospital	Consult	During design and construction	Construction Contractor
	Calvary Riverina Hospital	Consult	During design and construction	Construction Contractor

6 Accessibility mechanisms and procedures

The table below identifies practices for achieving accessibility in the regular distribution of information, which will be delivered through the mechanisms listed in Table 7. The vulnerable community include people on low incomes, people living with disabilities, chronic medical conditions or in poor health requiring access to services, culturally and linguistically diverse (CALD) communities, people who are homeless or in insecure housing, people who are unable to represent themselves, or other vulnerable people such as elderly people, children or single-parent.

Table 7 Accessibility mechanisms and procedures

MECHANISM	PROCEDURE
English as a Second Language (ESL) disclaimer /footer	Inland Rail will include the following disclaimer on all works notifications provided to stakeholders and communities: *Please call our free translation and interpreter service on 131 450 (24 hours a day) if English is your second language and you need help reading this document.*
Website	Inland Rail is committed to providing a website that is easily accessible to the widest possible audience, regardless of ability or technology. The Inland Rail website will meet the Australian Government's web accessibility requirements, including the World Wide Web Consortium's Web Content Accessibility Guidelines version 2.1 (WCAG 2.1) (available at w3.org/TR/WCAG21/) at level A and AA.
Engagement	**First Nations Community and stakeholders** Engagement is undertaken with an understanding of historical, cultural and social complexity of specific local or regional First Nations contexts via First Nations Engagement Advisors in alignment with best practice Free, Prior and Informed consent framework.
	Vulnerable community For these stakeholders' engagement will be via community noticeboards and other network groups. The preferred method of continuing engagement will be determined on a case-by-case basis.

7 Communication tools and engagement methods

Inland Rail and the Construction Contractor will keep stakeholders and the community up to date about the progress of the A2I project through a range of communication tools and engagement methods outlined in Table 8: Communication tools and engagement methods. These tools present an opportunity to educate the community about construction sites and will be used to inform the community about upcoming construction, impacts, milestones, and project achievements.

Table 8: Communication tools and engagement methods

TOOL/ACTIVITY	DESCRIPTION	AUDIENCE	TIMING	FREQUENCY	SPECIFICATIONS
Planning our engagement					
Communication Action Plan (CAPs)	These plans will be developed for specific packages or work, activities, and issues management	Internal	Preconstruction & construction Developed and endorsed for use prior to the start of contractor works.	As required.	Detailed communication action plans will be developed to guide the communications and stakeholder engagement to be undertaken for specific packages of work, activities, and issues management. These plans will be developed to be consistent with this communication strategy and will include, but not be limited to stakeholder to be engaged, engagement tools and activities to be utilised, roles and responsibilities.
Crisis communication plan	Crisis communication plan will be developed to clearly outline the process and procedures for communication which will be followed in the event of an emergency or crisis.	Internal	Preconstruction Developed and endorsed for used prior to the start of contractor works.	One month before start of contractor works. Updated as required.	The crisis communication plan will detail the method of managing communication response to an emergency or crisis. The strategy of the plan is to communicate the response promptly to mitigate or reduce the adverse impacts to stakeholder.
Keeping the community up to date – notifications and communication					
Community notifications	Community notification will be used regularly to distribute information to the surrounding residents of the upcoming works near them.	Impacted community as identified in the construction noise and vibration impact statement for the proposed works.	Construction Notification to impacted stakeholders will be sent out a minimum of 7 days before works commence or change comes into effect.	As required.	Notification will be used advise the community of upcoming construction, traffic changes, track possessions and out-of-hours work. Works notifications will be sent via mail and will appear on the Inland Rail website and, depending on impact, will be advertised in the local newspapers.

TOOL/ACTIVITY	DESCRIPTION	AUDIENCE	TIMING	FREQUENCY	SPECIFICATIONS
		Community member impacted by construction works e.g. traffic diversions.	Unless otherwise stipulated by the EPL.		
Door knocking	Doorknocks will be used to facilitate face-to-face interactions with directly impacted residents and businesses where no other contact details such as phone or email are available, or the resident has nominated this as their preferred method of contact. Updates on site construction activities, schedule and key milestones will be provided during this engagement.	Directly affected residents and businesses.	Construction Doorknocks to notify and discuss general works will be carried out a minimum 5 to 7 days prior to the activity starting. Unless otherwise stipulated by the EPL. Doorknocks to notify of emergency situation or works are to be carried as soon as practical.	As required.	Doorknocks will be carried out as required and will focus on directly impacted residents and businesses. Doorknocks will be carried out in pairs.
Frequently asked questions (FAQs) and factsheets/information sheets	Frequently asked questions (FAQs) will be developed to capture and respond to the questions frequently asked by the community and stakeholders. Factsheets will be developed as needed to explain key parts of the project or specific issues or concerns raised.	Community and stakeholders, any interested parties.	Preconstruction and construction For the duration of the project.	As required.	These FAQs will be available on the Inland Rail website. Factsheets will be used to provide an overview of the project, its environment approvals/construction process and to support engagement on specific issues such as noise mitigation, managing dust during construction etc. Information sheets provide a more technical description of activities specifically undertaken by the Construction Contractor (e.g. track laying and environmental monitoring). Both fact sheets and information sheets will be displayed on the Inland Rail website and will

TOOL/ACTIVITY	DESCRIPTION	AUDIENCE	TIMING	FREQUENCY	SPECIFICATIONS
					include the projects 24/7 1800 number, email address, postal address and website address.
Advertising	Press, social media and radio advertisements will be used to: • raise awareness and understanding of the project • provide information and promote channels through which stakeholders can communicate their views, issues and concerns • raise awareness of project milestones, upcoming construction activity and timeframes • support the Construction Contractor's recruitment and supplier engagement efforts •	Local community, community and stakeholder groups, residents and any interested parties	Preconstruction and construction Between 5 and 14 days before works. Project milestones. As required for recruitment and supplier engagement.	As required.	Written advertisements will be placed in local papers relevant to the proposed works. Social media posts will be distributed via Inland Rail's existing channels Radio advertisements to be agreed based on impacts and specific activities.
Media releases	To inform and raise awareness about the project among the project's Australian Government shareholders, government agency stakeholders, local communities and businesses, and broader industry, potentially leading to coverage in news and media channels.	Local community and businesses, government agencies, broader industries, stakeholder and community groups and any interested parties.	Preconstruction and construction Project milestones, quarterly project updates. Issues of importance to Shareholding Ministers and the Department.	As required.	Inland Rail is a highly visible and important project to the Government and to ARTC and comes with a high level of reputational and political risk. By working together, Inland Rail and the Construction Contractor will reduce the reputational risks to the Australian Government and ARTC associated with the project that may attract media attention.
Out-of-hours work (OOHW) notifications and notices	Community notifications will adhere to the requirements of the project specific Construction Noise and	Local community, directly impacted	Construction Between 7 to 14 days prior to	As required.	Consultation will be consistent with the CoA and any OOHW will identify a range of reasonable and feasible mitigation measures and respite options. These options will be

TOOL/ACTIVITY	DESCRIPTION	AUDIENCE	TIMING	FREQUENCY	SPECIFICATIONS
	Vibration Impact Statements (CNVIS), Environmental Protection Licence (EPL) and Out of Hours Work (OOHW) protocol. These protocols will be developed in compliance with the CoA and appropriate levels of consultation carried out for all OOHW activities.	residents and businesses, emergency services.	commencement of the OOHW works. Unless otherwise stipulated by the EPL.		consulted with affected community members at each location.
Photographs, videography, timelapse and visualisations	Photos, video, drone and timelapse footage will be taken during construction to visually demonstrate progress. Visualisations will be used to demonstrate construction progress and design elements of key infrastructure assets throughout the delivery cycle to raise community awareness of what has changed.	Community and stakeholder groups, any interest parties.	Construction As required throughout the duration of the project.	As required.	Timelapse opportunities will be explored at all major construction sites, subject to site access and length of construction activity. Updated visualisations will be uploaded to the project website prior to and during construction.
Project signage and hoarding	Signage to include contact details and information about the project, gives the public easy access to the project team. Part of site signage and site protection. Hoarding and fencing wrap will identify the project, provide contact information and offer the opportunity to promote key project messages. Hoarding and site signage will be used in publicly visible areas such as roads and towns.	Community and stakeholder groups, any interested parties.	Preconstruction and construction Before the commencement of construction and for the duration of the project.	Reviewed and updated as required.	Signposts notifying of changed conditions will be installed before changes are implemented. Wayfinding and directional signage will be installed to support any temporary detours.

TOOL/ACTIVITY	DESCRIPTION	AUDIENCE	TIMING	FREQUENCY	SPECIFICATIONS
Getting in touch with the team – communications tools					
Community hotline	A 24-hour community hotline number (1800732 761) has been established for the community to ask questions, provide feedback or make complaints about the project.	Community and stakeholder groups, any interested parties.	Preconstruction, construction and post construction	Ongoing.	The hotline number will be included on all project communication material. Records of calls received and their responses will be captured in Consultation Manager.
Email address	An email address (InlandRailNSW@inlandrail.com.au) has and will continue to be maintained to provide a means for the community to contact the stakeholder and project teams and ask questions or make complaints about the project.	Community and stakeholder groups, any interested parties.	Preconstruction, construction and post construction	Ongoing.	The email address will be included on all project communication material. Records of received emails and their responses will be captured in Consultation Manager.
Project website	The project website (inlandrail.com.au/A2I) will provide access to digital material and provide reference point to obtain further information.	Community and stakeholder groups, any interested parties.	Preconstruction, construction and post construction	Ongoing. Content reviewed quarterly.	Information about the A2I project will be uploaded to the existing project website. The website is the single source of truth for all project information and will be updated throughout construction. All documentation required under the CoA and approvals will be uploaded to the site. Stakeholder and community members can submit enquiries, feedback and comment via the contact us feature (Contact Inland Rail: Enquiries, Information & Feedback - Inland Rail).
Online Interactive Map	The A2I Online Interactive Map (Albury to Illabo | Social Pinpoint (inlandrail.com.au)) provides community and stakeholders with an avenue to engage with project in an online forum through an interactive map. The map shows the project and includes updated designs and	Community and stakeholder groups, any interested parties.	Preconstruction and construction	Ongoing. Content reviewed quarterly.	The A2I Online Interactive Map will continue to be updated throughout construction with updated information such as detours and construction timeframes.

TOOL/ACTIVITY	DESCRIPTION	AUDIENCE	TIMING	FREQUENCY	SPECIFICATIONS
	visualisations. The public can drop a comment on the map to provide feedback or ask a question.				
How the community can learn more – digital tools					
Website and Online Interactive Map	As described above, the website has been developed to provide access to digital materials and to facilitate two-way communication. These tools are designed to increase community interaction and understanding of the project. The projects Online Interactive Map will continue to be utilised throughout construction to update community and stakeholder groups. Updated on site construction activities, schedules and key milestones will be provided.	Community and stakeholder groups, any interested parties.	Preconstruction, construction and post construction	Ongoing. Content reviewed quarterly.	Information about the A2I project will be uploaded to the existing project website. Where a condition(s) of this approval requires a document(s) to be prepared before work, construction or operational activity commences, a current copy of the relevant document(s) will be published on the website before the work, construction or operational activity is undertaken. The website will include: information on the current implementation status of the CSSI and updates on proposed upcoming works a copy of all required documents and any associated documentation related to modifications made to the CCSI a copy of the EIS CoA, in its original form, a current consolidated copy of the approval, and copies of any approval granted to a modification of the terms of the CoA a copy of the Environment Protection Licence, EPBC approval (if relevant), any licenses and approvals under the Water Management Act 2000 (NSW), and any approvals to close level crossings copies of documents that are prepared before construction or on operational activity—these will be uploaded before work commences all community newsletters, notifications, and FAQs

TOOL/ACTIVITY	DESCRIPTION	AUDIENCE	TIMING	FREQUENCY	SPECIFICATIONS
					notification of upcoming events and forums copies of visualisations, videos and construction photos showing progress.
A2I e-newsletter	To provide impacted stakeholders registered for emails regular updates on site construction activities, schedules, key milestones and rail safety messages.	Local community and businesses, stakeholder and community groups and any interest parties.	Preconstruction and construction	Quarterly (with the option to move to monthly as construction activity increases).	Distributed prior to and during construction, the e-newsletter will be promoted through socials, emails, distributed at community meetings/events and displayed on the Inland Rail website. Community contact information will be provided in this communication.
Social media platforms	Various social media platforms such as Facebook, LinkedIn and Instagram assist in raising awareness and understanding of the project, support the Construction Contractor's recruitment and supplier engagement efforts and share updates and achievements of both the project and the broader Inland Rail Program.	Community and stakeholder groups, any interested parties.	Preconstruction and construction As required during project milestones and key consultation periods including public information sessions.	As required,	Engagement through social media can be targeted and designed to engage with communities according to interests and concerns. As the project moves through construction, social media will assist in providing information to targeted communities, such as road detour notifications.
Opportunities for community to get involved					
Community information sessions/forums	These sessions will provide an opportunity for community members to find out more about the work, discuss environmental issues, and ask questions about the project and construction.	Community and stakeholder groups, any interested parties.	Preconstruction and construction As required throughout the duration of the project.	As required throughout the duration of the project.	Sessions will be held in public venues such as shopping centres, libraries or local events.
Community Consultative Committee (CCC)	Continuing to engage with the CCC will assist Inland Rail to further facilitate open and inclusive engagement on all aspects of the A2I project, beyond the EIS/PIR.	CCC members	Preconstruction and construction	To be held quarterly through the duration of the project.	The CCC will be used as a communication method throughout the delivery of the A2I project, and will ensure the community and stakeholder groups are:

TOOL/ACTIVITY	DESCRIPTION	AUDIENCE	TIMING	FREQUENCY	SPECIFICATIONS
					• kept informed of the status of the project, any new initiatives, and the performance of Inland Rail • consulted on the development of, management plans and proposed changes to A2I project • able to provide feedback to Inland Rail on key issues that may arise during the implementation of the project. The A2I CCC will be operated in accordance with the Department's CCC Guideline.
Meetings (one on one and small group forums)	Direct interaction with community members and stakeholders will be held to obtain feedback and raise or measure awareness of the project. Meetings may also be scheduled to address specific questions and issues in person.	Community and stakeholder groups, residents and businesses, any interested parties.	Preconstruction and construction Meeting with key stakeholders, nearby residents and businesses will proactively be offered for the duration of the project.	The frequency will be determined by the works being completed and the preferences to meet from the stakeholders/community.	Meetings may be formal or informal depending on the purpose of the meeting. Meetings minutes will be recorded in Consultation Manager.
Stakeholder presentations/briefings and forums	To provide technical or specific issue-related information for specific stakeholder groups and agencies. These forums may be targeted based on location and impacts on those communities.	Councils and agencies, local organisations, key stakeholder, community groups and any interested parties.	Preconstruction and construction Ahead of key milestones and as required. Meeting with key stakeholders and agencies will proactively be offered for the duration of the project.	As required.	Inland Rail and the Construction Contractor will provide update presentations to community groups. This may be at the request of community groups or at the initiative of Inland Rail and/or the Construction Contractor. Records of engagement will be captured in Consultation Manager.

TOOL/ACTIVITY	DESCRIPTION	AUDIENCE	TIMING	FREQUENCY	SPECIFICATIONS
Attendance at markets and events	Provide community with the opportunity to provide feedback, obtain project information and raise awareness of the project.	Community and stakeholder groups, any interested parties.	As required during construction.	As required.	Examples of local events include Farmers Markets and local annual shows.
Community and business capability workshops	These sessions will help regional businesses understand how to engage with buyers, to prepare compliant tender submissions, and to manage contracts for work on major projects and within regional supply chains.	Local businesses, stakeholder groups and any interest parties.	Preconstruction	As required.	Currently underway to build local businesses capability prior to works commencing.
Feedback surveys	A structured format for community feedback on the project includes written, web-based or telephone feedback. Feedback surveys will help measure awareness of and engagement with the project.	Community and stakeholder groups, residents and businesses, any interested parties.	Construction Survey to be conducted six months into construction	Frequency to be assessed after first survey results.	Feedback surveys may also be used to understand community attitudes towards noise barriers or other noise mitigation measures.
Education opportunities	Education campaign will be developed to increase community awareness around construction sites, this may include promoting safe travel through worksites/detours.	Community and stakeholder groups, residents and businesses, any interested parties.	Construction As required throughout the duration of the project.	As required.	Community education will include a variety of mediums to reach the community and may include social media, site signage and digital tools.
Engaging with culturally and linguistically diverse and vulnerable communities					
LOTE, CALD and other vulnerable and marginalised groups and communities	Information and engagement to be available for all members of the community including those in LOTE, CALD and other vulnerable and marginalised groups or communities.	LOTE, CALD and vulnerable and marginalised communities.	Preconstruction and construction	As required.	To provide for all members of the community, Inland Rail has adopted: • Disclaimer on all works communication materials for interpreting services. • Website is WCAG accessible. • First Nations Advisors to provide engagement with an understanding of historical, cultural and social complexity of

TOOL/ACTIVITY	DESCRIPTION	AUDIENCE	TIMING	FREQUENCY	SPECIFICATIONS
					specific local or regional First Nations contexts.

7.1 Community information for construction activities

Inland Rail will use a combination of measures, identified in Table 9: Communication tools and engagement methods, to advise the community in advance of upcoming construction activities, including track authorisations and possessions.

Key methods of communication with the community will vary depending on the work activity, duration, assessment of predicted impacts, and mitigation and management measures, including what, if any, respite requirements may need to be implemented. The main forms of communicating with the broader community of track authorisations and possessions and out-of-hours work are identified below and include:

- project e-newsletters
- project fact sheets/information sheets
- media (e.g. local newspapers advertisement)
- project website
- social media
- works notifications sent to impacted residents.

Where out-of-hours works (OOHW) are required to be completed, Inland Rail will undertake these works in accordance with the EPL and/or the approved OOHW protocol, where the works are not covered by an Environment Protection Licence (EPL), as required by Condition E73.

The Construction Contractor will undertake noise and vibration assessments to determine the impacts to affected residents and sensitive land users and will communicate and notify impacted residents where required by the assessment undertaken.

Additional communication tools will be utilised to communicate and notify impacted residents of the OOHW and respite requirements depending on predicted impacts associated with the work activities. These may include:

- works notifications sent to impacted residents
- media (e.g. local newspapers advertisements)
- letterbox drop
- website notifications displayed on the Inland Rail A2I webpage
- phone call
- door knock
- meetings with highly impacted residents
- negotiated agreements.

The Construction Contractor's Noise and Vibration Management Plan will set out the specific details relating to OOHW.

7.2 Consultation on documents and monitoring programs

The A2I Conditions of Approval specify documents and monitoring programs to be prepared or a review to be undertaken in consultation with identified parties. Table 9 below, lists the individual conditions of approval which relate to a deliverable (e.g. document, monitoring program, review with reference to the condition, the deliverable, stakeholders and level of engagement required. Some other conditions of approval also require consultation if the requirement is triggered, however, these conditions are not listed because the stakeholder (s) and level of engagement will be determined by the triggered circumstances.

Table 9: Key documents for stakeholder consultation

CONDITION	DELIVERABLE	STAKEHOLDERS	LEVEL OF ENGAGEMENT
C1, C2	Construction Environmental Management Plan (CEMP)	• ER • DPHI (Approve)	Review
C6, (a)	CEMP Sub Plan – Traffic, Transport and Access	• Transport for NSW • Relevant Councils • ER • DPHI (Approver)	Consult
C6, (c)	CEMP Sub Plan – Noise and Vibration	• Relevant Councils • ER • DPHI (Approver)	Consult
C6, (d)	CEMP Sub Plan – Biodiversity	• BCS • DPI Fisheries • Relevant Councils • ER • DPHI (Approver)	Consult
C6, (e)	CEMP Sub Plan – Non-Aboriginal Heritage	• Heritage NSW • Relevant Councils • ER • DPHI (Approver)	Consult
C6, (f)	CEMP Sub Plan – Heritage	• Heritage NSW • RAPS • Relevant Councils • ER • DPHI (Approver)	Consult
C6, (b), (h), (k)	CEMP Sub Plan – Soil, Salinity and Water	• BCS • NSW EPA • Relevant Councils • DCCEEW Water Group • ER • DPHI (Approver)	Consult
C6, (g)	CEMP Sub Plan – Flood and Bush Fire Emergency Management	• Hume Zone and Riverina bushfire management committees • DCCEEW • NSW State Emergency Services • Relevant Councils • ER • DPHI (Approver)	Consult
C6, (i)	CEMP Sub Plan- Contamination and	• Relevant Councils	Consult

CONDITION	DELIVERABLE	STAKEHOLDERS	LEVEL OF ENGAGEMENT
	Hazardous Material plan	• DPHI (Approver)	
C6, (j)	CEMP Sub Plan- Waste Management plan	• Relevant Councils • DPHI (Approver)	Consult
C6 (l)	CEMP Sub Plan- Social Impact management plan	• DPHI (Approver) • Relevant Councils	Consult
C18	Site Establishment Management Plan	• Relevant Councils • Relevant Government Agencies • ER • Planning Secretary (Approver)	Consult
C26 (a)	Construction Monitoring Programs – Traffic, Transport and Access	• Transport for NSW • Relevant Councils • ER • DPHI (Approver)	Consult
C26 (b)	Construction Monitoring Programs – Noise and Vibration	• Relevant Councils • ER • DPHI (Approver)	Consult
C26 (c)	Construction Monitoring Programs – Biodiversity	• BCS (NSW DCCEEW) • ER • DPHI (Approver)	Consult
C26 (d)	Construction Monitoring Programs – Surface Water	• Relevant Councils • DCCEEW Water Group • ER • DPHI (Approver)	Consult
D5 (a)	Operational Monitoring Programs – Air Quality	• NSW EPA • Relevant Councils • Planning Secretary (Approver)	Consult
D5 (b)	Operational Monitoring Programs – Operational Fauna Connectivity Monitoring, Predator Prevention and Adaptive Mitigation Program	• BCS • Planning Secretary (Approver)	Consult
E4	Background Monitoring Plan	• EPA	Consult
E6	Operational Air Quality Review Report	• EPA • Planning Secretary (Approver)	Consult

CONDITION	DELIVERABLE	STAKEHOLDERS	LEVEL OF ENGAGEMENT
E26	Sloane's Froglet Management Plan	• DCCEEW • Affected landowners • DPHI (Approver)	Consult
E32	Fauna Connectivity Strategy	• BCS • DPI Fisheries • Planning Secretary (Approver)	Consult
E43	Flood Design Report	• Relevant Councils • Planning Secretary (Approver)	Consult
E52	The Albury Railway Station and Yard Group Report	• Heritage NSW, • Planning Secretary (Approver)	Consult
E55	Heritage Interpretation Plan	• Heritage NSW • Heritage Council of NSW • Relevant Councils • RAP's	Consult
E63	Aboriginal Archaeological Test Excavation Methodology	• Heritage NSW • RAPs • LALC • Planning Secretary (Approver)	Consult
E63	Aboriginal Archaeological Salvage Excavation Methodology	• Heritage NSW • RAPs • LALC • Planning Secretary (Approver)	Consult
E64	Aboriginal Cultural Heritage Excavation Report(s)	• RAPs • Planning Secretary (Approver)	Consult
E66	Unexpected Heritage Finds and human Remains Procedure	• Heritage NSW • Heritage Council of NSW • Planning Secretary (Approver)	Consult
E72	Out-of-Hours Work Protocol	• ER • EPA • AA • Planning Secretary (Approver)	Consult
E78	CNVIS	• Affected sensitive land users	Consult
E89	Operational Noise and Vibration Review (ONVR)	• Relevant Councils • EPA • Planning Secretary (approver)	Consult
E108	UDLP	• SDRP	Consult

CONDITION	DELIVERABLE	STAKEHOLDERS	LEVEL OF ENGAGEMENT
		• Heritage NSW • TfNSW • Relevant Councils • Community • Planning Secretary (approver)	
E137	Wagga Wagga Construction Traffic Transport and Access Mitigation Report	• Relevant Road Authority • Relevant Council • TfNSW • Planning Secretary (Approver)	Consult
E146	Public Level crossing Report	• TfNSW • Relevant Councils • Planning Secretary (Approver)	Consult
E150	Private Level crossing Report	• Affected landowners • Planning Secretary (Approver)	Consult
E153	Operational Level Crossing Performance Report	• Transport for NSW • Relevant Councils	Consult
E155	Wagga Wagga Operational Road Network Performance Plan	• Transport for NSW • Relevant Council • Emergency Services • Wagga Wagga Health Service • Planning Secretary (Approver)	Consult
E156	Wagga Wagga Operational Road Network Performance Review	• Transport for NSW • Relevant Council • Emergency Services • Wagga Wagga Health Precinct	Consult
E162	System for communication of train movements	• Landowners • Stock operators • LLS	Consult
E175	Water Pollution Impact Assessment	• EPA	Consult

The process for managing the review of documents and monitoring programs as outlined in Table 9 above is outlined in Table 10 below.

Table 10: Process for managing document review

STEP	APPROACH
1	Stakeholders will be informed prior to the sending of document(s) for review. This notice may be through ongoing engagement channels such as monthly meetings or through other means such as email or phone call.
2	The relevant document will be provided to the respective stakeholder. The document will be sent via email or Aconex with a request for comments by a specified date and requesting a response even if the stakeholder has nil comments.
3	A review period will be established unless specified otherwise in the CoA. Stakeholders will be encouraged to communicate early with any limitation to meet timeframes, and requests for additional time will be duly considered.
4	Where necessary and where requested by a stakeholder, a briefing will be held.
5	Where no response is received within the communicated review period provided, a follow up phone call and/or email will be made. If no response is received within a further five to seven (5 - 7) days outside the communicated review period, a further effort will be made to contact the stakeholder. If there is still no response, the document will be progressed, and it will be assumed that the stakeholder has no comments to provide.
6	Where a stakeholder has raised an issue, Inland Rail will work with the stakeholder to resolve and provide an overview of how the issue was considered and addressed where relevant.
7	Records of engagement (including follow-up engagement) and outcomes will be kept. An associated comments register will be kept recording issues raised, how they were addressed (with associated explanation/reasoning as applicable). These records will be provided to DPHI as required to demonstrate consultation undertaken in accordance with the Conditions of Approval. All engagement is also registered in the Consultation Manager database.

8 Feedback channels and complaints management

Responding to complaints, feedback and enquiries is essential to the successful delivery of the project and maintaining a positive reputation within the community. Complaints, feedback and enquiries may be received from a range of sources including through phone calls, emails and face-to-face interactions.

8.1 Definitions

8.1.1 Complaints

Complaints may include any interaction with a community member or stakeholder who expresses dissatisfaction with the project and/or project works, policies, activities of Inland Rail's contractor's services, or their staff, complaints handling process itself, and/or actions or proposed actions during the project.

8.1.2 Feedback

Inland Rail will classify feedback in accordance with Australian Standard AS/NZS 10002:2014 Guidelines for Complaint Management in Organisations, which defines feedback as "opinions, comments and expressions of interest or concern, made directly or indirectly, explicitly or implicitly to or about the organisation, its products, services, staff or its handling of a complaint".

8.1.3 Enquiry

An enquiry is defined as an act of a stakeholder asking for information relating to the Project.

8.2 Feedback channels

Inland Rail will use the following channels to maintain contact with the community and other stakeholders throughout the life of the A2I project.

Table 11: Feedback channels

CHANNEL	WHERE CAN IT BE FOUND
Email address: inlandrailnsw@inlandrail.com.au	All communication materials and the website display this email address.
Community information line, toll free: 1800 732 761 (24 hours, 7 days a week)	The community information line number is displayed on all communication material (signage, project updates and calling cards, etc.) and on the Inland Rail website (inlandrail.artc.com.au/A2I). The number is monitored and answered by a team member 24 hours a day and is not automatically diverted to a message bank. All calls are registered and recorded on Consultation Manager. The proponent will also run a 24/7 on-call roster to respond to complaints.
Postal address and Reply-Paid facility: Inland Rail Engagement Team GPO Box 14 Sydney NSW 2000 Reply Paid 89629 SYDNEY NSW 2001	This central postal address is displayed and included on all the communication material and the Inland Rail website. It offers another way for the community and other stakeholders to contact the project team, with the Reply-Paid facility providing further encouragement. Correspondence will be redirected to the relevant project team and contractors as required.
Project information Centres: Albury and Wagga Wagga.	The Construction Contractor will establish a physical presence in the communities and ensure all stakeholders have easy access to face-to-face engagement with representatives from the contractor.

CHANNEL	WHERE CAN IT BE FOUND
	The Construction Contractor will ensure that relevant community engagement personnel are available to assist with enquiries at project information centres during business hours. The Public Liaison Officer will also be available to assist the public with questions and complaints that they may have at any time during work. The location of these project information centres will be available on the Inland Rail website.

8.3 Responsibilities

The Inland Rail Stakeholder Engagement team and the Construction Contractor will work closely to respond to all complaints, feedback, and enquiries. Whoever receives the complaint will gather details of the complaint and the complainant's contact details and will immediately pass the details onto the Stakeholder Engagement team to resolve as per the Complaint Management System. All details of complaints will be recorded in Consultation Manager.

Complaints will be managed in accordance with the CoA and other relevant conditions or licences, such as the EPL.

A complaint is deemed to be resolved when it reaches a conclusion, not necessarily resolved to the satisfaction of the complainant.

8.4 Complaints management process

All complaints received during the A2I project will be actioned and recorded through Consultation Manager and used as an improvement opportunity for Inland Rail and the Construction Contractor.

Inland Rail has already established a Complaints Management Process in the lead-up to construction commencing on the project. The Complaints Management Process will be maintained for the duration of construction and for a minimum of 12 months following completion of construction of the CSSI.

Table 12: Complaints Management Process

PROCESS FOR MANAGING COMPLAINTS		
ACTION	TIMEFRAME	TEAM MEMBER RESPONSIBLE
Interaction acknowledged with stakeholder and recorded in Consultation Manager (CM) If received via email, file into the relevant inbox folder	Day of receipt	Receiver
Complaint assigned to responsible team member via CM	Day of receipt	Complaints to be assigned to Project Stakeholder Engagement Lead in the first instance. The lead will allocate responsibility for preparing a response as appropriate and also advise any other team members who may need to be aware of the interaction, including the Stakeholder Engagement Manager, Environment Manager, Public Liaison Officer, and relevant Project Manager.
Prepare and send simple responses (e.g. project details)	1-2 days	Team member assigned to response
Information gathered for a more complex response	1-2 days	Team member assigned to response
Draft response	1 day	Team member assigned to response
Response reviewed and approved	1-4 days	Draft to be reviewed/approved by relevant Stakeholder Engagement Lead in the first instance (content of phone call discussed, if responding to an 1800 hotline contact). Lead to secure approvals from Project Manager, Environment Manager

PROCESS FOR MANAGING COMPLAINTS		
		and Head of Stakeholder Relations as required. Head of Stakeholder Relations to advise if additional approvals are required.
Response sent	Upon approval being received	Team member assigned to response
Response recorded in CM and action closed out	Day of reply	Team member assigned to response
Document any lessons learned and issues that may need to be followed up	2–3 days after response sent	Relevant Stakeholder Engagement Lead Advisor
Assist the public with questions and complaints	As required throughout the works	Public Liaison Officer
Unresolved issue where a member of the public requests the Community Complaints Mediator to review Inland Rail's response	28 days	Community Complaints Mediator.

8.5 Response times to complaints and enquiries

Complaints and enquiries will be responded to in the following timeframes.

8.5.1 Feedback and enquiries:

- provide verbal response to telephone enquiries within two hours if received during work hours or during out of hours construction works; for other times, a response will be provide the next business day
- provide written response to emails and written enquires within 24 hours or on the next business day if received outside of work hours
- follow-up calls, emails and letters will be made where required to close out the enquiry.

8.5.2 Complaints and issues:

- provide verbal response to telephone enquires within two hours if received during work hours or during out of hours construction works, for other times a response will be provide the next business day
- provide written response to emails and written complaints within 24 hours or on the next business day if received outside work hours
- where possible, all complaints will be resolved within three business days. Where responses require technical assistance, responses may take up to five business days.

8.6 Complaints Register

All complaints will be tracked and recorded in Inland Rail's CM System. Upon the request of the Secretary of the Department of Planning, Housing and Infrastructure (DPHI), a Complaints Register will be provided, within the timeframe stated in the request.

At the request of the Environment Representative, the details of complaints on the A2I project will be provided in a report format within the agreed time frame. The Environment Representative will have access to Inland Rail's CM system to see all complaints related to the A2I project.

A complaint register will also be provided to the Acoustics Advisor on a weekly basis where complaints have been received, or as otherwise requested.

The Complaints Register provided to the Secretary, Environmental Representative and Acoustic Advisor will include the number of complaints received, the date and time of the complaint, the method by which the complaint was made, the nature of the complaint, any personal details of the complainant which were provided or, if no such details were provided, the number of people affected in relation to complaint, means by which the complaint was addressed and whether resolution was reached, with or without mediation and if no action was taken, the reason(s) why no action was taken.

The Complaints Register will also note whether a complaint has necessitated independent mediation services.

In addition to the information collected in the register, complainants will be advised of the following before, or as soon as practicable after, providing personal information:

- the Complaints Register may be forwarded to Government Agencies such as DPHI to allow them to undertake their regulatory duties
- by providing personal information, the complainant authorises Inland Rail to provide that information to government agencies
- the supply of personal information by the complainant is voluntary
- 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).

A Collection Statement will be included on the project website to make prospective complainants aware of their rights under the *Privacy and Personal Information Protection Act 1998* (NSW).

8.7 Mediation process

Inland Rail has engaged a Community Complaints Mediator that is independent of the design and construction and accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board. The nomination of the Community Complaints Mediator is required to be submitted to the Planning Secretary for approval within one month before commencement of Work (refer to Conditions of Approval B13 – B17) The role of the Community Complaints Mediator is to address any complaint where a member of the public is not satisfied with Inland Rail's response to issues raised through the Complaints Management System. The mediation process will review unresolved disputes relating to the environmental management and delivery of the A2I project where an acceptable resolution to both parties has not been achieved.

Escalation of issues to independent mediation will be in accordance with the Complaint Escalation and Mediation Process (see Table 121: Complaints escalation and mediation process).

Any member of the public that has lodged a complaint that is registered within the Complaints Management System may ask the Community Complaints Mediator to review Inland Rail's response. The application must be submitted in writing and the Community Complaints Mediator must respond within 28 days of the request being made, or other specified timeframe, as agreed between the Community Complaints Mediator and the member of the public.

The Community Complaints Mediator will:

- review unresolved disputes where the complaints escalation procedure and mechanisms have not been able to satisfactorily address the complaint
- make recommendations to Inland Rail to address complaints, resolve disputes or mitigate against the occurrence of future complaints and disputes
- provide a copy of the recommendations, and Inland Rail's response to the recommendations, to the Planning Secretary within one month of the recommendations being made.

Inland Rail must implement the recommendations made by the Community Complaints Mediator outlined above, in accordance with Condition B15 and within a timeframe agreed with the Community Complaints Mediator, unless otherwise agreed with the Planning Secretary.

The Community Complaints Mediator will not act before the Complaints Management System has been executed for a complaint and will not consider issues, such as property acquisition, where other dispute processes exist to manage those issues in accordance with Condition B17.

The Environmental Representative will assist in the resolution of community complaints as may be requested by the Planning Secretary.

This mediation process will be available at the commencement of work, maintained for the duration of construction and for 12 months following the completion of construction.

Table 13: Complaints escalation and mediation process

STEPS	PROCEDURE	TIMEFRAME
1	Complaint will be referred to Inland Rail A2I Stakeholder Engagement Lead and/or Project Environment Advisor for Environmental Complaints. They will complete an investigation of the complaint and advise the complainant of the outcome within three (3) business days.	Three business days
2	If not resolved at Step 1, details of the investigation and complaint will be escalated by Inland Rail A2I Stakeholder Engagement Lead to the A2I Senior Project Manager and/or HSE Manager for Environmental Complaints. The relevant level of management will subsequently complete an investigation of the complaint and advise the complainant of the outcome within three business days.	Three business days
3	If not resolved at Step 2, details of the investigation and complaint will be escalated to Inland Rail Head of Stakeholder Relations and Inland Rail A2I Area Director. The relevant level of management will subsequently complete an investigation of the complaint and advise the complainant of the outcome within five business days.	Five business days
4	If not resolved at Step 3, the complainant may request (in writing) the Community Complaints Mediator to review Inland Rail's response to the issue where they are not satisfied with the response. The Community Complaints Mediator must respond within 28 days of the request being made, or other specified timeframe, as agreed between the Community Complaints Mediator and the member of the public. Inland Rail must implement the recommendations made by the Community Complaints Mediator within a timeframe agreed with the Community Complaints Mediator, unless otherwise agreed with the Planning Secretary.	Within 28 days of receiving written application by the complainant, or as agreed by the Community Complaints Mediator

APPENDIX E

Non-Aboriginal Heritage Maps

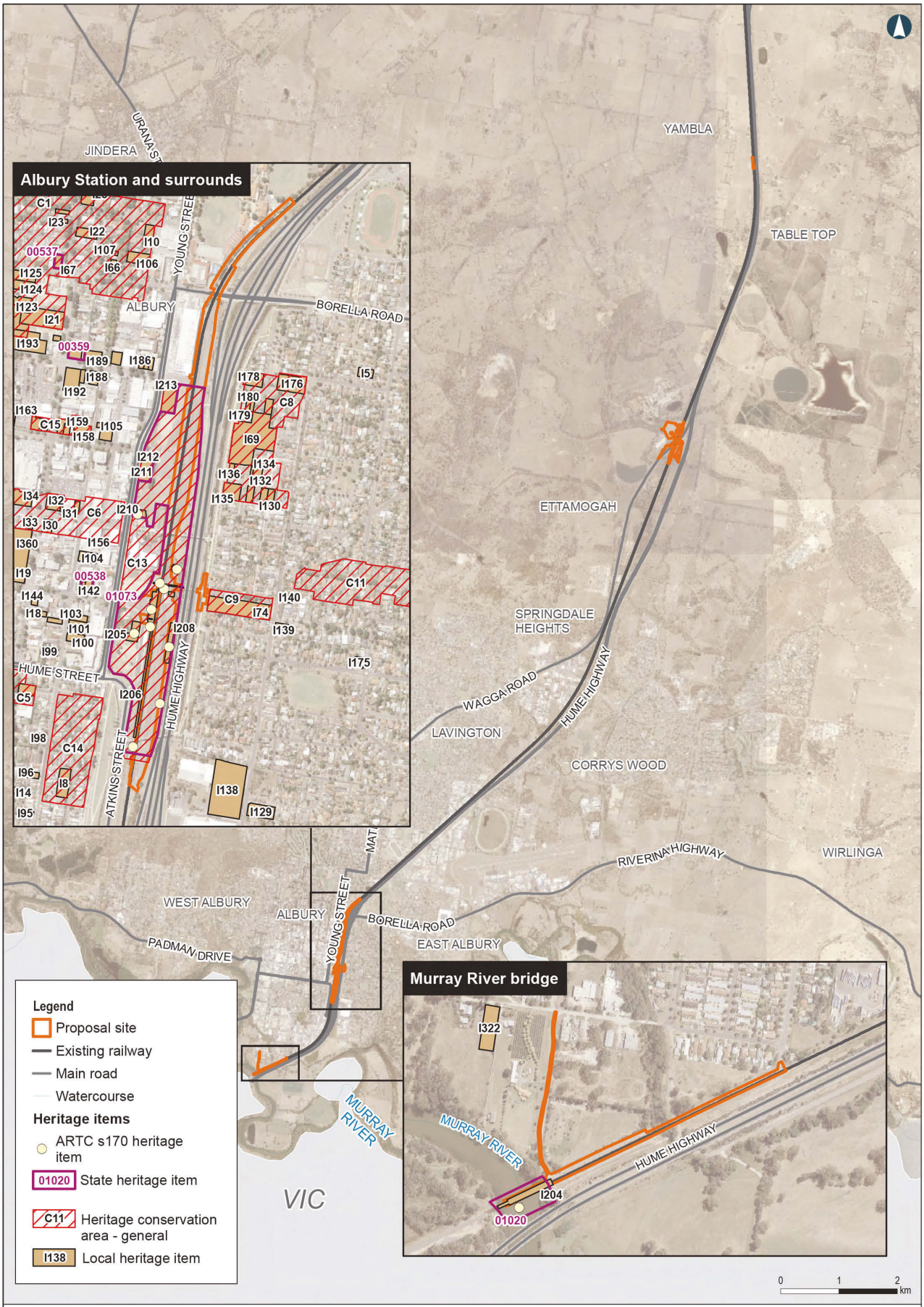


Figure 11-1 Local and state heritage in the Albury precinct

Data Sources: ARTC, NSWSS, Albury LEP 2010

Coordinate System: GDA 1994 MGA Zone 55
Scale: 1:85,000
Paper size: A4
Date: 14/12/2021

210_EAP_F1101_NonAboriginalHeritage_Albury_r1v6.mxd

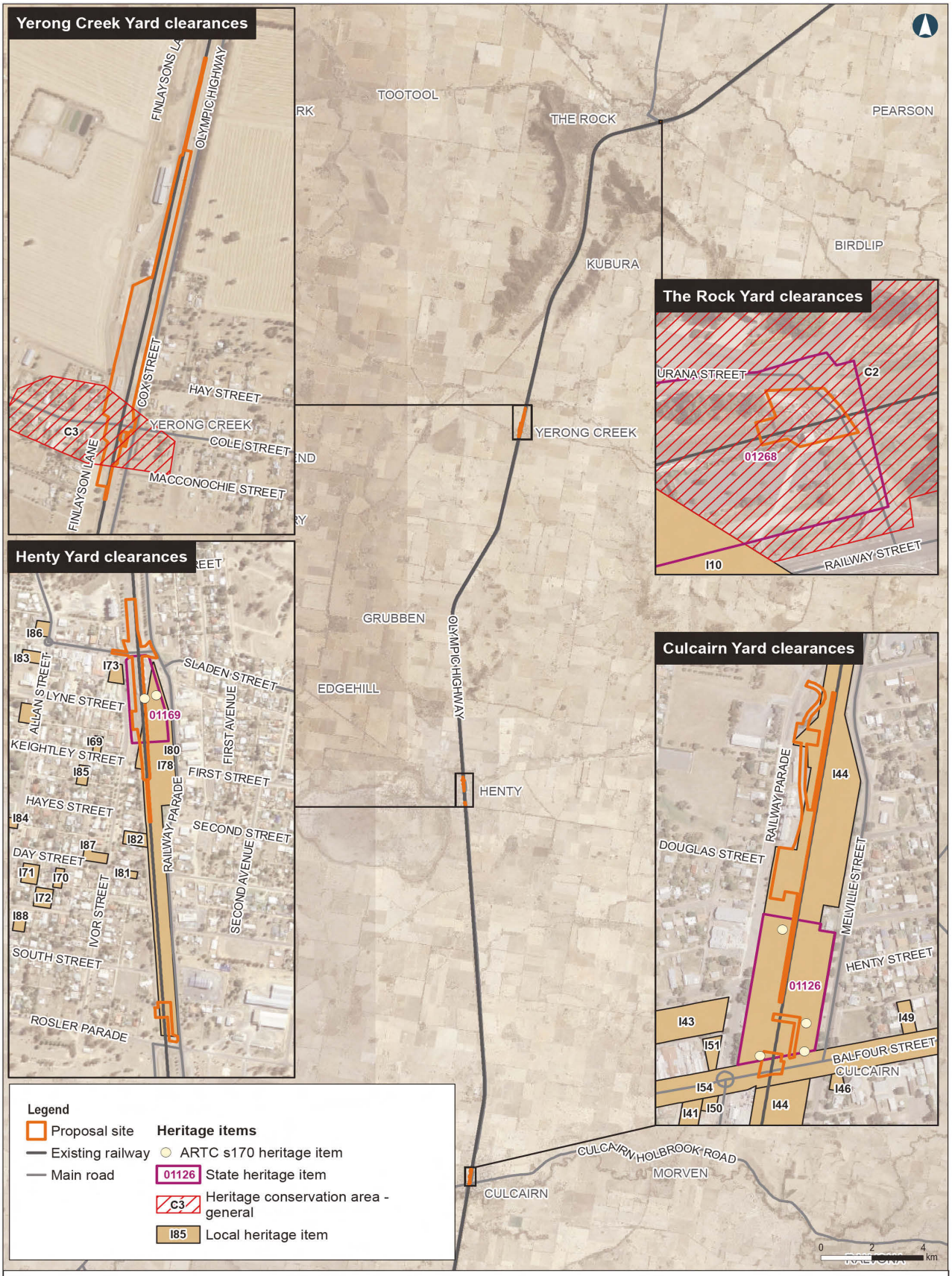


Figure 11-2 Local and state heritage in the Greater Hume-Lockhart precinct

Data Sources: ARTC, NSWSS, Greater Hume LEP 2012, Lockhart LEP 2012

Coordinate System: GDA 1994 MGA Zone 55
Scale: 1:200,000
Paper size: A4
Date: 17/11/2021

210_EAP_F1102_NonAboriginalHeritage_LGH_r1v5.mxd

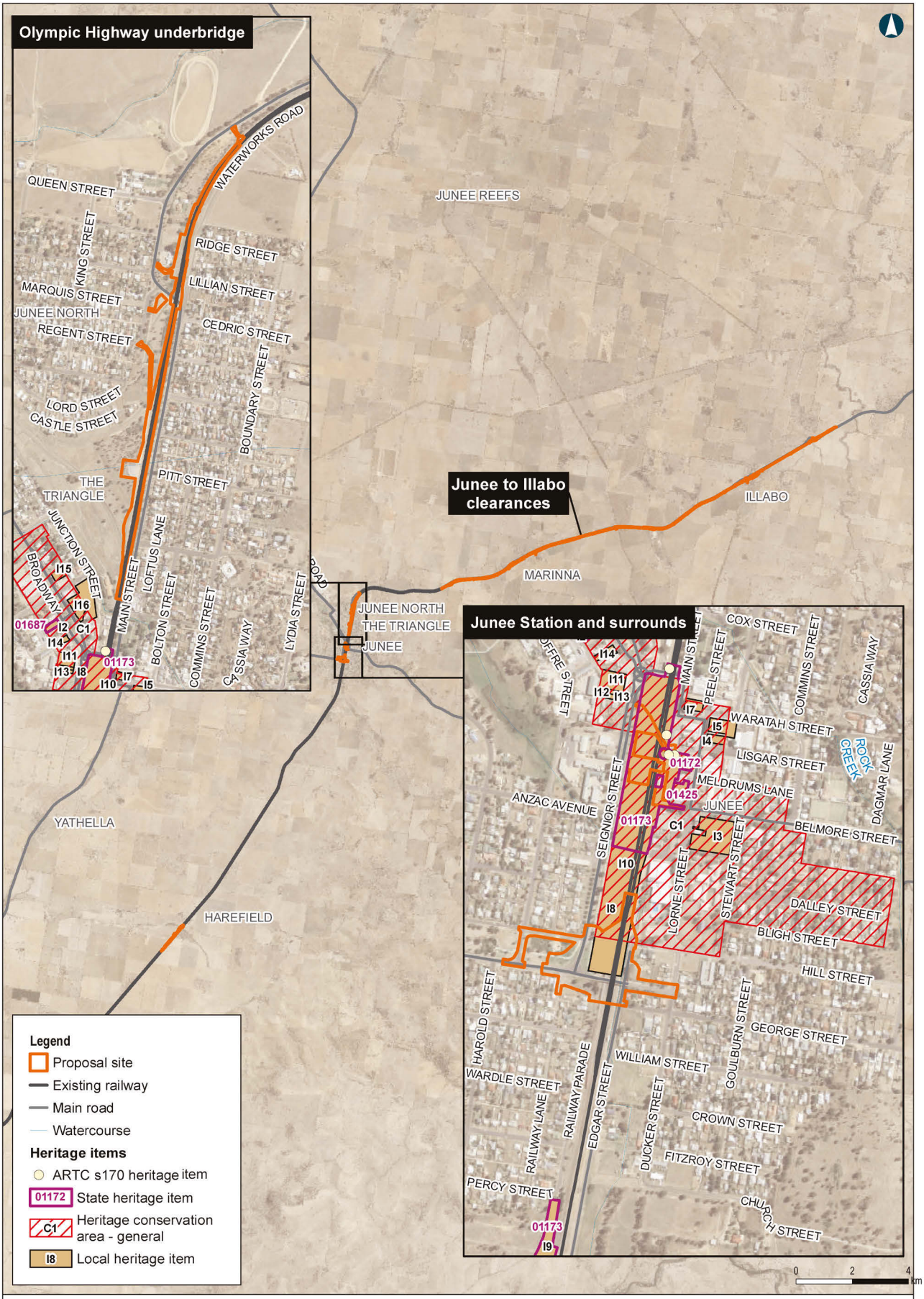


Figure 11-4 Local and state heritage of Junee precinct

Data Sources: ARTC, NSWSS, Junee LEP 2012

Coordinate System: GDA 1994 MGA Zone 55
Scale: 1:175,000
Paper size: A4
Date: 19/02/2022

210_EAP_F1104_NonAboriginalHeritage_Junee_r1v7.mxd

APPENDIX F

Unexpected Finds Procedure (Heritage and Human Remains)

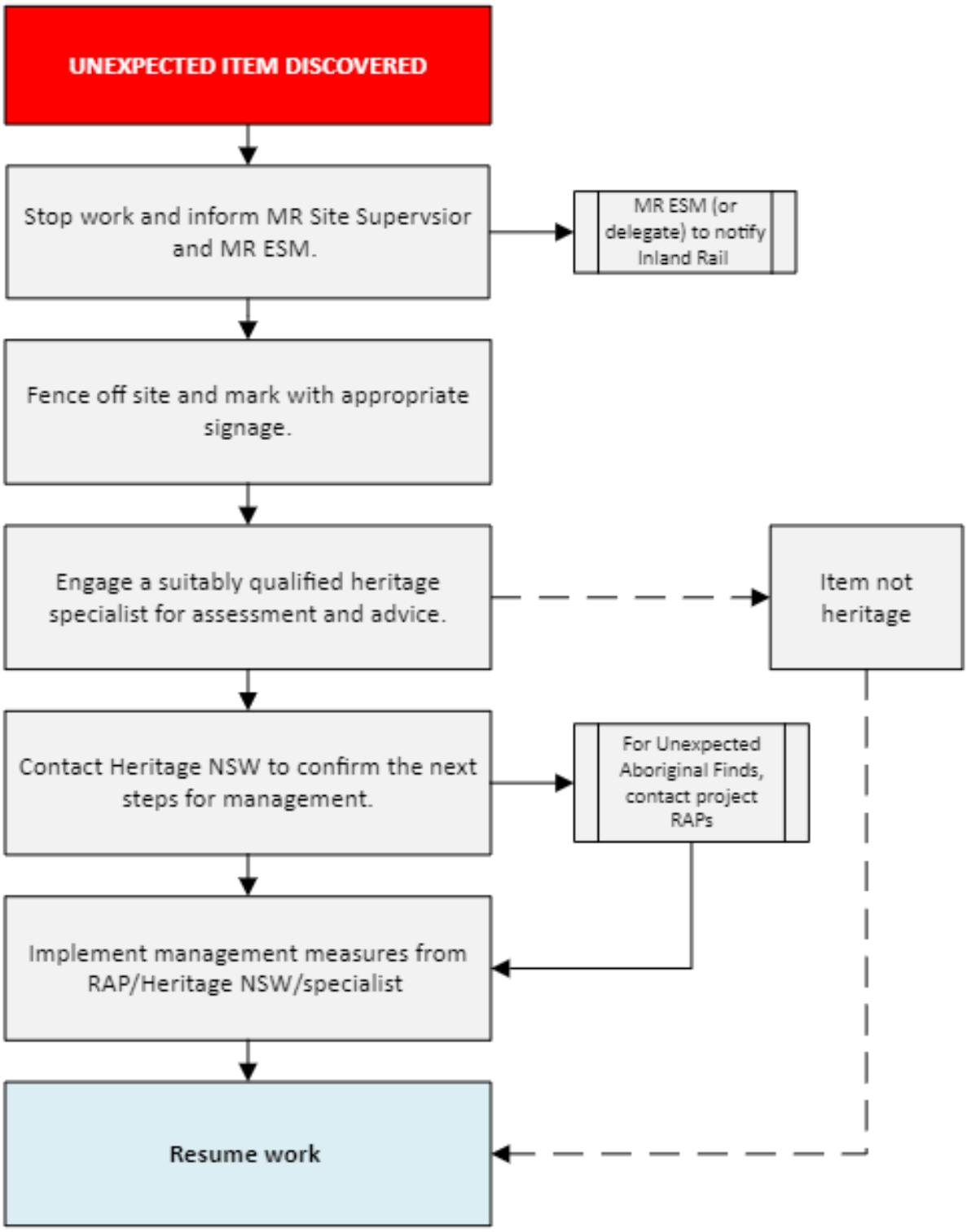
ABORIGINAL AND NON-ABORIGINAL HERITAGE: UNEXPECTED FINDS PROCEDURE

An Aboriginal artefact is anything that is the result of past Aboriginal activity. This includes stone (artefacts, rock engravings etc.), plant (culturally scarred trees) and animal bone (if showing signs of modification; i.e. smoothing, use). Human bone (skeletal remains) may also be uncovered while onsite.

A historic artefact is anything that is the result of past activity not related to Aboriginal occupation. This includes pottery, wood, glass and metal objects as well as the built remains of structures, sometimes heavily ruined.

In the event of an unexpected heritage find, the following protocol will apply:

1. All ground-disturbance work in the vicinity of the find must cease immediately. The Site Supervisor is to be made aware of the object(s) and is to notify the MR Construction Manager and MR ESM. The MR ESM (or delegate) will notify the relevant Inland Rail (IR) representative.
2. The find will be temporarily fenced off as quickly as possible to ensure no damage/further damage to the object(s). Signage on the fencing is to state that the area is subject to environmental protection, that no ground disturbance is allowed, and should include relevant contact details for the MR ESM.
3. The MR ESM (or delegate) will contact a suitably qualified heritage specialist to assess the find. The heritage specialist will then determine the need for further investigation or management. The heritage specialists assessment may be undertaken using good quality images, with a scale and several angles, however, if photographic evidence does not allow for certainty, then a site visit from the suitably qualified heritage specialist will be required.
4. If the find is an Aboriginal object, the MR ESM (or delegate) 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. These measures will include registration of the object in the Aboriginal Heritage Information Management System within a reasonable time.
5. The MR ESM (or delegate) and/or heritage specialist will also contact Heritage NSW (phone 02 9873 8500) to confirm the next steps for management.
6. 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.



Flow Chart: Unexpected heritage finds

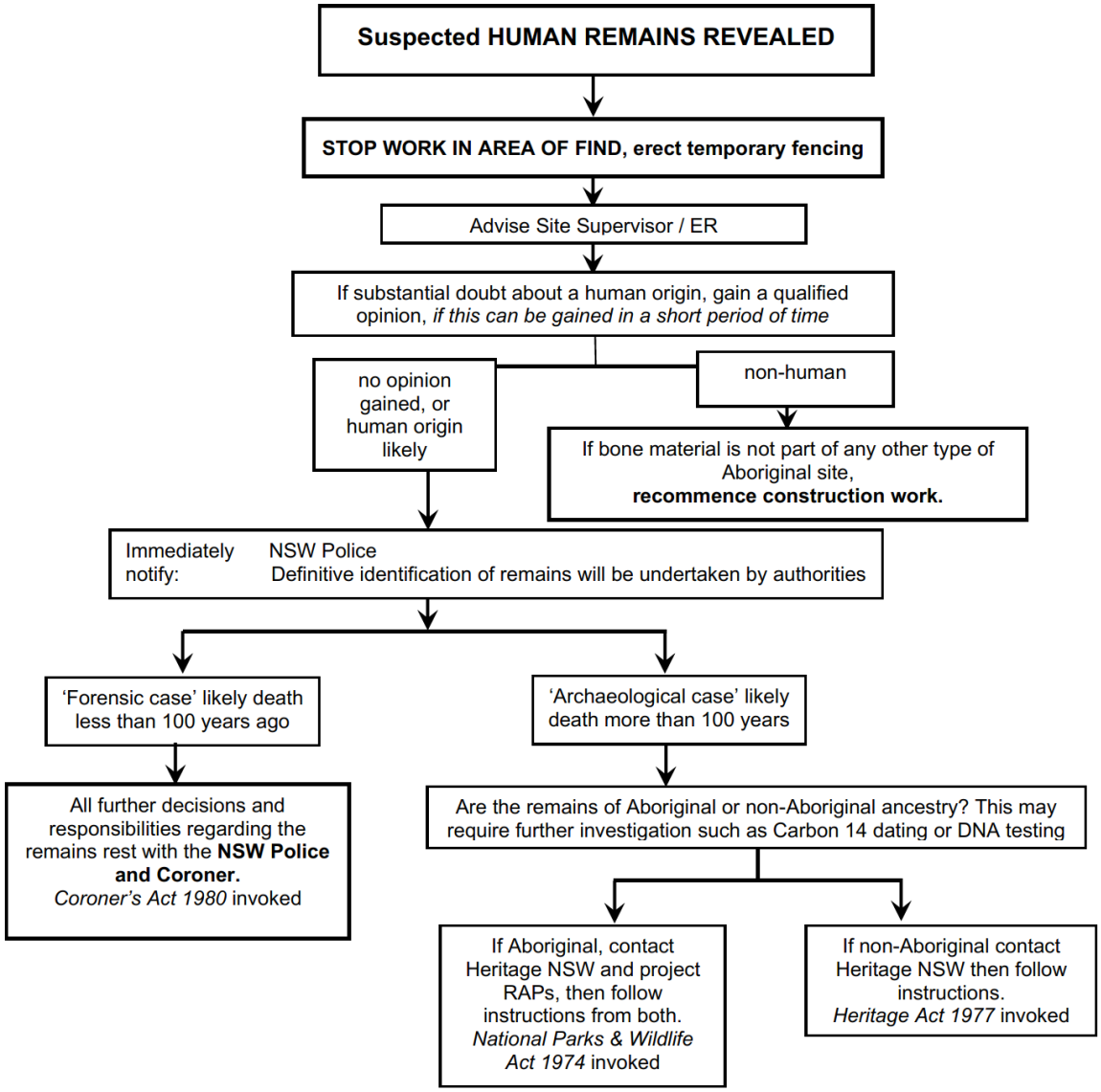
UNEXPECTED HUMAN REMAINS PROCEDURE

The procedure related to the discovery of suspected human skeletal material is based on Requirement 25 of the *Code of Practice for Archaeological Investigation of Aboriginal objects in NSW* (DECCW 2010b) and the *Skeletal Remains: Guidelines for the management of human skeletal remains under Heritage Act 1977* (NSW Heritage Office1998). A flow chart is supplied below.

If known, or suspected skeletal remains are encountered during the construction and/or operation of the project, the following procedure will be followed:

1. The area will be temporarily fenced immediately to ensure no damage/further damage to skeletal material. No skeletal material that remains in place should be disturbed from its location;
2. Works in the vicinity are to be stopped immediately;
3. The Site Supervisor is to be made aware of the skeletal material and is to notify the MR Environmental Manager and MR Construction Manager. Inland Rail Representatives are to be contacted at this stage;
4. Attempt to determine if the bones are animal or human. May require photos of the bones to be sent to the MR Heritage Consultant to determine if the remains are likely to be human or not;
5. If a qualified opinion concludes the bones are not human in origin and are unlikely to be part of an archaeological site works may recommence;
6. If no qualified opinion can be gained or the bones are suspected of being human, undertake the following:
    i) MR will contact Police, allowing Police to conduct an assessment to determine if the remains are part of a forensic case (less than 100 years old), or are archaeological (more than 100 years old);
    ii) If the remains are assessed as ‘archaeological’, there then needs to be an attempt to determine if they are Aboriginal or non-Aboriginal;
    iii) Inland Rail will contact the relevant stakeholders, including Heritage NSW (phone 02 9873 8500) and RAPs (if the remains are Aboriginal);
    iv) All further activities will be determined by Heritage NSW and the RAPs (if the remains are Aboriginal);
    v) No work may recommence in the area of the find until Heritage NSW provides the approval to do so.

Flow Chart: Suspected Human remains



APPENDIX G

AHIMS Basic Search Results

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : PI&S Albury

Client Service ID : 984777

Constance Georgiou

Level 7, 45 Clarence Street
Sydney New South Wales 2000

Attention: Constance Georgiou

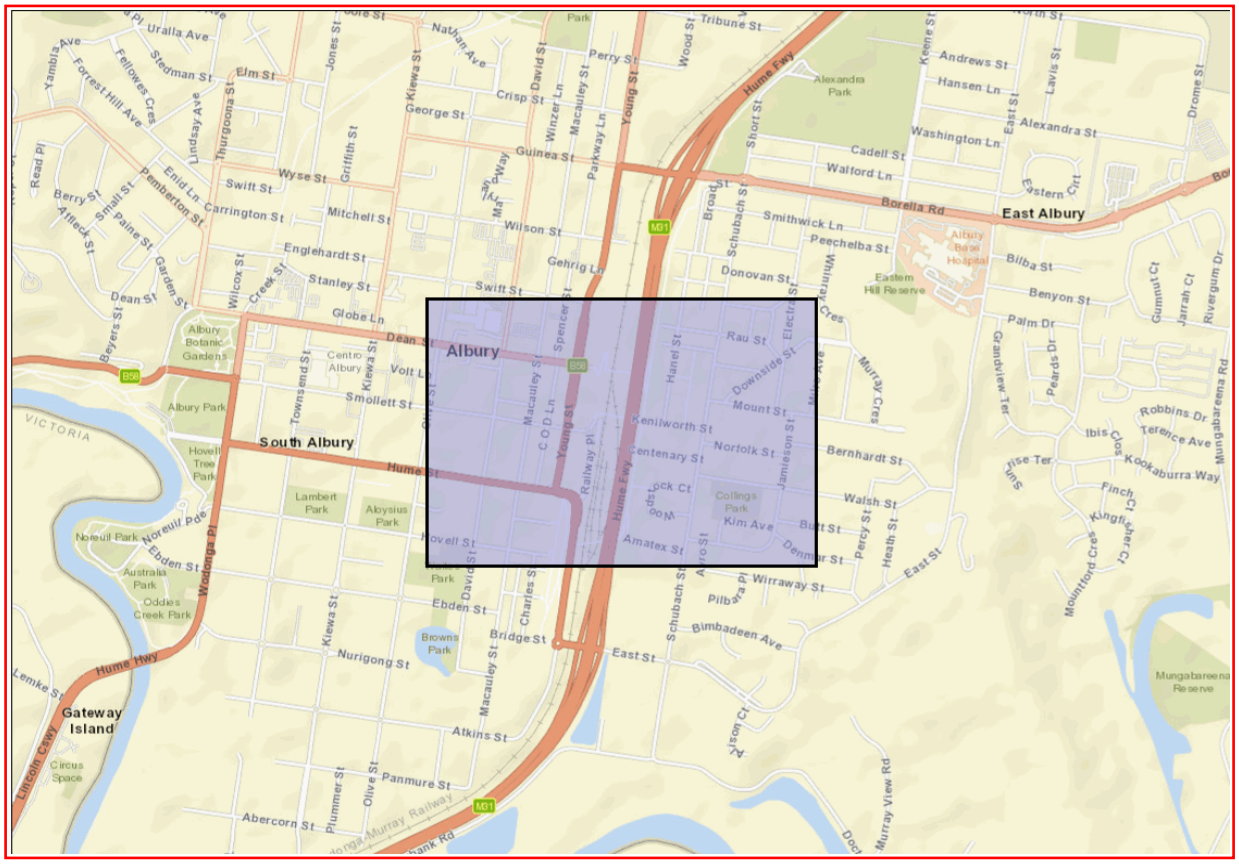
Email: constance.georgiou@bdinfrastructure.com

Date: 13 March 2025

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -36.0882, 146.9177 - Lat, Long To : -36.0795, 146.9331, conducted by Constance Georgiou on 13 March 2025.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	**Aboriginal sites are recorded in or near the above location.**
0	**Aboriginal places have been declared in or near the above location. ***

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the NSW Government Gazette (https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

Important information about your AHIMS search

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.

Level 6, 10 Valentine Ave, Parramatta 2150
Locked Bag 5020 Parramatta NSW 2124
Tel: (02) 9585 6345

ABN 34 945 244 274
Email: ahims@environment.nsw.gov.au
Web: www.heritage.nsw.gov.au

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : PI&S Henty

Client Service ID : 984779

Constance Georgiou

Level 7, 45 Clarence Street
Sydney New South Wales 2000

Attention: Constance Georgiou

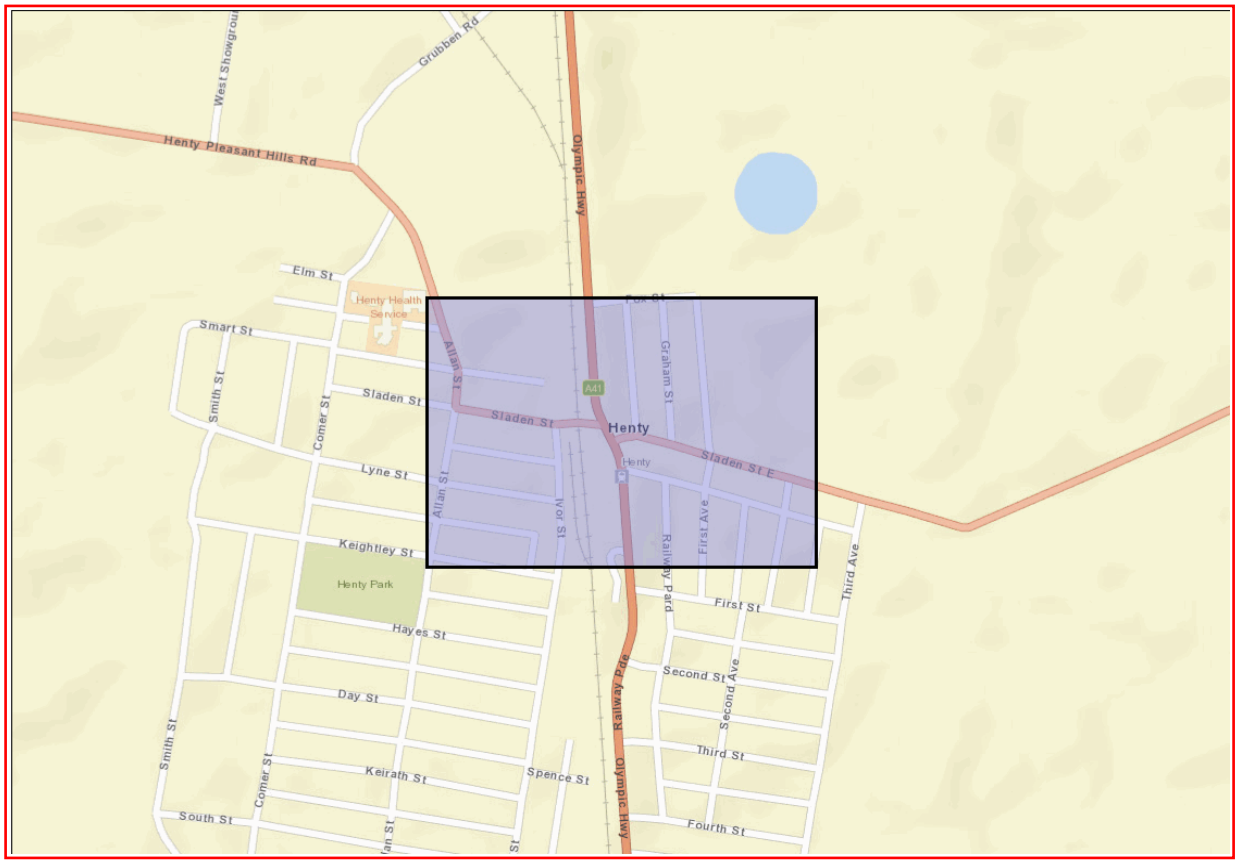
Email: constance.georgiou@bdinfrastructure.com

Date: 13 March 2025

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -35.5195, 147.0322 - Lat, Long To : -35.5151, 147.0399, conducted by Constance Georgiou on 13 March 2025.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



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Email: ahims@environment.nsw.gov.au
Web: www.heritage.nsw.gov.au

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : PI&S Junee to Illabo 1

Client Service ID : 984785

Constance Georgiou

Level 7, 45 Clarence Street
Sydney New South Wales 2000

Attention: Constance Georgiou

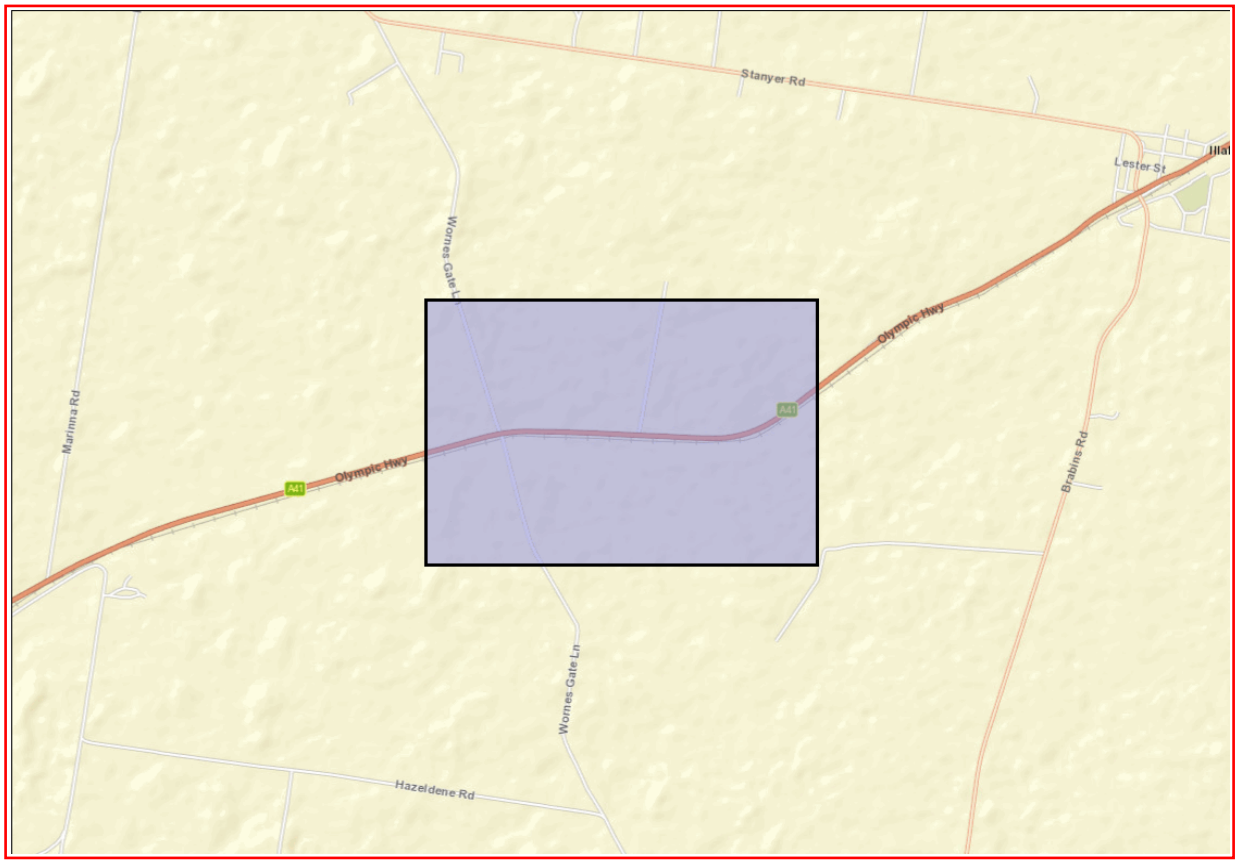
Email: constance.georgiou@bdinfrastructure.com

Date: 13 March 2025

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -34.8404, 147.6823 - Lat, Long To : -34.8228, 147.7132, conducted by Constance Georgiou on 13 March 2025.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



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Web: www.heritage.nsw.gov.au

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : PI&S Junee to Illabo 2

Client Service ID : 984788

Constance Georgiou

Level 7, 45 Clarence Street
Sydney New South Wales 2000

Attention: Constance Georgiou

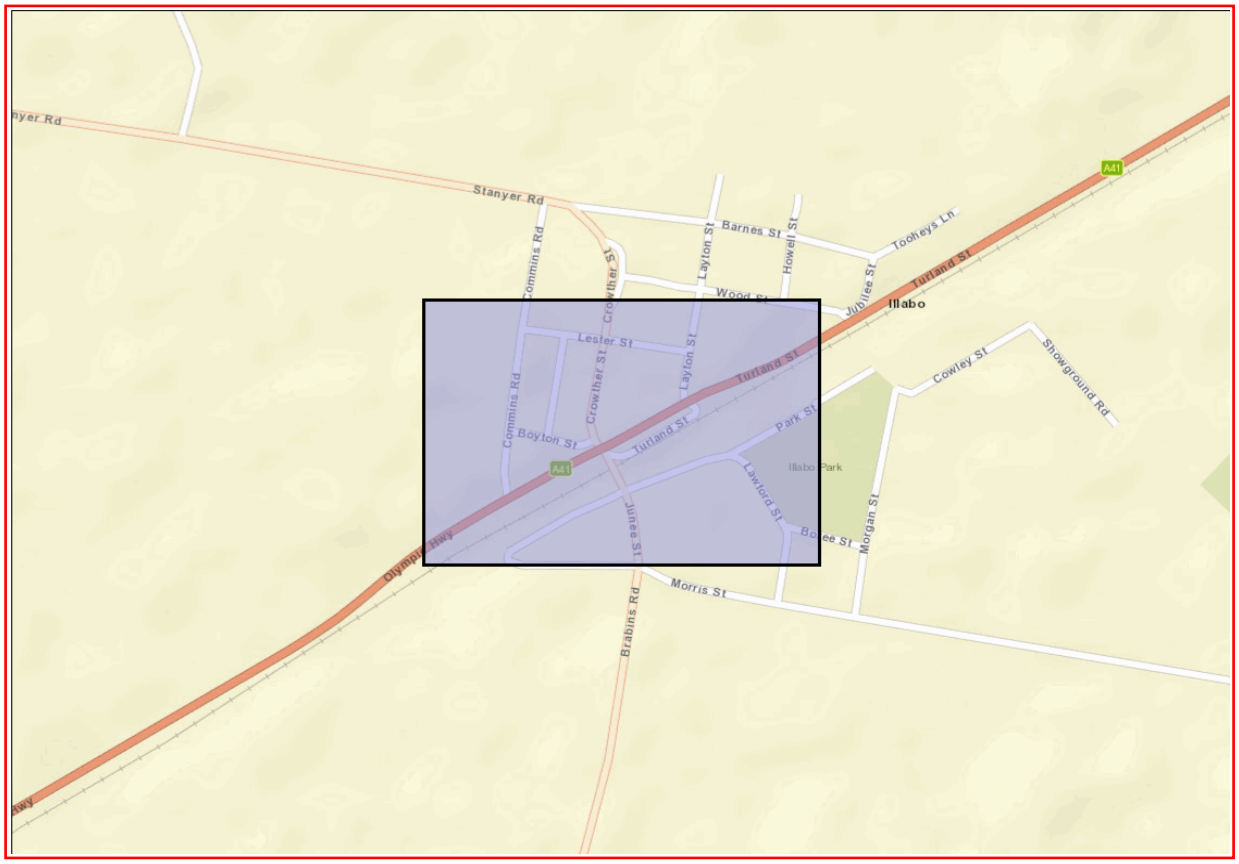
Email: constance.georgiou@bdinfrastructure.com

Date: 13 March 2025

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -34.8177, 147.735 - Lat, Long To : -34.8133, 147.7428, conducted by Constance Georgiou on 13 March 2025.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



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AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : PI&S Junee to Illabo 3

Client Service ID : 984789

Constance Georgiou

Level 7, 45 Clarence Street
Sydney New South Wales 2000

Attention: Constance Georgiou

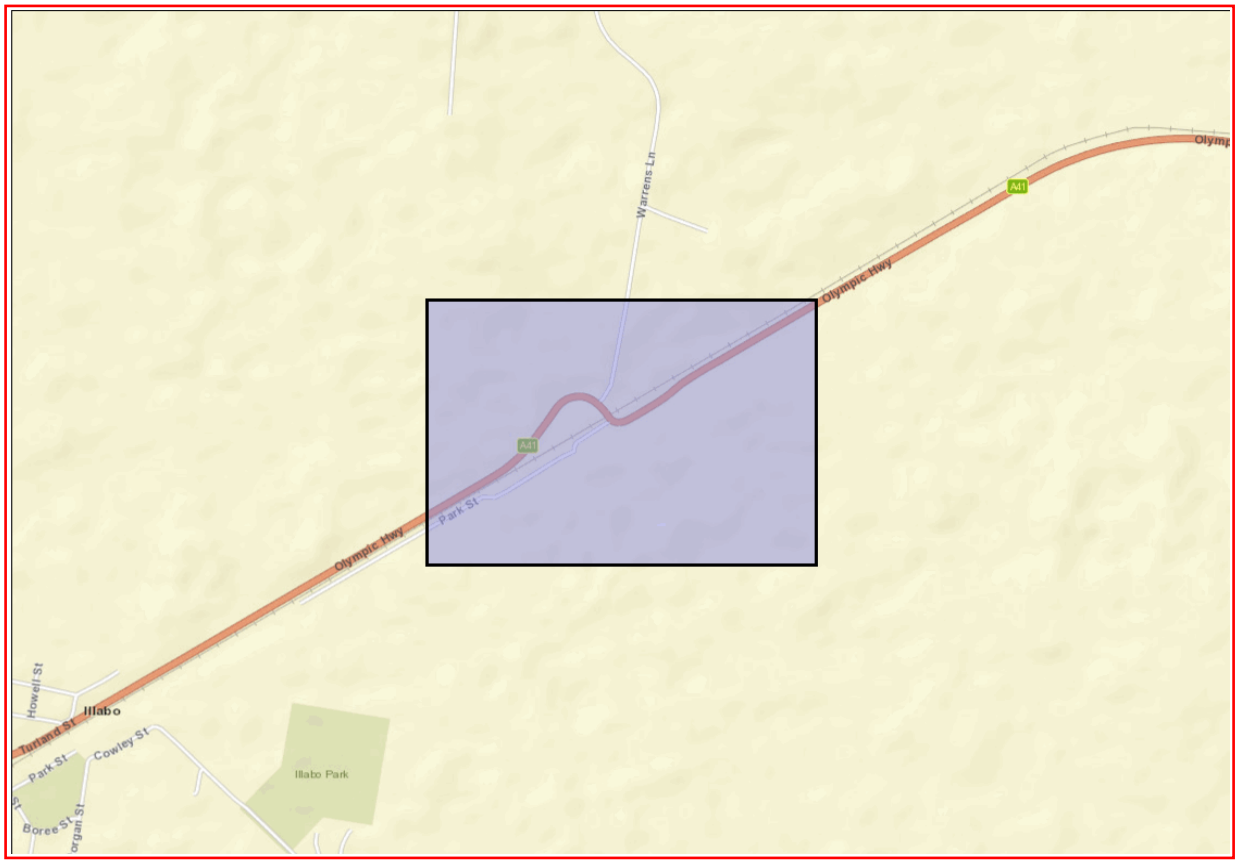
Email: constance.georgiou@bdinfrastructure.com

Date: 13 March 2025

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -34.8083, 147.7577 - Lat, Long To : -34.7995, 147.7731, conducted by Constance Georgiou on 13 March 2025.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



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APPENDIX H

Vegetation Communities

DEAN STREET

Albury Station
and surrounds

HUME STREET

ATKINS STREET

HUME HIGHWAY

Native vegetation type and zone

Miscellaneous ecosystem - highly disturbed areas with no or limited native vegetation

Miscellaneous ecosystem - ornamental plantings

Albury to Illabo

Appendix B2 – Native vegetation types, zones and BAM integrity plots within the study area

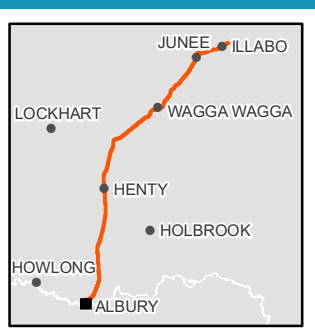
MAP 2 OF 28

0 50 100 m

Coordinate System: GDA 1994 MGA Zone 55

Date: 25/05/2022 Paper: A3
Author: WSP Scale: 1:3,000
Data Sources: ARTC, NSWSS

Proposal site
Study area
Existing railway
Main road
Certified land



INLAND RAIL

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

C:\Users\Emily.Mitchell\WSP O365\AU-WKG - Geospatial - AIS - Projects\PS122419_Albury_to_Illabo\Tasks\210_0010_EAP_EISReportFigures\Documents\BDAR\100pc\210_EAP_B2_NativeVegTypes_r1v8.mxd

HENTY PLEASANT HILLS ROAD

ALLAN STREET

OLYMPIC HIGHWAY

BUCKARGINGAH CREEK

Henty Yard clearances

SLADEN STREET

RAILWAY PARADE

Native vegetation type and zone

- VZ3 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (poor condition)
- Miscellaneous ecosystem - highly disturbed areas with no or limited native vegetation
- Miscellaneous ecosystem - ornamental plantings

Albury to Illabo

Appendix B2 – Native vegetation types, zones and BAM integrity plots within the study area

MAP 8 OF 28

0 50 100 m

Coordinate System: GDA 1994 MGA Zone 55

Date: 25/05/2022 Paper: A3
Author: WSP Scale: 1:3,000
Data Sources: ARTC, NSWSS

- Proposal site
- Study area
- Existing railway
- Main road
- Watercourse

INLAND RAIL

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Junee to
Illabo
clearances

OLYMPIC HIGHWAY

Q11

BAM integrity plot

Native vegetation type and zone

VZ2 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (moderate condition)

VZ3 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (poor condition)

VZ4 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (derived condition)

Miscellaneous ecosystem - highly disturbed areas with no or limited native vegetation

Albury to Illabo

Appendix B2 – Native vegetation types, zones and BAM integrity plots within the study area

MAP 25 OF 28

0 50 100 m

Coordinate System: GDA 1994 MGA Zone 55

Date: 25/05/2022 Paper: A3
Author: WSP Scale: 1:8,000
Data Sources: ARTC, NSWSS

Proposal site
Study area
Existing railway
Main road

INLAND RAIL

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OLYMPIC HIGHWAY

JERALGAMBETH CREEK

Junee to
Illabo
clearances

Native vegetation type and zone

- VZ3 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (poor condition)
- VZ4 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (derived condition)
- Miscellaneous ecosystem - highly disturbed areas with no or limited native vegetation

Albury to Illabo

Appendix B2 – Native vegetation types, zones and BAM integrity plots within the study area

MAP 26 OF 28

0 50 100 m

Coordinate System: GDA 1994 MGA Zone 55

Date: 25/05/2022
Author: WSP
Paper: A3
Scale: 1:8,000
Data Sources: ARTC, NSWSS

- Proposal site
- Study area
- Existing railway
- Main road
- Watercourse

INLAND RAIL

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

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EURONGILLY ROAD
JERALGAMBETH CREEK
TURLAND STREET
CROWTHER STREET
MORRIS STREET
STANYER ROAD
BRABINS ROAD
OLYMPIC HIGHWAY
Junee to Illabo clearances
Q7

BAM integrity plot

Native vegetation type and zone

- VZ2 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (moderate condition)
- VZ3 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (poor condition)
- VZ4 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (derived condition)
- VZ5 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (native plantings)
- Miscellaneous ecosystem - highly disturbed areas with no or limited native vegetation
- Miscellaneous ecosystem - ornamental plantings

Albury to Illabo

Appendix B2 – Native vegetation types, zones and BAM integrity plots within the study area

MAP 27 OF 28

0 50 100 m

Coordinate System: GDA 1994 MGA Zone 55

Date: 25/05/2022 Paper: A3
Author: WSP Scale: 1:8,000
Data Sources: ARTC, NSWSS

- Proposal site
- Study area
- Existing railway
- Main road
- Watercourse

INLAND RAIL

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

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WARRENS LANE

OLYMPIC HIGHWAY

BILLABONG CREEK

JERALGAMBETH CREEK

Junee to Illabo clearances

Native vegetation type and zone

- VZ3 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (poor condition)
- VZ4 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (derived condition)
- VZ5 - PCT 277 - Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (native plantings)
- Miscellaneous ecosystem - highly disturbed areas with no or limited native vegetation

Albury to Illabo

Appendix B2 – Native vegetation types, zones and BAM integrity plots within the study area

MAP 28 OF 28

0 50 100 m

Coordinate System: GDA 1994 MGA Zone 55

Date: 25/05/2022 Paper: A3
Author: WSP Scale: 1:8,000
Data Sources: ARTC, NSWSS

- Proposal site
- Study area
- Existing railway
- Main road
- Watercourse

INLAND RAIL

ARTC

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APPENDIX I

Unexpected Finds Procedure (Flora and Fauna)

Discovery of unexpected threatened entity i.e.
(a) any additional impact to threatened species or ecological communities that were included in the assessment but have been found at a new location
(b) to any threatened entity that was not offset.

Stop all work which is likely to impact on the threatened entity.
The person who discovered the find is to notify all project personnel woking in the immediate vicinity of the find(s) so that any potential disturbance activity can be halted.

Notify Site Supervisor and Environmental Manager

All personnel

Notify and consult the project ecologist and install deliniation (for flora and/ or fauna habitat)
Project ecologist to confirm if the threatened entity would be potentially impacted and confirm appropriateness of deliniation/ initial measures.

Is the species or community a listed threatened entity under State or Commonwealth legislation?

No

Yes

Has impact to the species or community in that location been assessed in the EAD and will the absolute clearing extent be within the restrictions posed by Condition E23?

Yes

The impact to the species or community was a assessed by the EAD and is permissible in that location (Any conditions of the Infrastructure Approval must also be considered). **The impact is therefore permissible**

Notify DPHI and BCS in writing on any additional mitigation measures to be implemented

No

The impact to the species or community was NOT addressed in the EAD , follow up investigation is required

Martinus Rail to consult with the Project Ecologist and ARTC when developing actions to assess and manage the find.

For EPBC Act species (and as required under the BC Act) conduct and assessment of significance and review controls to mitigate impacts. Where relevant consider additional controls to minimise impacts to the unexpected find

Consult with DPHI/BCS as relevant regarding propsed measures, impacts and follow up actions

Record find and follow up actions

Confirm with DPHI/BCS (as relevant) that proposed controls are adequate to proceed.

Records of the find to be submitted to BioNet.

Biodiversity assessment to be prepared and implemented (or alternatively the BDAR is to be updated with new impacts) and additional approval documents to be prepared as required.

Measures which can be implemented prior to impact are to be implemented.

Measures required to be implemented at a later date (i.e. any revision to the offsets) with be implemented following impacts

Records of the find to be submitted to BioNet

Martinus Rail Environment Manager or delegate authorises Unexpected Finds Hold Point Release

Recommence works with updated controls where necessary

APPENDIX J

Fauna Handling and Rescue Procedure

FAUNA HANDLING AND RESCUE PROCEDURE – BIODIVERSITY

Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER: 6-0052-210-PES-00-PR-0001

Document Control

DOCUMENT TITLE:	Fauna Handling and Rescue Procedure – Biodiversity		
DOCUMENT OWNER:	Chris Standing – Environment, Approvals and Sustainability Manager		
PREPARED BY:	Katie Baxter	**TITLE:**	Environmental Approvals Lead – A2I
SIGNATURE:		**DATE:**	13 August 2024
REVIEWED BY:	Alex Graham	**TITLE:**	Principal Ecologist – East Coast Ecology
SIGNATURE:		**DATE:**	13 August 2024

Approved by

NAME	TITLE	SIGNATURE	DATE

Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
A	13 August 2024	First revision for client and ER review	13 August 2024
B	10 October 2024	Second revision for client and ER review and consultation	10 October 2024
0	10 December 2024	Third revision in response to BCS comments	10 December 2024

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1 INTRODUCTION

This Fauna Handling and Rescue Procedure (this Procedure) forms part of the Construction Biodiversity Management Plan (CBMP) prepared for the Albury to Illabo Inland Rail project and forms part of the overall environmental management framework for the project.

This Procedure applies to the handling of any fauna encountered during construction if required.

1.1 Induction and training

All Project personnel are to be inducted on the existence of this Procedure during the Project Induction and in more detail as required in Site Inductions and regular Toolbox Talks. Records of all training, including inductions, will be maintained. Records will include the name and role of the attendee, the date of training/induction as well as the name of the course.

1.2 Scope

This procedure is applicable for the following:

- All activities conducted by site personnel (including sub-contractors) that have the potential to encounter fauna that will need to be relocated or removed from site and;
- Vegetation clearing and land disturbance.

Handling of fauna may be necessary for fauna to be relocated or, if injured, taken to a vet or wildlife carer. A wildlife licence and/or scientific licence must be held by any staff handling fauna and should be undertaken either by the project ecologist or a person skilled in handling the species of fauna encountered.

Should any threatened species be identified, the Unexpected Threatened Species Finds Procedure (Appendix A of the CBMP) will be implemented.

1.3 Permits and Licenses

A Scientific Licence under Part 2 of the *Biodiversity Conservation Act 2016* (BC Act) (including Animal Ethics Approval under the Animal Research Act 1985) is required for fauna handling/rescue and survey work. Where rescued fauna requires rehabilitation and care, only wildlife rehabilitation organisations authorised under Part 2 of the BC Act may be used. A wildlife licence and/or scientific licence must be held by any staff handling fauna.

2 GENERAL FAUNA HANDLING AND RESCUE PROCEDURE

This Procedure will be implemented only if intervention is necessary (i.e. where fauna is injured or otherwise unable to leave the site without intervention), or to minimise stress to native fauna and/ or remove the risk of further injury.

Fauna may be encountered in a variety of situations during delivery of the project. During staged clearing activities, any fauna handling will be carried out by the Project Ecologist or a trained fauna handler. During other construction activities or non-staged clearing (when the Project Ecologist or fauna handler may not be present on site), fauna may require handling by other Project personnel. Wherever possible, the Project Ecologist or trained fauna handler will be used.

Due to the remoteness and large distances between work sites, there may be times when the Project Ecologist or fauna handler is not present on-site, and it is more important to move the fauna from danger or harm. In these circumstances, Martinus Rail personnel may be required to handle the fauna (i.e. where that movement removes the fauna from danger or harm). Appropriate animal handling gear, as described below and in Section 3, should be kept at the site offices and in site vehicles where possible.

The Project must contact local veterinary clinics and/or wildlife carers at least seven days in advance of clearing works commencement to confirm their willingness to treat injured wildlife and advise them of the upcoming clearing schedule.

If wildlife (including aquatic) is discovered on the project site during construction activities that may harm the animal or pose a risk to site personnel, the following steps will be taken:

1. Stop all work in the vicinity of the fauna, turn off all machinery, and immediately notify the Foreman who is then to notify the Environment Manager. The Environment Manager is then to immediately notify the Project Ecologist to discuss the best course of action, e.g. if the animal is injured then take it to a wildlife rescue organisation or the closest Veterinary clinic;
2. Preferably allow fauna to leave the area without intervention if it is not injured or in shock and if safe to do so (i.e. no machinery in the immediate vicinity). In the event the Project Ecologist or local wildlife rescue cannot be contacted, the injured animal will be delivered to the closest vet as soon as possible. The contact details for available vets and WIRES are provided in Table 1;
3. Where necessary, to minimise stress to native fauna and/ or remove the risk of further injury before the appropriate rescue agency arrives onsite, Martinus Environmental Personnel shall cover the animal with a towel or blanket and place it in a cardboard box and/or hessian bag. Appropriate temporary housing for fauna is species-dependent. Gliders, possums, bats, snakes and lizards can be held individually in a calico bag until released in adjacent habitat. Healthy frogs are to be placed in separate, partially inflated single-use plastic bags and include a small amount of leaf litter or clean (i.e. washed in a 0.1 per cent concentration of a benzalkonium chloride-based disinfectant solution such as F10SC at 1:250 dilution and not re-used) damp cloth bag containing a small amount of leaf litter. Nesting birds and eggs are best placed in a covered cardboard box equipped with soft cloth.
    a. Place small animals in a cotton bag, tied at the top;
    b. Rescued fauna must be protected from exposure to heat and removed from the areas undergoing clearing activities to minimise noise exposure. Keep the animal in a quiet, cool, ventilated and dark place. A designated site would be decided upon in advance of any construction work;
    c. Aquatic fauna to be placed in a plastic aquarium or plastic bag with a sufficient amount of water sourced from the point of collection. Frogs would be transported without water or debris in recognition of the risk of transporting disease and the minimal transport time. Any frog handling would be undertaken in accordance with the Hygiene Guidelines (DPIE, 2020) (see Section 3.6);
    d. Some animals require particular handling (e.g. venomous reptiles, raptors) and should only be handled by appropriately qualified personnel;
    e. If handling bats, the handler must be vaccinated against the Australian Bat Lyssavirus (ABLV), which is a form of rabies and have appropriate licences to handle;
    f. Equipment for fauna rescue (including but not limited to a hessian sack, calico bags, cloths/ towels, single-use, non-latex, non-powdered (i.e. nitrile) disposable gloves, suitable animal handling gloves and transport boxes) will be kept in designated locations for emergency use by site staff if required. The fauna specialist will carry a fauna rescue kit in a site vehicle, and an additional kit will be located in the site office;
    g. Ensure a fully equipped standard first aid kit is on their person at all times, which should include a minimum of two snake bandages. Any animal handling must be undertaken by, or under the supervision of, a person with first-aid training;
4. If the animal cannot be handled but appears to be injured or in shock and has not moved on of its own accord, exclude personnel from the vicinity, record the exact location of the animal and contact the Project Ecologist and/ or rescue agency who will advise on a case-by-case basis;
5. If the fauna species is identified as a threatened species that is not a species identified in the CBMP, the Environment Manager must:

a. Immediately cease all work likely to affect the threatened species;
b. If the fauna is injured, call the rescue agency and notify the Project Ecologist; and
c. Implement the Unexpected Threatened Species Find procedure in Appendix A of the CBMP.

6. If the fauna is to be released, the Project Ecologist must identify suitable fauna release locations within or near the project site.

All relevant project documentation would be updated to display the new findings and subsequent management measures where required. This would include such documents as CBMP (and associated documents) and Sensitive Area Plans (SAPs).

If fauna is handled or moved during clearing activities, this will be recorded in post-clearing reports. Due to the linear nature of the Project, there will be a range of different roads and access tracks in which Project personnel or subcontractors may encounter fauna. The likelihood of encountering fauna during dawn and dusk is increased. If fauna is struck by a vehicle, the general fauna handling and rescue procedure is to be followed and the incident is to be recorded by the MR Environment team in the Incident Reporting Protocol (Table 2) and requires reporting via the incident management database per the Safety Management Plan.

3 SPECIFIC HANDLING REQUIREMENTS

3.1 Birds

General rescue approach for birds:

- If habitat trees are found to contain nestlings or juveniles prior to felling, then it would be preferable to leave trees intact until such a time that juveniles have vacated the nest or den. However, if construction timing does not permit this then attempts should be made to rescue juveniles for possible captive rearing and subsequent release into relocation sites;
- Where possible and safe to do so, gain access to nests/hollows and relocate to nearby safe areas avoiding the direct handling of eggs and chicks where possible. Nest platforms/poles and nest boxes will be considered on a case-by-case basis where they provide benefit to a threatened species and as advised by the project ecologist;
- Capture and remove any nestlings;
- Place nestlings in cotton capture bags and assess for injuries. Store bags containing nestlings in a pet-carrying cage or ventilated cardboard box. The animal container will be covered to reduce stress on the bird. Deliver to specialist wildlife carer;
- If adult birds are captured, they will be released away from construction activities; and
- Raptors should only be handled by experienced fauna handlers and with welders' gloves for the talons.

3.2 Small ground-dwelling mammals

General rescue approach for ground-dwelling mammals:

- If a small mammal is within the construction zone, activities in the area that may impact the animal may need to cease;
- Small mammals should be calmly encouraged or left to leave the work area;
- If small mammals are found during habitat removal, they will need to be captured and relocated;
- If an echidna is found, dig it out by hand or carefully by shovel to the side of the echidna. The aim is to get a hand(s) beneath the animal and to lift it from the soil. Ensure thick gloves are used if handling;
- If native rodents or bandicoots are found, capture them using your gloved hands or with a net and place them in a cloth bag;
- Handling of small mammals will be undertaken by suitably trained and qualified animal handlers; and
- Place small mammals in a larger container, such as a pet carry case. Captive mammals will be kept in a cool, well-ventilated location, out of direct sun. Uninjured small mammals will be translocated to adjacent un-impacted bushland and released as soon as possible.

3.3 Large ground-dwelling mammals

General rescue approach for kangaroos, wallabies, wombats and introduced pests:

- If a large mammal is within the construction zone, activities in the area that may impact the animal may need to cease;
- Large mammals should be calmly encouraged, or left, to leave the work area;
- In the event that a juvenile is displaced (thrown from a pouch) and cannot be reunited with its parent, it will be taken to a vet or wildlife carer;
- Gloves should be worn at all times when handling mammals to mitigate risks from kicking and scratching; and
- Introduced pests such as goats, deer and pigs should not be handled. All pest species should be corralled/ directed out of the project.

3.4 Arboreal mammals

General rescue approach for arboreal mammals:

- If arboreal mammals are found during vegetation clearing, the Project Ecologist/ fauna handler will determine if capture and relocation are warranted;
- Animals will be captured either by hand or net and placed into a suitable cage;
- If uninjured, captured animals will be released at a location deemed suitable by the Project Ecologist, and;

- In the event that juvenile possums/ gliders are displaced and cannot be reunited with their mother, they will be managed in accordance with the recommendations of the Project Ecologist or fauna handler. As required, the juvenile will be taken to a vet or wildlife carer.

3.5 Reptiles

General rescue approach for reptiles:

- Snakes will only be captured and relocated if they present a potential threat to construction personnel or are likely to be harmed by the works. In most cases, snakes will attempt to move away from a disturbed area;
- Reptiles will be captured by the Project Ecologist (when they are available) or by a person who is licensed under the Biodiversity Conservation Act 2016 to catch and release reptiles;
- Snakes will only be handled by approved personnel who are qualified and trained to do so;
- No contact handling techniques (i.e. use a snake hook and bag as opposed to manually handing the snake) are recommended for all snakes, and;
- Lizards will be released as soon as possible after capture into suitable habitats outside of the construction zone;

3.6 Amphibians

The Hygiene Guidelines (DPIE, 2020) must be followed for all frog handling to prevent pathogen spread amongst individuals and between catchments. General rescue approach for frogs:

- If there is no option other than to handle amphibians, single-use, non-latex, non-powdered (i.e. nitrile) disposable gloves must be worn when handling individuals. If gloves are not available, then avoid touching the frog with bare hands by using implements to transfer to a container;
- Healthy frogs are to be placed in separate single-use plastic bags which should be partially inflated or clean (i.e. washed in a 0.1 per cent concentration of a benzalkonium chloride-based disinfectant solution such as F10SC at 1:250 dilution and not re-used) damp cloth bag;
- Sick or injured individuals would be euthanised immediately unless there is a high probability of recovery, in which case treatment would be as for healthy frogs;
- Handling equipment, hands and boots to be cleaned of all soil and sprayed with a 0.1 per cent concentration of a benzalkonium chloride-based disinfectant solution (i.e. F10SC at 1:250 dilution) or a Chlorhexidine-based product (e.g. Halamid©) and rinsed when moving between water bodies. Hands may be disinfected using 70 per cent methylated spirits in water;
- Frogs and tadpoles are not to be moved between catchments;
- Dead frogs would be handled only using single-use gloves and buried in situ to avoid movement of pathogens.

3.7 Other mammals: Bats

General rescue approach for bats:

- Bats must only be handled by a qualified ecologist or wildlife carer experienced in bat handling and vaccinated against the Australian Bat Lyssavirus (ABLV);
- Gloves must be worn when handling bats;
- As soon as possible, captured microbats will be placed into a cloth/calico bag hung vertically in a quiet, cool, dark place until released at night;
- Larger bats would be handled by wearing elbow length puncture proof gloves, wrapped in a large towel and placed in a large cloth/calico bag;
- All bats will be relocated into adjacent suitable habitat at night;
- In the event that a juvenile bat is displaced and cannot be reunited with its parent, orphaned animals will be managed in accordance with the recommendations of the Project Ecologist or fauna handler. As required the juvenile will be taken to a vet or wildlife carer.

4 EUTHANASIA

4.1 When to euthanise

In some cases, rehabilitation and/ or relocation of fauna will not be possible. When it is not possible to transport an injured animal to a wildlife carer or veterinarian (e.g. when injuries are so extreme that survival is not possible), injured fauna must be assessed by the Project Ecologist or Martinus ER and a decision made regarding euthanasia. In keeping with the NSW Code of Practice for Injured, Sick and Orphaned Protected Fauna (Office of Environment and Heritage, 2011), fauna must be euthanised without exception when:

- Death is imminent or highly likely regardless of the treatment provided;
- The animal is suffering from chronic, un-relievable pain or distress;
- The animal is carrying (or suspected to be carrying) an incurable disease that may pose a health risk to wild animals;
- Its ability to consume food unaided is permanently impaired due to a missing or injured jaw, teeth or beak.

Fauna must be euthanised when one or more of the following circumstances apply:

- Its ability to locomote normally (i.e. run, climb, crawl, hop, fly or swim) is permanently impaired due to a missing or injured limb, wing, foot, backbone or tail;
- Its ability to sense its environment (i.e. see, hear, smell, taste or feel) is permanently impaired due to a missing or injured organ (e.g. eye, ear or nose);
- Its ability to catch or handle food is permanently impaired due to missing or injured digits (e.g. missing rear toe in raptors);
- Its advanced age renders it unable to survive in its natural habitat.

4.2 Euthanasia methods

A method appropriate for the species and circumstances should be utilised to ensure minimal pain and suffering. These methods could include:

- Stunning followed by decapitation and/or destruction of the brain for reptiles and amphibians;
- Stunning followed by cervical dislocation for small birds and mammals (less than 0.5 kg)
- Euthanasia carried out by a veterinarian for any other animal.

Any euthanasia methods utilised will be in accordance with those identified in the NSW Code of Practice for Injured, Sick and Orphaned Protected Fauna (Office of Environment and Heritage, 2011).

Fauna that requires euthanasia should not be exposed to additional stressors such as large numbers of onlookers, people touching it, loud noises or extreme temperatures.

Death must be confirmed prior to disposal of the carcass. The absence of a heartbeat and the loss of corneal reflexes indicate death has occurred.

The decision to euthanise an animal can only be made by the Project Ecologist and/or fauna handler. Euthanasia should be carried out by a licenced wildlife carer, veterinarian or the Project Ecologist.

5 CONTACT DETAILS

The contact details for the Project Ecologist and WIRES are provided within Table 1.

TABLE 1: CONTACT DETAILS

Role	Organisation	Location	Contact details
Project Ecologist	East Coast Ecology	Sydney, NSW	The contact details for the Project Ecologist will be retained by the MR project staff and available to personnel upon request
Wildlife Carers	WIRES	National service utilising local volunteers	1300 094 734
Veterinarian	Albury Animal Hospital	323 Wagga Rd, Lavington NSW 2641	(02) 6040 6995
Veterinarian	Wagga Wagga Veterinary Hospital	132 Urana St, Turvey Park NSW 2650	(02) 6926 0900
Veterinarian	Lake Road Vet on Broadway	113 Broadway, Junee NSW 2663	(02) 6926 2289

6 INCIDENT REPORTING PROTOCOL

For any incidents involving fauna, this form (Table 2) is to be completed and provided to the Environment Manager and filed appropriately.

TABLE 2: FAUNA RESCUE RECORDING SHEET.

Item	Detail
Date fauna located	
Time fauna located	
Weather (temperature, wind, cloud cover, precipitation)	
Location (Coordinates and description i.e. in tree hollow; under stockpile, open area etc)	
Fauna type (Mammal, bird, reptile etc)	
Species (if known)	
Visual signs of behaviour	
Condition, general health signs, description of injuries, note if a dead specimen	
Is the fauna injured (YES / NO)	
If YES, please complete Section A; If NO please complete Section B	
A – Injured Fauna Reporting	
What time was a fauna specialist (qualified ecologist or wildlife handler) called	
What time did the fauna specialist arrive?	
Fauna specialist name and contact	
What was the outcome? (e.g. Animal euthanized; animal in care; animal taken to vet; treated and relocated)	
B – Non-injured Fauna Reporting	
Where was the fauna relocated? (Coordinates and description) NB Only a qualified fauna ecologist or wildlife handler is to relocate fauna	
Time the fauna relocated?	
Name and qualification of fauna handler	
Visual signs of behaviour on release	
Condition – general health signs – on release	
General	
Other comments	
Completed by	
Signed	

MARTINUS

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

APPENDIX K

Flooding and Bushfire Emergency Management Plan

FLOODING AND BUSHFIRE EMERGENCY MANAGEMENT PLAN - STAGE A

Albury to Illabo | A2I

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER:

6-0052-210-PMA-00-PL-0008

Document Control

DOCUMENT TITLE:	Construction Flood and Bushfire Emergency Management Plan – Stage A			
DOCUMENT OWNER:	Chris Standing – Environment, Approvals and Sustainability Manager			
PREPARED BY:	Adrian Broger	**TITLE:**	Environmental Approvals Support – A2I	
SIGNATURE:	ABroger		**DATE:**	13 December 2024
REVIEWED BY:	Alison Kriegel	**TITLE:**	Environmental Approvals Support – A2I	
SIGNATURE:	Alison Kriegel		**DATE:**	13 December 2024

Approved by

NAME	TITLE	SIGNATURE	DATE
Andy Williams	Project Director		22 January 2025

Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
A	15 August 2024	First draft for client and ER review	15 August 2024
B	30 September 2024	Second draft for client and ER review and consultation with SES, Hume Zone and Riverina Zone Bush Fire Management Committees, DCCEEW and relevant councils	30 September 2024
0	13 December 2024	For ER endorsement	23 January 2025

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GLOSSARY

TERM	DEFINITION
AEP	Annual Exceedance Probability
APZ	Asset protection zone
ARTC	Australian Rail Track Corporation
BFMCMPs	Hume Zone Bush Fire Risk Management Plan (Hume Zone Bush Fire Management Committee, 2016) and the Riverina Bush Fire Risk Management Plan (Riverina Bush Fire Management Committee, 2015)
CCS	Community Communication Strategy
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan – Stage A
CFBEMP	Construction Flood and Bushfire Emergency Management Plan – Stage A (this Plan)
CSWMP	Construction Soil and Water Management Plan – Stage A
CoA	Conditions of Approval
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
CSSI	Critical State Significant Infrastructure
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DPE	NSW Department of Planning and Environment
EAD	Environmental Assessment Documentation that includes: ▪ Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); ▪ Albury to Illabo Response to Submissions (ARTC, November 2023); ▪ Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); ▪ Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); ▪ Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); ▪ Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); ▪ Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).
EIS	Environmental Impact Statement
EMP	Emergency Management Plan
Environmental Representative (ER)	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
EMP	Emergency Management Plan
ERG	Emergency Response Guide
Fire Authority	A generic term to describe the government fire prevention and control agencies that exist in the various Australian States.
Fire Danger Period	A calendar period which may be declared by individual states during which restrictions on fires may be imposed. Typically between October/December and April/June. TFB days will typically occur during this period.
Fire Spotter/Watch	A person directed by the Nominated Site Representative to lookout for fire indications before, during, and after completion of the hot work. The person shall carry out no other tasks associated with performing the hot work.

TERM	DEFINITION
Hot Work	Work that has the potential to cause a fire. This includes structural welding, rail welding, oxy gas cutting or heating, rail grinding, cable joining, and any other heat or spark producing operation. (this definition of Hot Work is not to be confused with other uses of the term, such as "Work in High Temperatures" for which there are regulatory requirements regarding prolonged heat exposure etc.)
MR	Martinus Rail
MR ESM	Martinus Rail Environment, Approvals and Sustainability Manager
Nominated Site Representative	A person, normally an Martinus employee or a contractor to Martinus, who is nominated to control the hot work on the worksite. This person may nominate themselves or be nominated by others but shall be on site for the hot work.
NSW	New South Wales
PIR	Preferred Infrastructure Report
Planning Secretary	Secretary of the NSW Department of Infrastructure, Housing and Infrastructure, or delegate
PMF	Probable Maximum Flood
Primary CoA/UMM	CoA and/or UMMs that are specific to the development of this Plan
POEO Act	*NSW Protection of Environment Operations Act 1997*
RFS	NSW Rural Fire Service
SES	State Emergency Services
TOBAN	Total Fire Ban Day(s)
Total Fire Ban (TFB)	A ban on the lighting of fires or the conduct of fire-inducing activities which is imposed by a State Government in accordance with that state's legislation for a defined period (often a 24-hour day period)
UMM	Updated Environmental Management Measures
VMS	Variable messaging sign(s)

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).

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 (P2N) and Narrabri to North Star Phase 1 (N2NS P1) sections are complete.

The project will enable enhancement works to structures and sections of track along 185 km of the existing operational standard-gauge railway in the Albury to Illabo (A2I) section of the Inland Rail program. Enhancement works are required to provide the increased vertical and horizontal clearances required for double-stacked freight trains. Works would 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.

A detailed project description is provided in Section 4 of the Construction Environmental Management Plan (CEMP).

1.2 Planning Context

The Inland Rail – Albury to Illabo project (the project) is declared State significant infrastructure (SSI) and critical State significant infrastructure (CSSI) under Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act). The project is permissible without development consent and is subject to assessment and approval by the NSW Minister for Planning and Public Spaces.

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

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 provides 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 as a consequence of these further assessments and related submissions.

1.3 Statutory Context and Approval

The project was assessed as part of the following documents:

- Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022);
- Albury to Illabo Response to Submissions (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024);
- Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024);
- Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);

- Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).

Together these documents are referred to as the Environmental Approvals Documentation (EAD).

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

1.4 Scope of this Stage A Plan

The scope of this Construction Flooding and Bushfire Emergency Management Plan (CFBEMP or this Plan) is to describe how the project will manage potential flood and bushfire emergency impacts during Stage A construction of the project (refer Section 1.4.1).

This Plan addresses the requirements of the EAD including incorporating the relevant updated management measures (UMMs), and CoAs. SMART (Specific, Measurable, Achievable, Realistic and Timely) principles have been considered and applied during the preparation of this Plan which will be implemented for the duration of construction.

This Plan is applicable to all activities during construction of the project, including all areas where physical works will occur or areas that may otherwise be impacted by the construction works, and under the control of Martinus Rail. All Martinus Rail staff and sub-contractors are required to comply with and operate fully under the requirements of this Plan and related environmental management plans, over the full duration of the construction program.

A copy of this Plan will be kept on the premises for the duration of construction.

1.4.1 Staging

The Staging Report describes how the construction and operation of the project will be staged in accordance with CoA A9, A10 and A11. A staged approach has been primarily adopted for the project to prioritise critical activities that are reliant upon infrequent and fixed rail possessions. It overall de-risks the construction program for the project, ensuring that the project is operational within the timeframe committed to by the NSW Government.

As required by CoA A14 and C16, a Construction Environmental Management Framework (CEMF) has been prepared to be consistent with the Staging Report. The CEMF has been prepared to facilitate the preparation and approval of CEMPs, Sub-plans, and construction monitoring plans (CMPs) during the construction phase of the project. It includes a guide to the general environmental, stakeholder and community management requirements which will be implemented during construction and provides a road map for environmental management documentation.

In accordance with CoA C16, the CEMF must be endorsed by the Environmental Representative (ER) and then submitted to the Planning Secretary (for approval) no later than one (1) month before the lodgement of any CEMP, CEMP Sub-plan, or Construction Monitoring Program.

This Plan has been prepared to be consistent with the Staging Report and the CEMF, as required by CoA A11 and A12, as well as C16. This Plan has therefore been prepared to address how Martinus Rail will manage potential flood and bushfire emergency impacts during construction of the first stage of the project – Stage A.

Stage A, as described in Section 2.1.2 of the Staging Report will comprise preparation activities for the March 2025 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);
- Wagga Wagga Station pedestrian bridge;
- Wagga Wagga Yard clearances;
- Bomen Yard clearances;
- Kemp Street bridge;

- Junee pedestrian bridge.

This plan applies to the entirety of Stage A.

Based on the approved CEMF approach, this Plan will be endorsed for use by the ER.

Construction work during Stage A will generally include:

- 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.

1.5 Interactions With Other Managements Plans and Strategies

This Plan has the following interrelationships with other management plans and documents:

- Community Communication Strategy (CCS) which details procedures and processes for community notification, consultation and complaints management;
- The Stage A Construction Contamination and Hazardous Materials Management Sub-plan addresses the management of contaminated land, hazardous materials, and unexpected contaminated finds;
- The Stage A Construction Biodiversity Management Sub-plan addresses the management of flora and fauna;
- The Stage A Construction Soil and Water Management Sub-plan (CSWMP) addresses the management of soil and water including erosion and sediment control and potential impacts on surface and groundwater.

1.6 Consultation

1.6.1 Consultation For This Plan

In accordance with CoA C6(e), this Plan has been prepared in consultation with:

- SES;
- Hume Zone and Riverina Zone Bushfire Management Committees;
- DCCEEW;
- Wagga Wagga City Council;
- Albury City Council;
- Greater Hume Council;
- Junee Shire Council;
- Lockhart Shite Council.

The consultation report prepared for this Plan in accordance with CoA A8 outlines what feedback was provided (if any), and how stakeholders' responses have been addressed. A summary of consultation has been provided in Table 1.

TABLE 1: CONSULTATION SUMMARY – STAGE A

Stakeholder	Dates	Feedback provided	How addressed
SES	06/11/2024 – response from SES	No feedback on the plan.	NA
Hume Zone Bushfire Management Committees Riverina Zone Bushfire Management Committees	24/10/2024 – response received from Hume Zone and Riverina Bush Fire Management Committee. 04/11/2024 – response received from Junee Council representative on the Riverina BFMC.	▪ Additional controls needed during hot works. ▪ The project should make use of the Hazards Near Me app. ▪ There are no APZs referenced in the plan. ▪ Grasslands are BFPL and need to be accounted for in the plan. ▪ The rail corridor requires a vegetation management program created in perpetuity. ▪ Suggestions provided for the management of hot works. ▪ The project should use the Harvest Safety Alerts to trigger a review of safety systems. ▪ A flood study referenced in the EIS was not included in Section 3.1 of the plan.	▪ Section 6.1.4 updated to include additional controls and reference the risk assessment/permitting process. ▪ The project will use the Hazards Near Me app. ▪ A section on APZs has been added to the plan. ▪ The BFPL areas are taken from the EIS and have been checked against the latest publicly available BFPL maps. ▪ A vegetation management program is outside the scope of the project. ▪ The section on hot works has been updated. ▪ The harvest safety alert system will be used to inform construction planning.

Stakeholder	Dates	Feedback provided	How addressed
		▪ Questions raised over the validity of existing environment information for bushfire and flooding. ▪ Query over the indicative construction timeframes presented in Table 7. ▪ Issues raised regarding hot works and Total Fire Ban days. ▪ The UMM H2 should be reworded.	▪ The flood study has been added into Section 3.1.2. ▪ The existing environment section is taken from the EIS/PIR/RTS and will continue to be reviewed for accuracy as flood modelling is finalised. ▪ The timeframes in Table 7 are consistent with the approved project. ▪ The section on hot works and TFB days has been updated. ▪ UMM H2 can not be reworded without modifying the planning approval.
DCCEEW	11/10/2024 – Plan provided to DCCEEW for comment. 04/11/2024 – follow up attempt made seeking feedback from DCCEEW	No feedback provided.	NA
Wagga Wagga City Council	04/11/2024 – response received from Wagga Wagga Council	Wagga council has no comments on the plan.	NA
Albury City Council	11/10/2024 – FBFEMP issued to Council. 14/10/2024 – briefing held with Albury Council. 22/10/2024 to 12/11/2024 – 9 follow up attempts made to Council to provide comment on the Plan.	No comments received on the plan.	NA
Greater Hume Shire Council	12/11/2024 response received from Greater Hume Shite Council	Council confirmed they had no comments on the plan.	NA
Junee Shire Council	12/11/2024 – response received from Junee Council	▪ When does Stage B start? ▪ The consultation summary section has not been completed. ▪ Add reference to the BFMCMPs and bushfire danger periods for Junee.	▪ Stage B is currently due to commence in mid-2025. ▪ The consultation section has now been updated following the completion of consultation.

Stakeholder	Dates	Feedback provided	How addressed
		▪ Please review flood studies for Junee. ▪ Consideration should be included for upstream damage to land or property that results from creek impact or creek diversion. ▪ A review of fire extinguishing controls is required. ▪ Consideration to be given to sandbagging, ERSED controls, diversion etc as pre-flood mitigations.	▪ References to these BFMCMPs and bushfire danger periods have been added into the plan. ▪ Impacts as result of the project will continue to be reviewed as flood modelling ▪ The fire extinguishing controls have been reviewed and updated based on feedback from the consultation period. ▪ Pre-flood mitigation measures are captured in Section 6.2.2.
Lockhart Shire Council	04/11/2024 – response received from Lockhart Shire Council	Council had no comments on the FBEMP.	NA

1.6.2 Ongoing Consultation During Construction

Ongoing consultation between Martinus Rail, Inland Rail, ARTC, other construction projects, stakeholders, the community and relevant agencies regarding the management of flood and bushfire emergency risks on the environment will be undertaken during the construction of the project as required. The process for consultation is described in the CCS.

1.7 Endorsement and Approval

In accordance with CoA C3, 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 CoA A1.

Construction will not commence until the relevant CEMP(s) and Sub-plans have been endorsed by the ER (as applicable and as identified in the CEMF approved under CoA C16), in accordance with CoA C15, and approved by the Planning Secretary in accordance with CoA C3 and C4.

Additionally, the CEMP and CEMP Sub-plans, as endorsed by the ER or approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of Stage A of construction.

2 PURPOSE

2.1 Purpose

The purpose of this Plan is to describe how potential flood and bushfire emergency impacts will be managed during Stage A construction of the project.

2.2 Objectives

The key objective of this Plan is to ensure that impacts to the local community and environment from flood and bushfire emergency risks associated with the project are minimised. To aid in achieving this objective, this Plan incorporates the relevant flood and bushfire management measures from the following sources:

- The project EAD;
- Inland Rail – Albury to Illabo Infrastructure Approval CoA (SSI-10055);
- All relevant legislation and other requirements described in Section 3.1.1 of this Plan.

2.3 Targets

Targets for the management of flood and bushfire emergency risks during the project include:

- Full compliance with the relevant legislative requirements including CoA and UMMs;
- Follow correct procedures for monitoring, preparation and evacuation of construction areas prior to a flood or bushfire event and post event;
- Ensure training is provided in the form of inductions and toolboxes to all construction personnel on flood and bushfire risks, protection measures and evacuation procedures before they begin work on site.

2.4 Performance Outcomes

Performance outcomes identified in Chapter 27 of the EIS (Approach to mitigation and management) that are relevant to the management of flood and bushfire emergency management during Stage A construction of the project are identified in Table 2.

TABLE 2: PERFORMANCE OUTCOMES (CONSTRUCTION FLOOD AND BUSHFIRE EMERGENCY)

Performance outcomes	How performance outcome will be achieved
Impacts on dedicated evacuation routes are minimised, as far as practicable, in flood events up to and including the probable maximum flood.	Implement this Plan, particularly the management measures in Section 6, which have been developed to consider the requirements in Section 3.

2.5 SMART Principles

This Plan has been developed with the consideration of SMART principles. This was achieved as follows:

- **Specific**: The measures listed this Plan are specific to bushfire and flood emergency management during construction. They include the development and implementation of procedures tailored to address bushfire and flood risks;
- **Measurable**: The document provides specific measures, requirements, and references that enable the evaluation and measurement of the effectiveness of each control measure;
- **Achievable**: The control measures outlined in the document are practical and achievable within the construction context. They involve the implementation of plans, investigations, and management strategies that can be feasibly executed during the construction phase;
- **Relevant**: The measures are directly relevant to flood and bushfire management during construction. They address potential impacts, such as those associated with works in flood or bushfire prone land. These measures are designed to mitigate or prevent bushfire or flood impacts;
- **Time-bound**: The document specifies when each measure should be implemented, such as prior to and during construction. It also assigns responsibilities to specific roles, indicating the timeline and accountability associated with each measure.

3 ENVIRONMENTAL REQUIREMENTS – STAGE A

3.1.1 Legislation

Legislation and regulations relevant to flood and bushfire emergency management includes:

- *Environmental Planning and Assessment Act 1979* (EP&A Act);
- *Protection of the Environment Operations Act 1997* (POEO Act);
- *Rural Fire Act 1997*;
- *Fire and Rescue NSW Act 1989*;
- *Work Health and Safety Act 2011*;
- *State Emergency Service Act 1989*;
- *Water Act 2007* (Cth);
- *Water Amendment Act 2008* (Cth);
- *Water Act 1912* (NSW);
- *Water Management Act 2000* (NSW).

A register of legal requirements for the project is contained in Appendix A1 of the CEMP.

3.1.2 Guidelines and Standards

The main guidelines, specifications, and policy documents relevant to this Plan include:

- Environmental Management Plan Guideline – Guideline for Infrastructure Projects (DPIE, April 2020);
- Department of Infrastructure, Planning and Natural Resources Guideline for the Preparation of Environmental Management Plans (DIPNR, 2004);
- Floodplain Development Manual: The Management of Flood Liable Land (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2005);
- Australian Rainfall and Runoff: A Guide to Flood Estimation (ARR, 2019, prepared by Ball et al., 2019);
- Flood Risk Management Manual (DPE 2023);
- Floodplain Risk Management Guide—Incorporating 2016 ARR in studies (Office of Environment and Heritage (OEH), 2019a)
- Guidelines for controlled activities on waterfront land (Department of Primary Industries (DPI), 2012b);
- Guidelines for developments adjoining land and water (OEH, 2013b);
- Murray–Darling Basin Plan 2012 (including water resource plans and water quality management plans) (Murray–Darling Basin Authority, 2012) (the Basin Plan 2012);
- The flood-related planning controls contained in local planning instruments relevant to the Stage A area -
    - Albury Local Environmental Plan 2010;
    - Greater Hume Local Environmental Plan 2012;
    - Lockhart Local Environmental Plan 2012;
    - Wagga Wagga Local Environmental Plan 2010;
    - Junee Local Environmental Plan 2012.
- Relevant local flood studies and plans;
    - Albury Floodplain Risk Management Study and Plan (WMAWater, 2016);
    - Culcairn Floodplain Risk Management Study and Plan (WMAWater, 2017a);
    - Henty Floodplain Risk Management Study and Plan (WMAWater, 2017b);
    - Jeralgambeth Creek at Illabo – Floodplain Risk Management Study and Plan ((Lyall & Associates, 2012);
    - The Rock Flood Study (WMAWater, 2014);
    - NSW Murray and Lower Darling Water Quality Management Plan (NSW DPI, 2019a);
    - Murrumbidgee Water Quality Management Plan (NSW DPI, 2019b);
    - Tarcutta, Ladysmith and Uranquinty Floodplain Risk Management Studies and Plans (GRC Hydro, 2021);

- Draft Wagga Wagga Major Overland Flow Floodplain Risk Management Study and Plan (WMAWater, 2021);
- Wagga Wagga Major Overland Flow Flood Study (WMAWater, 2011);
- The Lower Butlers Gully Flood Study (Lyall & Associates, 2009);
- Bungambrawatha Creek, Lavington, South Albury and West Albury flood study (Lyall & Associates, 2011);
- Eight Mile Creek Flood Study (URS, 2012).

- Australian Disaster Resilience Handbook 7, Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia (Australian Institute for Disaster Resilience, 2017);
- National Water Quality Management Strategy (Australian and New Zealand Environment and Conservation Council (ANZECC), 2018);
- AS 1940-2017 The storage and handling of flammable and combustible liquids;
- AS 3959-2018 Construction of buildings in bushfire-prone areas Standards Australia, Sydney;
- Safe Work Australia, Managing risks of storing chemicals in the workplace: Guidance material;
- NSW Rural Fire Service, 2019, Planning for Bushfire Protection – A guide for councils, planners, fire authorities and developers;
- Riverina Zone Bush Fire Management Committee (BFMC), 2008, Bush Fire Risk Management Plan;
- Hume Zone Bush Fire Management Committee (BFMC), Bish Fire Risk Management Plan;
- AS/NZS 3100:2018 Risk Management—Principles and Guidelines.

3.1.3 Minister's Conditions of Approval

The requirements of the CoA relevant to the development of this Plan are shown in Table 3. A cross reference is also included to indicate where the CoA is addressed in this Plan or other project management document. CoAs E39 to E46 relating to flooding are dealt with outside this plan.

TABLE 3: COA RELEVANT TO THIS PLAN

<table>
<tr><th>No.</th><th>Requirement</th><th>Where addressed</th></tr>
<tr><td>C5</td><td>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.</td><td>Section 1.7</td></tr>
<tr><td>C6</td><td>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.
<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>(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>
</table></td><td>This Plan
Section 1.6.1</td></tr>
<tr><td rowspan="2">C7</td><td>The CEMP Sub-plans must state how:</td><td>-</td></tr>
<tr><td>a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved;</td><td>Section 2.4</td></tr>
</table>

No.	Requirement	Where addressed
	b) the mitigation measures identified in the documents listed in Condition A1 will be implemented;	Section 6.4
	c) the relevant terms of this approval will be complied with; and	Section 3.1.3 Section 3.1.4
	d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles	Section 2.5 Section 5 Section 6 Section 7 Section 8
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;	Section 6
	b) consideration of flood and bush fire risks associated with construction works;	Section 5
	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.	Section 6.4
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.	Section 1.7
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.	Section 5.2.2

3.1.4 Updated Management Measures

The primary UMM presented in the EAD relevant to the development of this Plan are shown in Table 4. There are no secondary UMMs relevant to this plan. A cross reference is also included to indicate where the UMM is addressed in this Plan for other project management documents.

TABLE 4: PRIMARY UMMS RELEVANT TO THIS PLAN

No.	Requirement	Where addressed
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	This Plan Section 6.2.1

No.	Requirement	Where addressed
	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.	
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. Requirements for first-response capabilities, including fire extinguishers, water carts and hoses, will be assessed and provided at enhancement sites during construction, where needed.	Section 6.1

4 EXISTING ENVIRONMENT – STAGE A

4.1 Bushfire Prone Land

Bushfire-prone lands are identified areas that can support a bushfire or are likely to be subject to a bushfire. Bushfire-prone land maps have been prepared by Rural Fire Services NSW. Table 5 shows the proximity of the Stage A enhancement sites to bushfire-prone land (NSW Rural Fire Service, 2021).

Two (2) areas associated with the project are identified in the *Hume Zone Bush Fire Risk Management Plan* (Hume Zone Bush Fire Management Committee, 2016) and the *Riverina Bush Fire Risk Management Plan* (Riverina Bush Fire Management Committee, 2015) as being subject to bushfire planning measures. Together these two management plans are referred to as BFMCMPs.

TABLE 5: PROXIMITY OF ENHANCEMENT SITES TO BUSHFIRE PRONE LAND - STAGE A

Precinct	Enhancement Site	Indicative Proximity to bushfire prone land	BFMCMPs	Bush Fire Danger Period (per BFMCMPs)
Wagga Wagga	Pearson Street bridge	1.5 km	Riverina	October to March
	Cassidy Parade pedestrian bridge	800 m	Riverina	October to March
	Edmondson Street bridge	600 m	Riverina	October to March
Albury	Table Top Yard clearances	1.0 km	Riverina	October to March
Greater-Hume Lockhart	Henty Yard clearances	Within the proposal site	Hume Zone	November to March
	Yerong Creek Yard clearances	450 m	Riverina	October to March
	The Rock Yard clearances	Within the proposal site	Riverina	October to March
Junee	Harefield Yard clearances	1.0 km	Riverina	October to March
	Junee Yard clearances	1.0 km	Riverina	October to March
	Olympic Highway underbridge	1.5 km	Riverina	October to March
	Junee to Illabo clearances	2.8 km	Riverina	October to March

4.2 Flood-prone Land

Chapter 18 of the EIS (Hydrology flooding and water quality) presented a summary of the project areas which are situated on flood-prone land. The existing flood conditions for each precinct relevant for Stage A is provided in Table 6. The information within Table 6 will be reviewed and updated (where relevant) as modelling under CoA E40 is undertaken.

TABLE 6: EXISTING FLOODING CONDITIONS PER THE EAD - STAGE A

Enhancement site	Key features – Stage A	Existing flood conditions	Flood risk within and around the enhancement site for events up to the 1% AEP	PMF flood depth
Albury Precinct				
Table Top Yard clearances	Gantry removal	Not located on flood-prone land	Not affected	Not affected
Wagga Wagga Precinct				
Pearson Street bridge	N/A – not relevant to utilities scope	Overland flooding within the rail corridor. Peak flood depth of 0.15-0.3 m within the rail corridor in the 1% AEP. Rail corridor within the study area categorise as 'flood storage' and 'floodway' in the 1% AEP.	Not affected	Up to 0.7m in overland flooding events. Not affected by Murrumbigdee River flooding
Cassidy Parade pedestrian bridge	N/A – not relevant to utilities scope		5% AEP and greater events	Greater than 0.75 m in overland flooding events
Edmondson Street bridge	N/A – not relevant to utilities scope			
Greater Hume-Lockhart precinct				
Henty Yard clearances	Track realignment	No flood impacts within the rail corridor	Not affected	Up to 0.75 metres
Yerong Creek Yard clearances	Track realignment	No information available	No information available	No information available
The Rock Yard clearances	Gantry modification	No flood impacts within the rail corridor	Not affected	0.5 metres to 1 metre
Junee precinct				
Harefield Yard clearances	Track realignment	No flood impacts within the rail corridor	Not affected	No information available
Junee Yard clearances	Track realignment	Not located on flood-prone land	Not affected	No information available
Olympic Highway underbridge	Track realignment	Not located on flood-prone land	Not affected	No information available

Enhancement site	Key features – Stage A	Existing flood conditions	Flood risk within and around the enhancement site for events up to the 1% AEP	PMF flood depth
Junee to Illabo clearances	Track realignment	Not located on flood-prone land	Not affected	No information available

5 ASPECTS AND IMPACTS – STAGE A

5.1 Bushfires

5.1.1 Construction Activities

During Stage A of the project, there is a risk of fire ignition. Ignition of bushfires may result from:

- Electrical sparks and sparks from vehicles;
- Hot parts of vehicles coming into contact with dry/combustible vegetation;
- Electrical faults during testing;
- Chemical fires;
- Use of diesel powered equipment;
- Sparks from activities such as hot works, vegetation slashing and use of grinders;
- Inappropriate storage of fuels and chemicals;
- Inappropriate discarding of lit cigarettes;
- Use of open flames;
- Arson.

5.1.2 Potential Impacts

A majority of the enhancement sites are located at least 250 m from the nearest bushfire-prone land, including the associated buffer zones. Only two (2) Stage A enhancement sites are partially located on bushfire-prone land and are in areas covered by Bush Fire Risk Management Plans:

- Henty Yard clearances (Hume Zone BFRMP);
- The Rock Yard clearances (Riverina BFRMP).

These sites would have an increased risk of being impacted by bushfire during construction. Bushfires can cause property damage, injury to people and animals, and loss of life.

5.2 Flooding

5.2.1 Construction Activities

Construction activities on flood-prone land, including earthworks, concrete works, compounds, stockpiles, have the potential to temporarily affect flooding behaviour. Without the implementation of appropriate management measures, potential impacts include:

- Cause damage to construction sites, machinery, plant and equipment;
- Detrimentally impact downstream watercourses through increased flow rates in drainage lines, changes in scour, bank erosion and transport of sediments;
- Obstruct the passage of floodwater and overland flow, which could exacerbate existing flooding conditions and pose a safety risk to the public.

Construction activities at each enhancement site for Stage A would be short term and be prepared with consideration of flooding behaviour. For enhancement sites located in flood prone land and where temporary obstruction of overland flows or drainage systems cannot be avoided, further consideration of flood risk would be undertaken to develop the staging of works to ensure proper management of a flood event at all stages of construction.

5.2.2 Potential Impacts

Flood emergencies can cause property damage, injury to people and animals, and loss of life.

Overall, the Stage A enhancement sites represent a small area of the total catchments in which they are located, and any impacts of the project on drainage and flooding would be minor to negligible. Stage A works comprise of preparation activities for the March 2025 rail possession and involve negligible permanent design works that may influence on flood behaviour. There would be limited stockpiling of materials and laydown associated with Stage A, however, the small scale nature of these activities is unlikely to influence flood behaviour. Furthermore, there are no temporary creek crossings included as part of the Stage A scope. A summary of the key results of the flood modelling undertaken in the EAD is provided for context when considering overall risks to flood emergencies in Table 7 below.

TABLE 7: POTENTIAL FLOODING IMPACTS DURING CONSTRUCTION – STAGE A

Enhancement site	Location on flood prone land	Indicative duration of construction works – Stage A	Potential impacts
Albury precinct			
Table Top Yard clearances	No	2 months	No impacts, as the enhancement site is not affected by flooding.
Wagga Wagga Precinct			
Pearson Street bridge	Yes	2 months	Construction stockpiles and materials for utility works at this enhancement site may be impacted in a flood event. Flood emergencies can cause property damage, injury to people and animals, and loss of life if not managed.
Cassidy Parade pedestrian bridge			
Edmondson Street bridge			
Greater Hume-Lockhart precinct			
Henty Yard clearances	Yes	3 months	Temporary redistribution of overland flows and stormwater due to construction infrastructure. Flood emergencies can cause property damage, injury to people and animals, and loss of life if not managed.
Yerong Creek Yard clearances	No	3 months	
The Rock Yard clearances	Yes	2 months	
Junee precinct			
Harefield Yard clearances	No	3 months	No impacts, as the enhancement site is not affected by flooding.
Junee Yard clearances	No	4 months	No impacts, as the enhancement site is not affected by flooding.
Olympic Highway underbridge	No	5 months	No impacts, as the enhancement site is not affected by flooding.
Junee to Illabo clearances	Yes	5 months	Construction stockpiles and materials at this enhancement site may be impacted in a flood event. Temporary redistribution of overland flows and stormwater due to construction infrastructure. Flood emergencies can cause property damage, injury to people and animals, and loss of life if not managed.

6 MANAGEMENT AND MITIGATION

6.1 Bushfire Emergency Management

The following sections addresses the relevant CoAs and UMMs and have been developed in accordance with the SW RFS *Planning for Bushfire Protection – A guide for councils, planners, fire authorities and developers* (PBP).

6.1.1 Access Arrangements

In bushfire prone areas it is an essential to provide appropriate access for emergency services in the event of an emergency as well as appropriate exit routes in the event that an evacuation is necessary. Appendix 3 of the NSW RFS 2019 *Planning for Bushfire Protection – A guide for councils, planners, fire authorities and developers* provides design principles and specifications for emergency service vehicle access. These principles and specifications will be applied during the detailed design phase and would include the following:

- Turning requirements such as minimum curve radius and sweep path width;
- Turning requirements for dead end roads to avoid multipoint turns;
- Passing bays and parking spots to avoid pinch points that impede access;
- Width of property access roads.

The above principles will be incorporated into the planning and design of any ancillary facilities situated on bush fire prone land.

6.1.2 Asset Protection Zone

An asset protection zone (APZ) provides a low fuel hazard buffer between buildings or other assets and a bushfire hazard (e.g. patches of native vegetation). APZs create a defendable space to manage the flame, radiant heat and ember exposure of the asset and emergency service personnel.

An APZ will be developed during the establishment of areas which accommodate workers, near laydown areas, and in location where frequent hot works are occurring. The APZ will remain in place until demobilisation of each area. From the commencement of the works and for every bushfire season throughout the project duration, the APZ must be established and maintained in the following manner:

- An APZ around fixed construction equipment and occupied buildings such as the site office unless an alternative fire protection approach that achieves the same level of bushfire risk management is identified by a suitably qualified bushfire specialist;
- The APZs will be regularly maintained to a maximum grass height of up to 100mm; and
- Vegetation inside the main construction compounds and accommodation camp sites will be regularly maintained to a maximum height of 75mm, where environmental approvals allow.

The respective site supervisor is responsible for the management and maintenance of the APZ for their area. This will also be supported through visual inspections undertaken by the Environment Manager or delegate.

6.1.3 Planning for works

Ongoing reviews of site conditions will guide the site team on when it is safe to conduct hot works. These reviews will be used to plan works and will be completed using a combination of the resources and tools outlined below.

Hazards Near Me

Martinus shall promote and recommend that all staff and contractors download the ‘Hazards Near Me’ app and establish a 'Watch Zone' account onto their mobile device during the induction program. The Hazards Near Me app will then push notifications to project personnel alerting them to fires within the area and other safety messaging such as Total Fire Ban declarations.

Harvest Safety Alerts and Grain Harvesting Guide

The NSW Rural Fire Service Harvest Safety Alert and Grain Harvesting Guide will be incorporated into work planning process. Harvest Safety Alerts provide a signal to farmers that they should be taking extra precautions during harvesting operations to prevent the ignition and spread of fire due to the prevailing weather conditions. On days when the NSW Rural Fire Service (RFS) issue a Harvest Safety Alert, farmers are encouraged to review the harvest safety guide and determine whether it is safe to continue harvesting operations, due to the elevated fire weather conditions. The issuing of Harvest Safety Alerts by the NSW RFS will be used as a trigger for the review of construction activities and safety systems.

6.1.4 Management Of Onsite Activities Including Hot Works

Martinus Rail has a number of internal management plans and procedures that govern how hot work is managed. These include the Martinus Rail Hot Work Procedure, the Martinus Rail Emergency Management Plan, and the Martinus Rail Safety Management Plan.

Hot Works

Hot works is defined as any action that involves high temperatures, which includes but is not limited to the following activities:

- Grinding;
- Welding;
- Thermal or oxygen cutting or heating.

A Hot Work Permit will be required prior to commencing hot works in accordance with the Martinus Rail Hot Works Procedure. The permit will include:

- Details of the proposed work, including date, location and work type
- Firefighting equipment to be identified based on a risk assessment which takes into account:
  - The activities to be undertaken at the site
  - The vegetation, geography and topography of the site and surrounding area,
  - The prevailing and forecast weather conditions
- Any other conditions that apply to undertaking the works.

Example controls that would be implemented during or prior to Hot Works include the following:

- Firefighting equipment (fire hose, watertrucks, fire extinguisher) or similar must be present at the location of the hot works.
  - Water trucks will be fitted with hoses and rural fire grade service nozzles.
  - Water trucks will be positioned or equipped to enable access to both sides of the rail line.
  - Water trucks will have a capacity suitable for the type of works. This is generally approximately 2000 litres and will be determined via the risk assessment mentioned above.
- The work area must be cleared of combustible materials prior to commencing the hot works activity and any non-removable combustible materials covered or controlled to prevent ignition.
- Any personnel undertaking hot works will be provided with the appropriate level of training on how to operate fire extinguishing equipment in a safe and effective manner to provide a rapid response to extinguish minor fires that may occur.

Fire Watch Observer

Fire watching is a continuous inspection/observation of the work site and its vicinity by nominated personnel. The decision to appoint a fire watch observer is made based on the risks on the particular day. The fire watch observer will be trained in their roles and responsibilities prior to undertaking the works.

The fire watch observer should:

- Be alert for any fire outbreak or hazards. On days above the moderate Fire Danger Rating (refer Figure 1), monitoring for fire outbreaks should occur up to one (1) hour after the cessation of hot works activities;
- Take immediate action to combat any outbreak of fire that may occur;
- Not allow hot work to proceed outside the specified area; and
- Immediately review the work if a hazardous condition is observed.

Figure 1: Fire danger ratings (Source: NSW Rural Fire Service)

6.1.5 Total Fire Ban Days

For high fire risk activities (e.g. welding, grinding or any activity likely to cause sparks) ARTC procedure ***ETM-13-01 - Total Fire Bans*** outlines a comprehensive process detailing restrictions to activities during the Fire Danger Period and on Total Fire Ban days, including, but not limited to, required liaison with the local Fire Authority.

This procedure describes the actions required by Australian Rail Track Corporation (ARTC) employees, and contractors, to facilitate hot works during Total Fire Bans (TFB).

The arrangements within this procedure facilitate the capability for IRPL/Martinus to perform hot work in a TFB and include:

- State specific legislation for the issuing of exemptions and work permits for hot works in a TFB which is managed by the relevant state fire authorities in each state jurisdiction.
- ARTC acquisition of general exemptions or permits covering TFB hot work activities through the annual fire danger period (as declared by each state) or date and work specific permits to cover hot work activities on declared TFB days.
- A standard ARTC form *ETM1301F-01 Total Fire Ban Hot Works Checklist* for the recording of exemption or permit details, compliance to fire prevention and control requirements, and satisfactory completion of work.

In NSW each time a TFB is declared under Section 99 of the Rural Fires Act 1997 it must be published in the Government Gazette. Each notification in the Gazette includes a number of standing exemptions in the form of schedules.

Schedule 6 is the exemption for Construction and Essential Repairs or Maintenance of Services and Utilities.

In addition, Martinus shall also deploy its own procedures to support construction activities using MR-WP-023 - Hot work and MR-WF-030 – Hot Work Permit for all other project related scopes that may occur outside the rail corridor envelope or project boundary.

6.1.6 Management Of Flammable Chemicals

The inappropriate storage of incompatible or flammable chemicals has the potential to cause a chemical fire or explosion. Storage and maintenance of flammable material will be in accordance with the safety data sheet given by the manufacturers or importers and generally in accordance with AS 1940-2017. Hazards and risk will be identified through a risk assessment form and where hazards are identified, the risk shall be reduced as far as practicable by through the preferred order of control methods (hierarchy of controls).

All chemicals, fuels or other hazardous substances will be stored in accordance with the supplier's instructions, any relevant legislations or Australian Standards or the applicable guidelines.

6.1.7 Fire-Fighting Supplies and Equipment

The fire-fighting equipment, including fire extinguishers, water carts and hoses, will be provided on site and in vehicles to ensure the safety of public and property in compliance with the *Rural Fires Act 1997* and the *Local Government Act 1993*. Plant and equipment used regularly on site will be checked. The relevant site supervisory personnel will have the appropriate level of training on how to operate fire extinguishing equipment in a safe and effective manner.

6.2 Flood Emergency Management

The design of the proposal has been developed in accordance with existing hydrological conditions in order to avoid flooding, drainage and water quality impacts. Mitigation measures discussed in the sections below will be implemented to mitigate the potential residual flood impacts of the enhancement works.

6.2.1 Construction Planning

Construction planning and the layout of construction work sites and ancillary facilities 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.

6.2.2 Pre-Flood Actions

The following actions will be undertaken as preventative measures to prepare for flooding on site:

- Daily monitoring of weather forecasts and flood alerts, using the BoM (http://www.bom.gov.au/australia/warnings/). A “Flood Watch” is typically issued several days before rainfall events which may cause flooding at the site (Flooding Rain);
- Training in flood preventative measures and emergency response will be provided to key personnel including the Martinus Rail Construction Manager and Foreman / Site Supervisor(s);
- Activities that may affect existing drainage systems during construction will be planned and carried out so that existing hydraulic capacity of these systems is maintained where practicable. These activities will include:
    - Temporary waterway crossings and instream work platforms;
    - Bridge Construction;
    - Culvert construction;
    - Earthworks within flood prone land.
- Temporary stockpiles will be limited in size (where ever practical) and managed in accordance with the CSWMP;
- Prior to establishing any plant or equipment on site an assessment of it's ability to be relocated prior to a flood event is to be considered and where relocation is not feasible prepare appropriate mitigations (e.g. secure to prevent floating and creating a hazard, remove fuel to prevent contamination of waterways, etc);
- Ancillary facilities will be designed to include evacuation routes for flood events;
- Ancillary facility layouts will include nominated storage areas outside the 5 per cent AEP and include a nominated evacuation area;
- Ensure that sufficient area is provided outside the 5 per cent AEP for the temporary storage of mobile plant and equipment, waste containers, chemicals and dangerous goods;
- Pre-flooding Rain inspections which include the following tasks:
    - Minimise obstructions within flood prone areas, including stockpiles;
    - Relocate waste containers, chemicals and dangerous goods above flood prone areas;
    - Relocate mobile plant and equipment to an area outside the expected flood extent;
    - Inspect/repair erosion and sediment controls in accordance with the CSWMP.

6.2.3 Flood Emergency Response

Flood response operations will begin on receipt of BoM advice, or when other evidence leads to an expectation of flooding. The key principles of emergency flood response, according to the NSW State Flood Plan (December 2021) include the following:

- Protection and preservation of human life (including the lives of responders and the community) is the highest priority;

- Evacuation is the primary response strategy for people impacted by flooding.

In the event a flood warning is issued, it will be communicated to the workforce to stop what they are doing and follow the Emergency Management Plan and Emergency Response Guide (see Section 6.3.1).

The BoM will issue Flood Warnings for the relevant catchment areas through their website. BoM also issue Severe Thunderstorm Warnings and Severe Weather Warnings for weather which may cause flooding in the catchment.

The State Emergency Services (SES) is the designated Agency for floods and is responsible for coordinating the evacuation and welfare of affected communities (SES Act 1989; EMPLAN, 2018). In response to a flood event, SES will operate 24 hours a day, seven (7) days a week an "Operations Centre" to manage the Emergency Assistance telephone number (132 500) and co-ordinate their activities. The SES provides public information management strategies and provides information to the community relating to the potential impacts of flooding and what actions need to be undertaken. The SES issue Local Flood Bulletins, Evacuation Warnings, Evacuation Orders and All Clears for areas impacted by floods in the catchment and share these on the SES website. This website will also be monitored by the project following flood warnings.

Local radio stations and other media outlets also provide information updates and advice.

The Martinus Rail Environment, Approvals and Sustainability Manager (MR ESM) in conjunction with the Martinus Rail Safety Manager, Construction Manager and Inland Rail/ARTC will regularly consult these resources to maintain awareness of any flood threats that may arise.

During a flood event, the following will be undertaken:

- Continue to monitor the BoM website / app for warnings, ABC radio broadcasts, local emergency services social media pages, and local news outlets;
- Follow all advice and instructions given by emergency services and maintain open communication with the SES;
- Ensure all occupants on-site are informed of the incident response procedures (i.e. evacuation routes, assembly areas);
- Where practical, existing Variable Messaging Signs (VMS) on the project will be made available to Inland Rail/ARTC, as well as the Emergency services, and updated to notify of temporary traffic arrangements to minimise impact on flood evacuation routes and traffic capacity;
- Implementation of the project Emergency Management Plan and Emergency Response Guide (see Section 6.3.1).

6.2.4 Post-Flood Emergency Response

Following a flood emergency that has impacted on the project, the initial response will be to determine whether or not it is safe to return to work. A safety walk through of the construction work areas will be conducted by the Martinus Rail Construction Manager and Supervisors (or delegates), in conjunction with the MR ESM and Martinus Rail Safety Manger. These parties will assess whether it is safe to return to work.

6.3 Emergency Management

6.3.1 Emergency Management Plan and Response Guides

The project has prepared an Emergency Management Plan (EMP) which defines the emergency preparedness principles, processes, procedures, systems, tools, and templates implemented for use throughout the duration of the project. This plan covers bushfire and flood emergency preparedness and management. The objectives of the EMP are to:

- Outline processes and procedures for personnel to follow in the event of an emergency, including site, and/or home office emergencies;
- Identify types of emergencies that may require assistance;
- Outline roles and responsibilities of key personnel in the event of an emergency;
- Identify emergency communication protocols and phone numbers;
- Identify evacuation processes;
- Outline traffic management requirements in the event of an emergency;
- Outline training and evacuation response exercises.

As part of the EMP process, Martinus Rail will be responsible for conducting a comprehensive risk assessment to identify potential hazards that may lead to emergencies requiring evacuation or rescue. Detailed procedures for each of these potential emergencies will be outlined in aspect specific Emergency Response Guides (ERG), including bushfire and

flood. The development and implementation of these ERGs will reduce the effect of bushfires and floods on personnel, property, and the environment.

6.3.2 Remediation And Recovery

Recovery encompasses those activities that are intended to restore normality as soon as possible, following the impact of a bushfire or flood emergency.

Recovery issues following a major emergency can be complex and the recovery process usually of long duration. These may include:

- The return of facilities to a safe condition;
- The removal of unfit damaged facilities or equipment;
- Providing for the physical and psychological effects on people involved in the emergency;
- Addressing the impacts of the emergency on the environment;
- Investigating the reasons for the occurrence of the emergency to prevent a recurrence;
- Safe resumption of normal operations;
- Evaluation of costs relating to emergency response resources; and
- Assessing and responding to the long-term effects on the community and industry.

6.4 Mitigation Measures

A range of environmental requirements and management measures are identified in the EAD and CoA. Specific measures and requirements to address impacts to bushfire and flooding are outlined in Table 8. The following mitigation measures have been developed with consideration of SMART (specific, measurable, achievable, relevant and time-based) principles.

TABLE 8: MITIGATION MEASURES

ID	Management measure	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
Bushfire emergency					
CBF-1	Training will be provided to all project personnel, including relevant sub-contractors on bushfire prevention and management measures and the requirements from this plan through inductions, toolboxes and targeted training.	Pre-construction Construction	MR Environment and Sustainability Manager MR Health and Safety/Site Manager MR Head of Competency MR Regional Area Manager MR General Superintendent	Best practice	Induction records Toolbox talk records
CBF-2	Martinus shall promote and recommend that all staff and contractors download the Hazards Near Me application and establish a 'Watch Zone' account onto their personnel device during the induction program.	Induction stage	MR Head of Competency	MR Induction Program	Induction records
CBF-3	Adequate access and egress for fire-fighting vehicles and staff will be provided at all enhancement sites during construction.	Pre-construction	MR Snr Project Manager MR Delivery Manager MR Regional Area Manager MR General Superintendent	UMM H2	Vehicle Movement Plan
CBF-4	Protocols for the management of bushfire risk will be implemented during construction in accordance with Planning for Bushfire Protection (RFS, 2019)	Construction	MR Environment and Sustainability Manager MR Health and Safety/Site Manager MR Regional Area Manager	UMM H2	Audit reports

ID	Management measure	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
			MR General Superintendent MR Senior Project Engineer		
CBF-5	Requirements for first-response capabilities, including fire extinguishers, water carts and hoses will be assessed and provided at enhancement sites during construction, where needed.	Pre-construction	MR Environment and Sustainability Manager MR Health and Safety Manager MR Snr Project Manager MR Delivery Manager MR Regional Area Manager MR General Superintendent MR Senior Project Engineer MR Site Supervisor	UMM H2	Inspection records Audit reports
CBF-6	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	MR Environment and Sustainability Manager MR Health and Safety/Site Manager MR Regional Area Manager MR General Superintendent	UMM H3	Inspection records Audit reports

ID	Management measure	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
			MR Senior Project Engineer MR Site Supervisor		
CBF-7	Prior to hot work commencing, a Hot Work Permit will be prepared and implemented. Emergency provisions shall be determined in order to minimise the effect of potential incidents.	Pre-construction Construction	MR Environment and Sustainability Manager MR Health and Safety/Site Manager MR Regional Area Manager MR General Superintendent MR Senior Project Engineer MR Site Supervisor	Best practice	Hot Work Permits
CBF-8	Emergency response and management will be undertaken in accordance with the project Emergency Management Plan.	Pre-construction Construction	MR Snr Project Manager MR Delivery Manager MR Regional Area Manager MR General Superintendent MR Environment and Sustainability Manager MR Health and Safety/Site Manager MR Site Supervisor	Best practice	Audit reports

ID	Management measure	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
Flood emergency					
CFE-1	Training will be provided to all project personnel, including relevant sub-contractors on flood prevention and management measures and the requirements from this plan through inductions, toolboxes and targeted training.	Pre-construction	MR Head of Competency MR Regional Area Manager MR General Superintendent MR Site Supervisor	Best practice	Induction records Toolbox talk records
CFE-2	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.	Pre-construction Construction	MR Delivery Manager MR Regional Area Manager MR General Superintendent MR Environment and Sustainability Manager MR Health and Safety/Site Manager MR Site Supervisor	UMM HFWQ6	Construction planning documents
CFE-3	A flood and emergency response plan will be prepared for the sites located within a flood-prone area.	Pre-construction	MR Delivery Manager MR Regional Area Manager MR General Superintendent MR Environment and Sustainability Manager	UMM HFWQ6	This Plan

ID	Management measure	When to implement	Responsibility for implementation	Reference or source	Evidence of implementation
			MR Health and Safety/Site Manager MR Site Supervisor		
CFE-4	Emergency response and management will be undertaken in accordance with the project Emergency Management Plan.	Pre-construction Construction	MR Snr Project Manager MR Delivery Manager MR Regional Area Manager MR General Superintendent MR Environment and Sustainability Manager MR Health and Safety/Site Manager MR Site Supervisor	CoA C14	Audit reports

7 TRAINING

7.1 Roles and Responsibilities

The project's organisational structure and overall roles and environmental responsibilities are outlined in Section 6.1 of the CEMP. Specific responsibilities for the implementation of emergency response and management requirements are detailed in Section 7 of the project EMP.

7.2 Training

7.2.1 Inductions

All personnel who carry out works in areas identified in this Plan as bushfire or flood prone land, including employees and sub-contractors, will undergo site induction training relating to bushfire and flooding emergency management issues.

The induction training will address site and/or construction activity specific impacts relating to bushfire and flooding emergency management including:

- The requirements of this Plan;
- Relevant legislation and guidelines;
- The relevant management and mitigation measures;
- Emergency response and evacuation (bushfire and flooding).

Further details regarding staff induction and training are outlined in Section 6.2 of the CEMP.

7.2.2 Daily Pre-Start Meetings

Daily pre-start meetings conducted by the Martinus Rail Area Manager, Site Supervisor (or other delegate) will inform the site workforce of any environmental issues relevant to bush fire or flooding risks that may be impacted by, or impact on, the day's activities.

Further details regarding staff induction and training are outlined in Section 6.2 of the CEMP.

7.3 Inspections and Monitoring

The Safety Manager (or delegate) will conduct regular inspections of activities and controls with the potential to impact flood and bushfire management for the duration of the project works.

Requirements and responsibilities in relation to monitoring and inspections are documented in Section 7.1 and 7.2 of the CEMP.

7.3.1 Auditing

Audits (both internal and external) will be undertaken to assess the effectiveness of bushfire and flood emergency management measures, compliance with this Plan, CoA and other relevant approvals, licenses, and guidelines. Audit requirements are detailed in Section 9.1 and 9.2 of the CEMP.

7.3.2 Reporting and Identified Records

General reporting requirements and responsibilities for the project's works are documented in Section 10.2 of the CEMP.

8 REVIEW AND IMPROVEMENT

8.1 Continuous Improvement

Continuous improvement of this Plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement.

Issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.

The continuous improvement process will be designed to:

- Identify areas of opportunity for improvement of environmental management and performance;
- Identify environmental risks not already included in the risk register;
- Determine the cause or causes of non-conformances and deficiencies;
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies;
- Verify the effectiveness of the corrective and preventative actions;
- Document any changes in procedures resulting from process improvement;
- Make comparisons with objectives and targets.

The MR ESM will be responsible for ensuring project environmental risks are identified and included in the risk register and appropriate mitigation measures implemented throughout the construction of the project as part of the continuous improvement process. The process for ongoing risk identification and management during construction is outlined in the CEMP.

8.2 Update and Amendment

The processes described in the CEMP may result in the need to update or revise this Plan.

Any revisions to this Plan will be in accordance with the process outlined in the CEMP.

A copy of the updated Plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.

MARTINUS

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APPENDIX L

Spill Response Procedure

SPILL RESPONSE PROCEDURE

A2I | Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER:

6-0052-210-PES-00-PR-0002

Document Control

DOCUMENT TITLE:	Spill Response Procedure			
DOCUMENT OWNER:	Chris Standing – Environment, Approvals and Sustainability Manager (A2P)			
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SIGNATURE:			**DATE:**	14 August 2024
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SIGNATURE:			**DATE:**	14 January 2025

Approved by

NAME	TITLE	SIGNATURE	DATE
Chris Standing	Environment, Approvals and Sustainability Manager		14 January 2025

Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
A	16 August 2024	First revision for client and ER review	16 August 2024
B	9 October 2024	Second revision for client and ER review and consultation	9 October 2024
0	14 January 2025	Issued for Information	14 January 2025

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1 INTRODUCTION

1.1 Scope and Purpose

This Spill Response Procedure (this Procedure) forms part of the Stage A Construction Soil and Water Management Plan for the Inland Rail – Albury to Illabo project (the project).

The purpose of this Procedure is to address Condition of Approval (CoA) C13(h), as well as to describe the emergency spill response approach that will be employed by all project site personnel and sub-contractors during construction of the project.

This Procedure is to be applied in the event of a chemical, fuel or oil spill that arises due to the project activities.

1.2 Responsibilities, Inductions and Training

The Martinus Rail Environment, Approvals and Sustainability Manager (MR ESM) is responsible for ensuring this Procedure is effectively implemented, and all site personnel are aware of the requirements of this Procedure.

All site personnel (including sub-contractors) will undertake an induction which will include details relating to this procedure.

Training will also occur through toolbox talks, pre-starts and targeted training, as required, and following any spills that occur on the project.

1.3 Environmental Requirements

This Procedure has been developed to meet the CoA identified in Table 1.

TABLE 1: APPLICABLE COA TO THIS PROCEDURE

CoA	Requirement	Where addressed
C13	The Soil and Water Management Sub-plan must include: h) a spill response procedure;	This Procedure

There applicable Updated Management Measures (UMMs) identified within the PIR RtS specific for spill response management are provided in Table 2.

TABLE 2: APPLICABLE UMMS TO THIS PROCEDURE

No.	Requirement	Where addressed
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.	Section 2.1 Section 2.3

2 PROCEDURE

2.1 Preventative Spill Measures

In order to minimise the potential for environmental impacts to water and soil from spills the following will be undertaken:

- Training in use of spill containment materials, their locations and spill response will be undertaken proactively as required particularly for personnel who are working within or near to aquatic environments and are involved in regularly handling and using potentially contaminating substances (e.g. personnel who are carrying out refuelling activities);
- Unless unavoidable, washing and maintenance of vehicles and mechanical plant will occur at least 50 m from waterbodies;
- 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;
- Plant and equipment will undergo regular checks and subsequent repair for potential leakages or worn hydraulic hoses;
- All chemicals including fuels and oils will be stored when not in use in bunded areas;
- All chemicals and hydrocarbons will be stored and handled as per manufacturer's instructions.

Regular inspection of chemical storage areas will be undertaken to assess compliance of the above measures.

2.2 Reactive Spill Measures

All spills are to be managed in accordance with the steps detailed in Figure 1. This includes the following steps:

1) Assess the situation;
2) Cease work and if safe to do so, control the spill;
3) Report the incident;
4) Clean up the spill;
5) Dispose of contaminated materials;
6) Investigation and reporting.

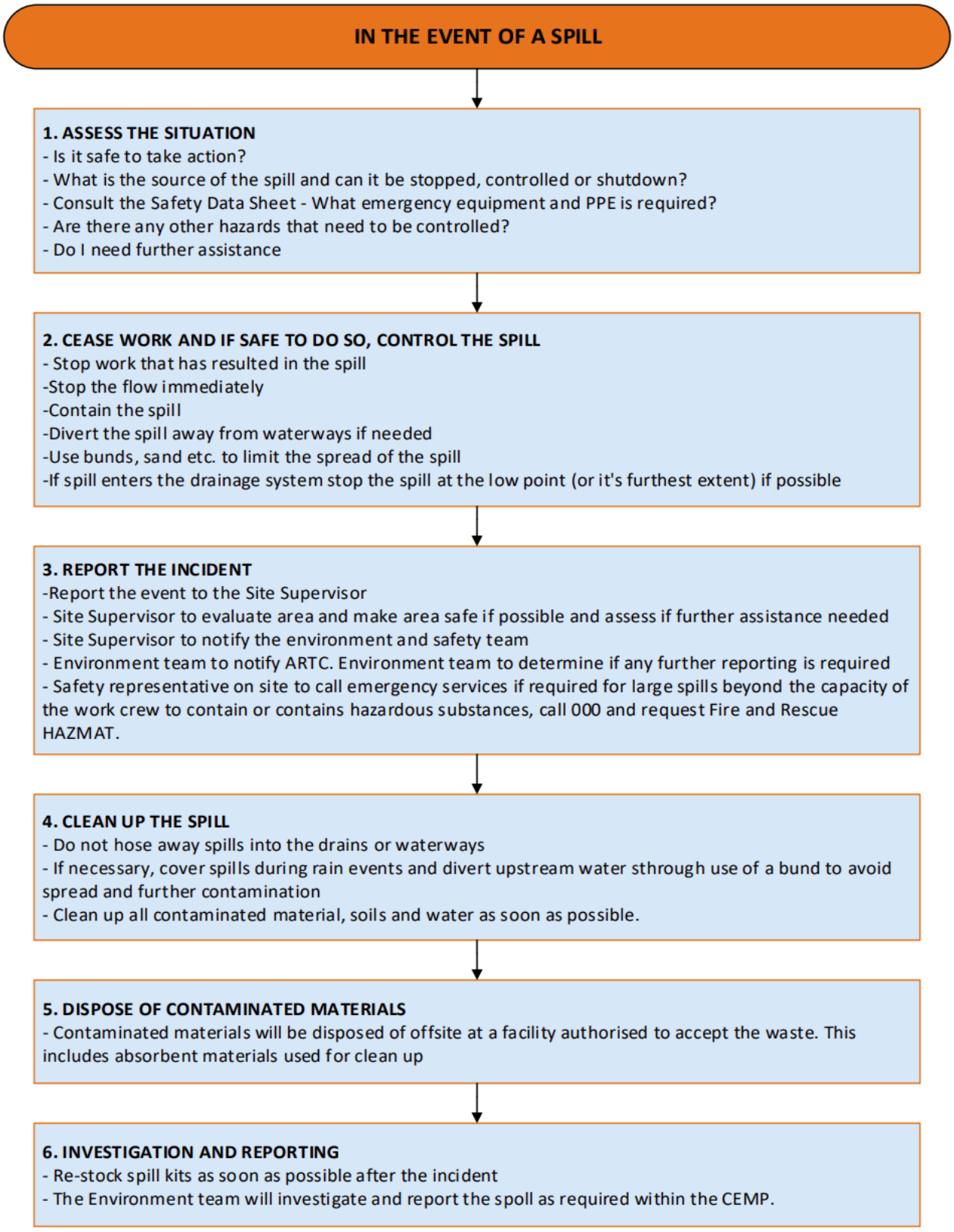

FIGURE 1: SPILL RESPONSE PROCEDURE FLOW CHART

2.3 Spill Containment

Spill containment materials such as those listed in Table 3 referred to as 'spill kits' will be kept and stocked on site at any location where there is significant risk/potential impact of a spill. Examples of potential locations include refuelling areas, chemical storage or where works are within the vicinity of waterways. Spill kits could be stored in a fixed location or be mobile. Spill kits will be placed in dedicated, visible and accessible locations.

Spill kits will always be kept with maintenance vehicles and or machinery within 100 m of a watercourse.

The spill kits will be appropriately sized according to the volume of chemicals and fuels being stored or used and the activities which are being undertaken. All staff would be made aware of the location of the spill kit and trained in its use. Spill kits would be restocked as soon as possible after each use, with used material replaced.

Table 3 provides examples of appropriate application of material types. Spill kit inspections are to be undertaken on regular intervals such as during the weekly environmental site inspections detailed within the Construction Environmental Management Plan. The inspections would check that spill kits are present at the required locations, are accessible and appropriately stocked.

TABLE 3: SPILL CONTAINMENT MATERIALS

Product	Description/Application
Pads, pillows and socks	▪ Used to clean-up (absorb) small to medium liquid spills on land rather than containing; ▪ Thin absorbent mats placed over spills; ▪ Cushion shaped products containing absorbent fibres, used directly under a leak or drip; ▪ Absorbent socks placed at the low point of a spill; ▪ Consider the need to have a spill kit containing these at the source of the activity and extras in-stock on site; ▪ If these materials are not enough to clean-up the spill, consider using absorbent granular materials or equivalent.
Sorbents	▪ Used during clean-up, sorbents are materials that soak up the spill such as saw dust, granules or peat mixture; ▪ Spread the sorbent over the contaminant after control materials have been applied; ▪ Recover the contaminant/sorbent mixture using shovels/excavator bucket or similar; ▪ Sorbents can be used from small to large spills.
Drip trays and washout bunds	▪ Used to contain incidental leaks during plant and equipment maintenance; ▪ Containers should be maintained, and liquids/sludge collected; ▪ Consider if these containers are not sufficient to contain leaks/washout then construction of permanent bunding may be suitable.
Manual recovery	▪ Used to physically remove the contaminant either by excavating the contaminant and adjacent soil on land or pump / vacuum truck removal for contaminant and adjacent liquid/sludge in waterbodies; ▪ Control materials should be installed prior to manual recovery to prevent spread during recovery task.

2.4 Incident management

Environmental incidents will be managed (including notifications and investigations) in accordance with the Construction Environment Management Plan.

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APPENDIX M

Areas of Environmental Concern

NORTH STREET
BUNGAMBRAWATHA CREEK
YOUNG STREET
ALBURY
BORELLA ROAD
DEAN STREET
HUME STREET
HUME HIGHWAY
DEVILS GLEN

644000
644100
644200
644300
644400
644500
644600
644700
644800
644900
645000
645100
645200
645300
645500
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645700
645800
645900
646000
646100
646200
646300
646400
646500
646600
646700
646800
646900

AEC 4
AEC 7
AEC 10
AEC 6
AEC 5
AEC 9
AEC 8

Riverina Highway bridge
Site 4
Albury Yard clearances
Albury Station pedestrian bridge

Albury to Illabo

Figure 6 - Areas of environmental concern at Albury Station sites

MAP 2 OF 16

0 50 m

Coordinate System: GDA 1994 MGA Zone 55

Date: 18/02/2022 Paper: A3
Author: WSP Scale: 1:7,500
Data Sources: ARTC, NSWSS

- Proposal site
- Existing railway
- Main road
- Watercourse
- ARTC Lease
- Location of historical site assessment
- Chainage (100m)

AEC = Area of environmental concern

INLAND RAIL
ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

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HENTY PLEASANT HILLS ROAD

579700
579800
579900
580000
580100
580200
580300
580400
580500
580600
580700
580800
580900
581000
581100
581200
581300

OLYMPIC HIGHWAY

BUCKARGINGAH CREEK

AEC 16

AEC 17

AEC 18

AEC 19

AEC 20

SLADEN STREET

HENTY COOKARDINIA ROAD

RAILWAY PARADE

Albury to Illabo

Figure 6 - Areas of environmental concern at Henty Yard clearances

MAP 5 OF 16

0 50 m

Coordinate System: GDA 1994 MGA Zone 55

Date: 18/02/2022 Paper: A3
Author: WSP Scale: 1:5,000
Data Sources: ARTC, NSWSS

- Proposal site
- Existing railway
- Main road
- Watercourse
- ARTC Lease
- Chainage (100m)

AEC = Area of environmental concern

INLAND RAIL

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

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467700
467800
467900
468000
468100
468200
468300
468400
468500
468600
468700
468800
468900
469000
469100
469200
469300

AEC 48

AEC 47

JERALGAMBETH CREEK

EURONGILLY ROAD

CROWTHER STREET

STANYER ROAD

MORRIS STREET

BRABINS ROAD

Albury to Illabo

Figure 6 - Areas of environmental concern at Junee to Illabo clearances

MAP 16 OF 16

0 50 m

Coordinate System: GDA 1994 MGA Zone 55

Date: 18/02/2022 Paper: A3
Author: WSP Scale: 1:5,000
Data Sources: ARTC, NSWSS

- Proposal site
- Existing railway
- Main road
- Watercourse
- ARTC Lease
- Chainage (100m)

AEC = Area of environmental concern

INLAND RAIL

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

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APPENDIX N

Unexpected Finds Procedure (Contamination)

UNEXPECTED FINDS PROCEDURE FOR CONTAMINATION

MANAGEMENT AND RESPONSIBILITY

INDUCTION/ TOOLBOX TALKS
All personnel are to receive Project/ Site Inductions and on-going training via Toolbox Talks

All personnel

EVIDENCE OF CONTAMINATION OBSERVED

STOP ALL WORK IN THE AREA IMMEDIATELY AND

PREVENT FURTHER ACTIVITY IN THE AREA.

NOTIFY THE SITE SUPERVISOR AND SAFETY MANAGER , ENVIRONMENT MANAGER AND CORDON OFF AREA.

Site Supervisor
Project Manager
Lead Safety Manager
Environment Manager

- Do not touch or disturb the item/ material
- Delineate the find from the rest of the worksite
- Inform the Environment Manager regarding the potential contamination find. The following detail should be provided:
  - The location of the potential contamination
  - Visual appearance
  - Odour (if any)
  - Depth
  - Surrounding material and works being undertaken at the time of discovering the material
- WHS and EM to determine immediate actions to prevent WHS and ENV issues
- EM to notify IR of Unexpected Find

ASSESSMENT

Contamination Consultant to assess and classify the unexpected find in accordance with the NSW regulatory requirements, including sampling and laboratory analysis.

Contamination Consultant

MANAGEMENT STRATEGY

- Contamination Consultant to develop a provide a plan for managing and/or remediating the material
- IR/ARTC to review and accept the proposed strategy

Environment Manager
Contamination Consultant
IR/ARTC

STRATEGY IMPLEMENTATION

- Implement the approved management and/or remediation as per the Contamination consultants direction
- IR/ARTC to review and accept the proposed strategy (if required)

Contamination Consultant
Site Supervisor
Environment Manager

Once the contamination find has been mitigated and clearance report received from the contamination consultant. EM is to notify Project Manager who is to approve re-commencement of works in the vicinity of the remediation site. IR/ARTC will review clearance report and must provide approval/acceptance prior to recommencing works

Environment Manager
Project Manager
IR/ARTC

Recommence works

Asbestos

An unexpected find occurs when Asbestos Containing Material (ACM) not identified in the Asbestos Register is found on site. In the event of an unexpected find the below steps are to be followed:

1. The area is to be demarcated, works in the area to cease and workers notified
2. Notify the Site Supervisor first. Site Supervisor will then notify the Project Manager, Safety Manager and Environment Manager.
3. Notify IR/ARTC within five (5) business days after the discovery.
4. Control dust by with dust suppression
5. A certified occupational hygienist is to be engaged to provide recommendations to manage the area
6. Occupational hygienist arrange for testing of the suspected ACM and monitoring of the area (if required)
7. The area is to be made safe as per the certified

Contamination Consultant

Works undertaken in relation to Contamination to investigate, assess, remediate or validate remediation or land use suitability shall be undertaken by a suitably qualified person holding valid 'Site Contamination' certification under the Certified Environment Practitioners Scheme (CEnvP) - Environment Institute of Australia and New Zealand or Certified Professional Soil Scientist – Contaminated Site Assessment and Management under the Soil Science Australia Certification Scheme.

With relevant qualifications and experience in keeping with the National Environmental Protection (Assessment of Site Contamination) Measure 1999 Amendment 2013 (ASC NEPM 2013).

Procedure

1) Potential contaminated soil/material encountered during construction activities. STOP ALL WORK AND NOTIFY IMMEDIATELY
2) Undertake a site/area contamination investigation. The Environment Manager (EM) is to assess the situation and if considered necessary, commission a suitably qualified contamination specialist to undertake a contamination investigation in the area of the find.
3) The consultation specialists in consultation with the EM will determine the appropriate management measures to be implemented. This may include leaving contamination undisturbed if it does not pose unacceptable risks to human health or the environment, capping of contamination, treatment or offsite disposal. If the material is to be disposed of offsite, ensure the waste facility is appropriately licensed. Contaminated material requiring off-site disposal is to be classified in accordance with the Waste Classification Guidelines – Part 1: Classification of Waste, NSW EPA 2014. Maintain records to demonstrate waste material was appropriately managed
4) If the material is determined to be Acid Sulfate Soil (ASS) or Potential Acid Sulfate Soil (PASS), an Acid Sulfate Soil Management Plan would be prepared and implemented in accordance with the Acid Sulfate Soil Manual (Acid Sulfate Soil Management Advisory Committee, August 1998).
5) Prior to any contamination investigation, management or remediation activities appropriate work method documentation encompassing safety and environmental risk management will be prepared for review and approval by the EM and IR
6) If required a Remedial Action Plan (RAP) will be prepared in accordance with legislative requirements
7) If material is to be treated and reused or left in situ ensure appropriate records are maintained and location of material (survey) is undertaken and provided to IR
8) Once the contamination find has been mitigated and clearance report received from the contamination consultant. This report is to be submitted to IR/ARTC for acceptance prior to recommencement of work
9) EM is to notify Project Manager who is to approve re-commencement of works in the vicinity of the remediation site.

APPENDIX O

Viewpoints

Figure 17-1 Albury precinct viewpoints

Data Sources: ARTC, NSWSS

Coordinate System: GDA 1994 MGA Zone 55
Scale: 1:15,000
Paper size: A4
Date: 12/11/2021

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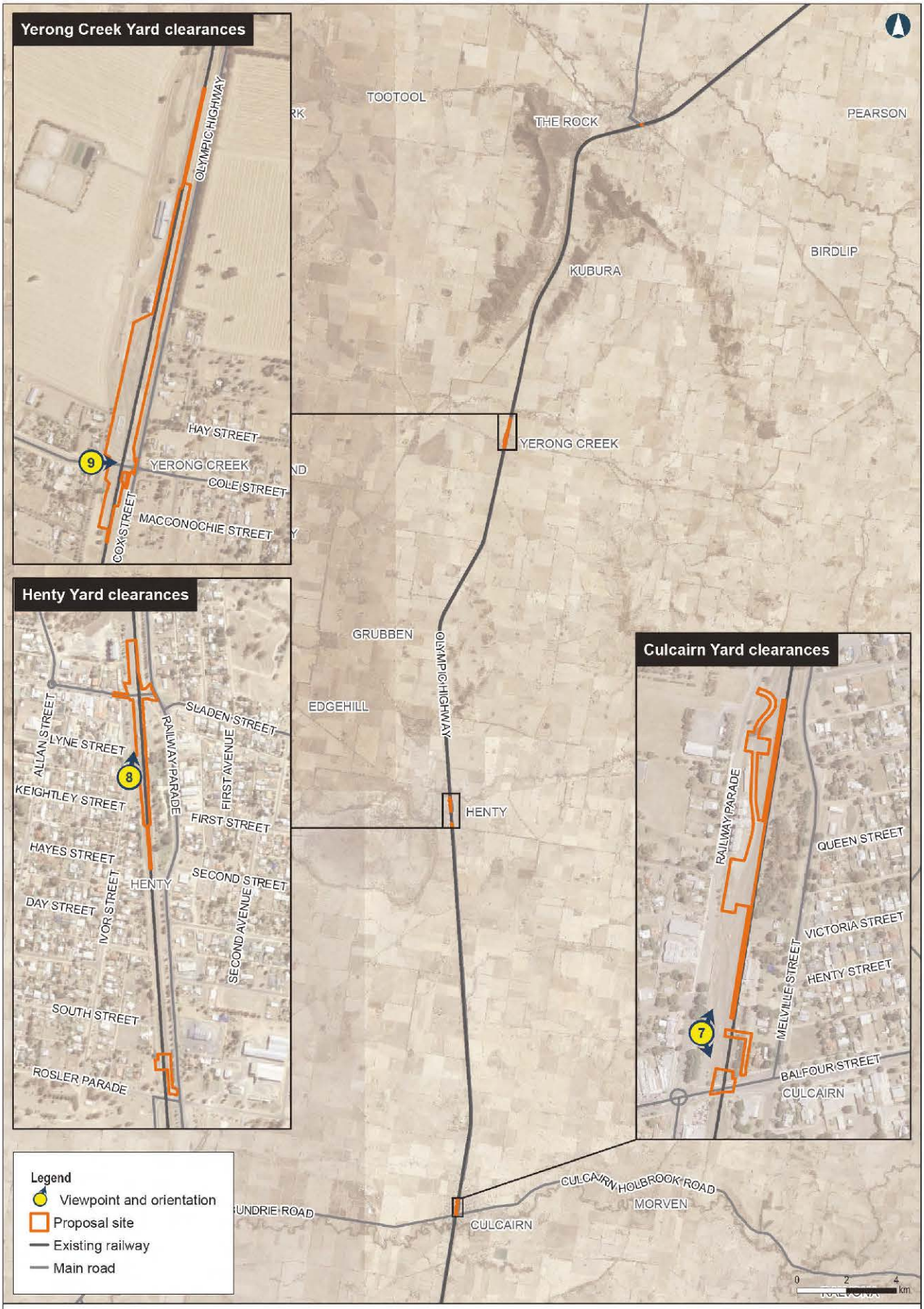

Figure 17-2 Greater Hume-Lockhart precinct viewpoints

Data Sources: ARTC, NSWSS

Coordinate System: GDA 1994 MGA Zone 55
Scale: 1:200,000
Paper size: A4
Date: 12/11/2021

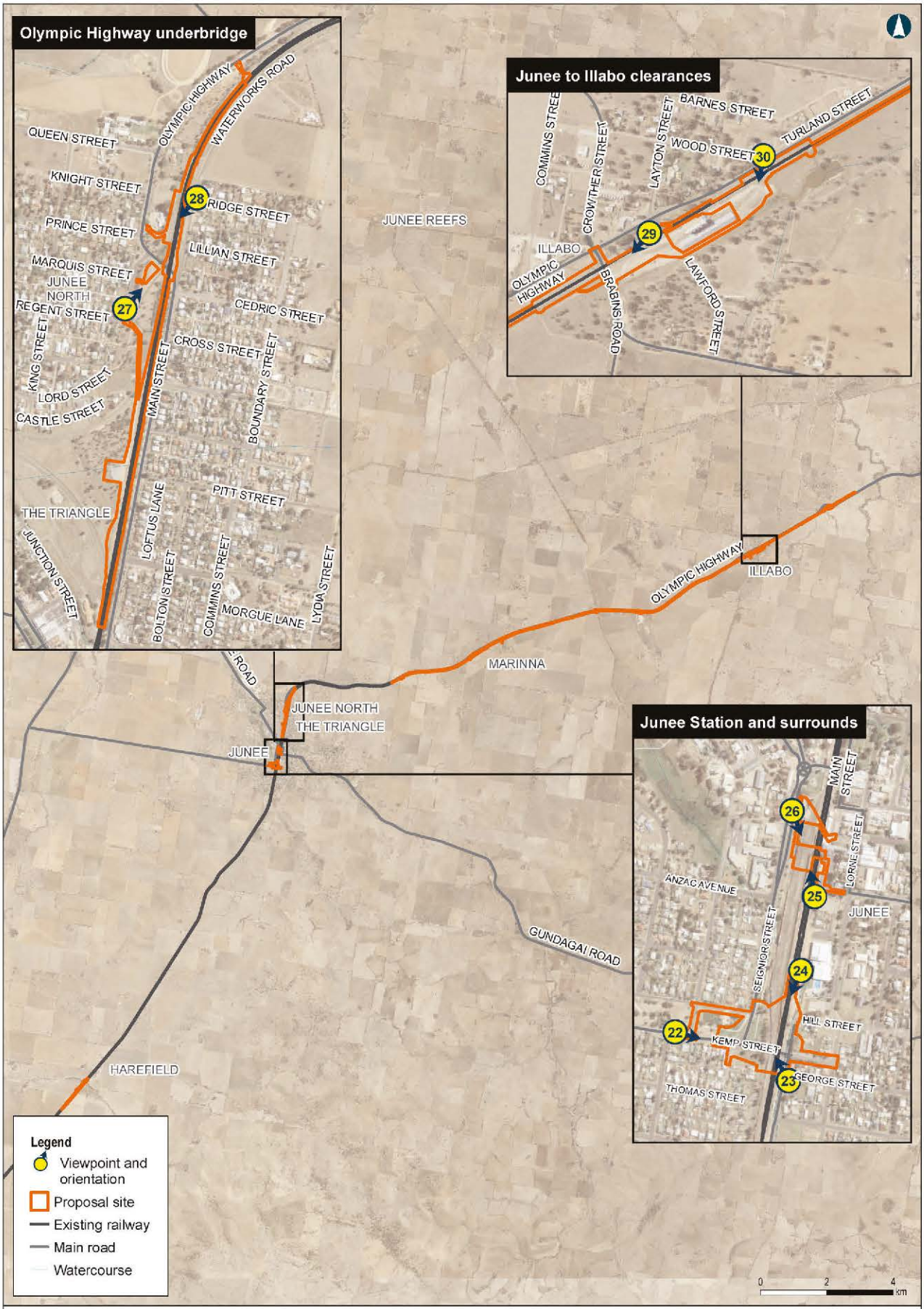

Figure 17-4 Junee precinct viewpoints

Data Sources: ARTC, NSWSS

Coordinate System: GDA 1994 MGA Zone 55
Scale: 1:150,000
Paper size: A4
Date: 19/02/2022

219_EAP_F1704_LVIA_Junee_r1v4.mxd

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