JOHN HOLLAND

INLAND RAIL

ILLABO TO STOCKINBINGAL PROJECT

I2S | Minor Ancillary Facility – CH28300 (Corner of Old Cootamundra Road and Dudauman Road)

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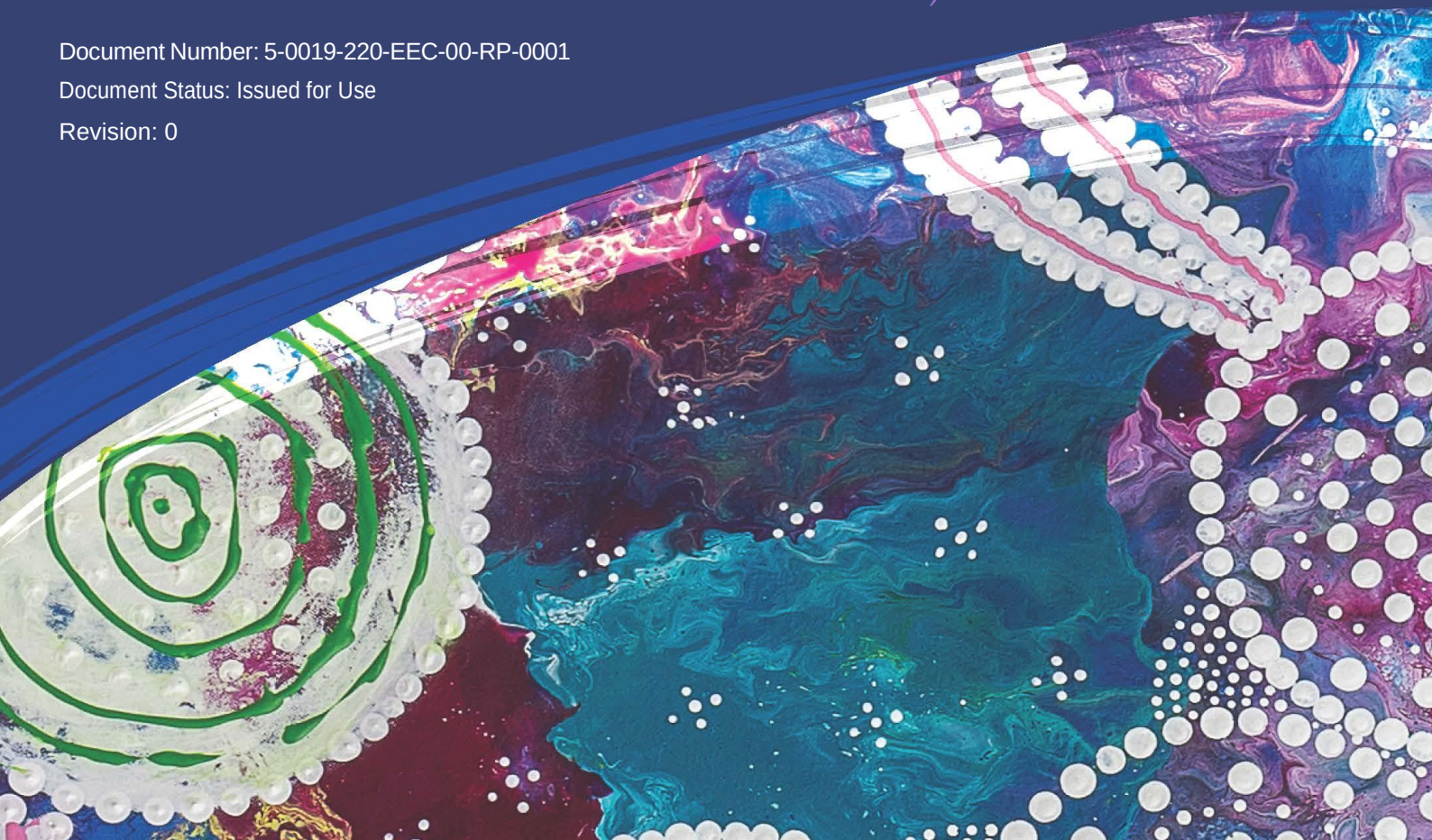

Document Control

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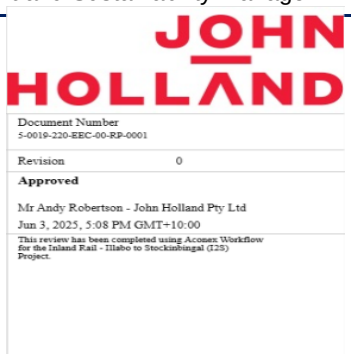
Signature **Date**	

Revision History

REVISION	DATE ISSUED	DESCRIPTION
A	15/01/2025	Issued for Review
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1 References, Definitions and Abbreviations

1.1 Definitions and Abbreviations

Definitions and abbreviations to be applied to the I2S Minor Ancillary Facility – CH28300 (Old Cootamundra Road and Dudauman Road) are listed below.

Table 1: Definitions and Abbreviations

Term/Abbreviation	Definition
ACT	John Holland's Accountable Culture Tool
ARTC	Australian Rail Track Corporation
AMS	Activity Method Statement
Ancillary Facility	A temporary facility for construction of the CSSI including office and amenities compound, construction compound, material crushing and screening plant, batching plant, materials storage compound, maintenance workshop, testing laboratory, car parking facilities, a site used for assembly of infrastructure and a fixed material stockpile area.
A2P	Albury to Parkes
BC Act	*Biodiversity Conservation Act 2016*
BCS	Biodiversity, Conservation and Science Division of the Environment and Heritage Group of the NSW Department of Climate Change, Energy, the Environment and Water
BMSP	Biosecurity Management Sub-plan required under CoA Condition C25
CBMP	Construction Biodiversity Management Sub-Plan required under CoA Condition C20
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan as defined in Conditions C12 and C13.
CH	Chainage
CMP	Construction monitoring Program
CNVMP	Construction Noise and Vibration Management Sub-plan required under CoA Condition C19
CoA	The Minister's Conditions of Approval for the CSSI
Construction	Includes work required to construct the CSSI as defined in the documents listed in Condition A1, including commissioning trials of equipment and temporary use of any part of the CSSI, but excluding low impact work which is carried out or completed prior to approval of the CEMP
Consultation	To provide information and actively engage with and obtain and consider feedback from stakeholders during development of post approval documents. How the feedback has been considered and whether any changes have been made in response to this feedback is then documented and communicated back to stakeholders. Consultation should not be limited to one-way notification about the project.
CSWMP	Construction Soil and Water Management Sub-plan required under CoA Condition C22
CNVMP	Construction Noise and Vibration Management Sub-Plan required under CoA Condition C19
CSSI	Critical State Significant Infrastructure, as generally described in Schedule 1 (of the Conditions of Approval), the carrying out of which is approved under the terms of the Conditions of Approval.
CTTAMP	Traffic, Transport and Access Management Sub Plan required under Condition CoA C21
D&C	Design and Construct
DEECCW	NSW Department of Climate Change, Energy, the Environment and Water
DPHI	Department of Planning, Housing and Infrastructure
DPI Agriculture	NSW Department of Primary Industry – Agriculture

Term/Abbreviation	Definition
Environmental Assessment Documentation	• Inland Rail – Illabo to Stockinbingal Environmental Impact Statement (ARTC 2022) • Illabo to Stockinbingal Project Response to Submissions (ARTC 2023) • Response to Submissions – Appendix E - Biodiversity Development Assessment Report version 12 (IRDJV, June 2024) • I2S – Mitigation Measures (Inland Rail, April 2024) • Illabo to Stockinbingal (SSI-9604) Additional and Appropriate Measures for Box Gum Woodland Impacts (Inland Rail, June 2024) • Technical and Approvals Consultancy Services: Illabo to Stockinbingal – Box Gum Woodland Gum Flat Rehabilitation Opportunity (IRDJV, June 2024)
EID	Environment in Design
EIS	The Environmental Impact Statement referred to in Condition A1 submitted to the Planning Secretary seeking approval to carry out the CSSI described in it, as revised if required by the Planning Secretary under the EP&A Act, and including any additional information provided by the Proponent in support of the application for approval of the CSSI
EMS	Environmental Management System
EMIS	Environmental Management Information System
Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings.
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPA	NSW Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)
EPL	*Environment Protection Licence under the Protection of the Environment Operations Act 1997 (NSW)*
ER	Environmental Representative for the CSSI as approved by the Planning Secretary
ESCPs	Erosion and Sediment Control Plans
ESD	Ecologically Sustainable Development
FEMP	Flood Emergency Management Sub-plan required under CoA Condition C24
GMRs	Global Mandatory Requirements
HMP	Heritage Management Sub-plan required under CoA Condition C23
Heavy vehicle	As defined in the *Heavy Vehicle National Law (NSW),* a vehicle is a "heavy vehicle" if it has a GVM or ATM of more than 4.5t.
Heritage NSW	Heritage NSW, Department of Climate Change, Energy, the Environment and Water
HSE	Health, Safety and Environment
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.
IMS	John Holland Integrated Management System
ISCA	Infrastructure Sustainability Council of Australia
ISC	Infrastructure Sustainability Council
IS	Infrastructure Sustainability
IRPL	Inland Rail Pty Ltd
I2S	Illabo to Stockinbingal
JHG	John Holland Group
km	kilometres
LAA	Land Access Agreement
LALC	Local Aboriginal Land Council
LGA	Local Government Area
LIW	Low Impact Work as defined by Table 1 of the CoA (CSSI-9406)
LLS	Local Land Services

Term/Abbreviation	Definition
Material Harm	is harm that: (a) involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial; or results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding $10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval.
NSW	New South Wales
OEMP	Operational Environmental Management Plan
OSR	Old Sydney Road
OOHW	Out-of-Hours Work
OOHWP	Out-of-Hours Work Protocol
Planning Secretary	Planning Secretary of the Department (or nominee, whether nominated before or after the date on which this approval was granted).
PIRMP	Pollution Incident Response Management Plan
PDCA	Plan-Do-Check-Act
POEO Act	*Protection of the Environment Operations Act 1997 (NSW)*
RMAR	rail maintenance access road
RAPs	Registered Aboriginal Parties
RBL	Rating Background Level
Relevant Councils	Cootamundra Gundagai Reginal Council; Junee Council
RTS	The Proponent's response to issues raised in submissions received during the public exhibition of the CSSI application.
ROLs	Road Occupancy Licences
SEARs	Secretary's Environmental Assessment Requirements
SEMP	Site Establishment Management Plan
SAP	Site Access Point
SEP	Site Environmental Plan
SES	NSW State Emergency Services
SIMP	Social impact Management Plan
SMART	Specific, Measurable, Achievable, Realistic and Timely
SQE	Safety, Quality and Environment
SuMP	Construction Sustainability Management Plan
TRA	Task Risk Assessment
TfNSW	Transport for NSW
The 'Blue Book'	*Managing Urban Stormwater – Guidelines published by Landcom, 2004* and used for industry best practice erosion and sediment control planning and management
UMMs	Updated Mitigation Measures
Work	Any physical work for the purpose of the CSSI including construction and low impact work but not including operational maintenance work
WRA	Workplace Risk Assessment

2 Introduction

2.1 Project Scope

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. Comprising 12 sections, a staged approach is being undertaken to deliver Inland Rail.

The Australian Rail Track Corporation (ARTC), with Inland Rail Pty Ltd (IRPL) as its subsidiary for the Inland Rail project, received infrastructure approval for the Illabo to Stockinbingal (I2S) section of Inland Rail in September 2024. The approval for I2S (the Project) was granted by the Minister for Planning and Public Spaces under section 5.19 of the *NSW Environmental Planning and Assessment Act 1979* (EP&A Act).

The Project is located in south-western New South Wales (NSW) in the Riverina region (**Error! Reference source not found.**). Illabo is a small town of approximately 132 people (Australian Bureau of Statistics, 2021) located at the southern end of the alignment, 16 kilometres (km) north-east of Junee in the Junee Local Government Area (LGA). Stockinbingal is a town of approximately 347 people (Australian Bureau of Statistics, 2021) is situated at the northern end of the project, approximately 20 km north-west of Cootamundra in the Cootamundra–Gundagai Regional LGA. The major towns surrounding the project are Wagga Wagga, about 50 km to the south, Young to the north-east and Cootamundra to the east.

The Project comprises a new rail corridor that would connect Illabo to Stockinbingal. The alignment branches out from the existing rail line north-east of Illabo and travels north to join the Stockinbingal–Parkes Line west of Stockinbingal. The route will travel primarily through undeveloped land predominantly used for agriculture. The project includes modifications to the tie- in points at Illabo and Stockinbingal to allow for trains to safely enter and exit the Illabo to Stockinbingal section of Inland Rail. The alignment also crosses several local and private roads, watercourses and privately owned properties. Additionally, no major towns are located within the project site between Illabo and Stockinbingal.

The Project will include a total extent of approximately 42.5 km, including 39 km of new, greenfield railway which will incorporate the following key features:

- Connection to other rail lines, including Stockinbingal to Parkes line, Lake Cargelligo line, and Main Southern Railway
- One crossing loop and maintenance siding
- Level crossings and stock crossings
- Bridges over rivers and other watercourses, floodplains, and roads
- Upgrades of around 3.5 km of existing track for the tie-in works to the existing Main South Line at Illabo
- New track to maintain Lake Cargelligo line connection either side of the proposal
- Realignment and road-over rail bridge for a section of the Burley Griffin Way at Stockinbingal
- Realignment of Ironbong Road to allow for safe sight lines at the new active level crossing
- Ancillary infrastructure to support the proposal, inclusive of signalling and communications, drainage, drainage control areas, signage and fencing, and services and utilities
- Construction infrastructure, including ancillary facilities, and a temporary workforce accommodation facility.

The Project will also include upgrades to approximately 3 km of existing track associated with tie-in works and construction of an additional 1.7 km of new track to maintain the existing rail network connections. Road upgrade works will also be undertaken to re-align approximately 1.4 km of Burley Griffin Way to provide a road-over-rail bridge at Stockinbingal. Re-alignment of Ironbong Road will also be completed to allow for safe sight lines. A temporary workforce accommodation camp will also be constructed to house the workforce for the duration of works.

Key features of the Project are shown on Figure 2.

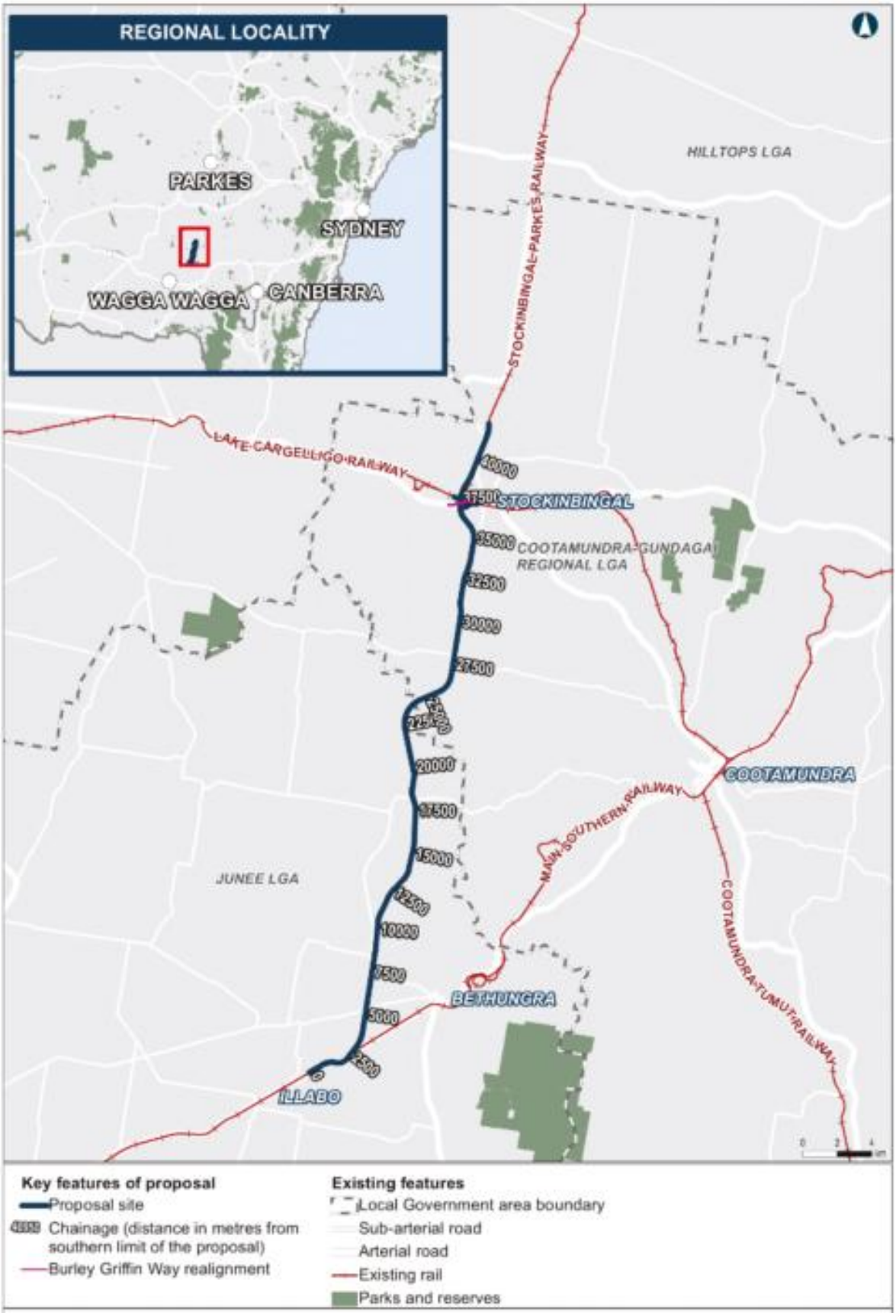


Figure 1 Project Locality (Source: Illabo to Stockinbingal - Environmental Impact Statement, 2022)

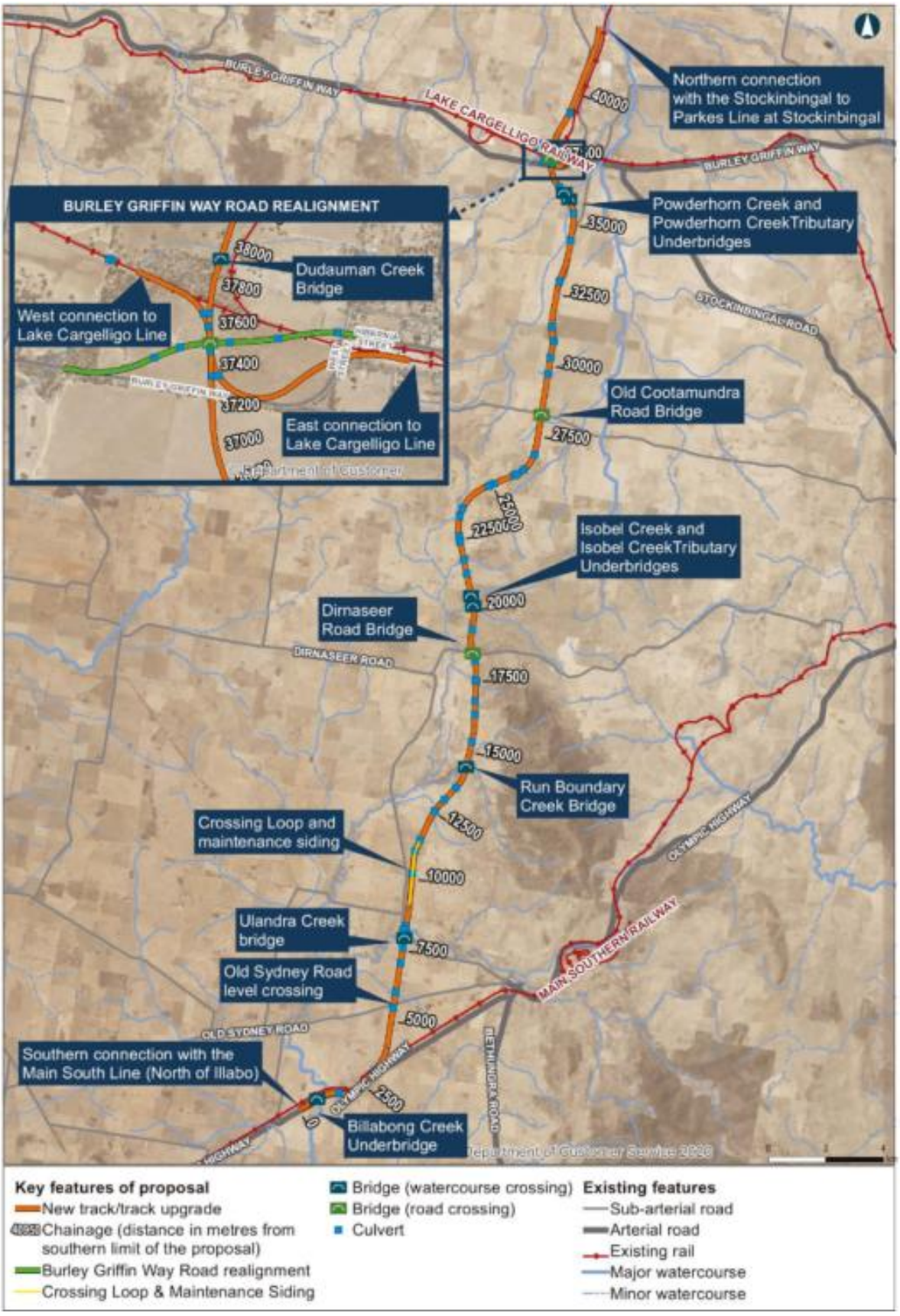


Figure 2 Key Project Features (Source: Illabo to Stockinbingal - Environmental Impact Statement, 2022)

2.2 Purpose

The purpose of this Minor Ancillary Facility (MAF) Report is to assess the compliance and potential impacts of the proposed MAF to be used on the Project. The MAF has been assessed against the relevant Conditions of Approval (CoA) of the Planning Approval for the Illabo to Stockinbingal Project (SSI-9406).

The CoAs applicable to this MAF application are provided in Table 1 below.

2.3 Compliance

Table 1: Low Impact Work (LIW) definition checklist

REFERENCE	DESCRIPTION ***THE WORK SUBJECT TO THIS SUBMISSION MEETS THE DEFINITION OF LOW IMPACT WORK UNDER SSI 9406 BY BEING (WHERE A GREEN SHADED CHECK BOX IS TICKED, THE ER SHALL ENDORSE THIS FORM):***	APPLICABLE?
(a)	survey works including carrying out general alignment surveys, installing survey controls (including installation of global positioning system (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)	installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments;	☐
(d)	property acquisition adjustment work including installation of property fencing;	☐
(e)	archaeological testing under the Code of practice for archaeological investigation of Aboriginal objects in NSW (Department of Environment Climate Change and Water, 2010) or archaeological monitoring undertaken in association with Low Impact work to ensure that there is no impact on heritage items;	☐
(f)	archaeological and cultural salvage undertaken in accordance with a strategy or salvage operation required by the conditions of this approval;	☐
(g)	maintenance work to existing buildings and structures as required to facilitate the carrying out of the CSSI; and	☐
(h)	other activities determined by the ER to have minimal environmental impact which may include relocation and connection of utilities, establishment of minor ancillary facilities in accordance with Condition C9 construction of minor access roads (other than access roads' connection to the road network), temporary relocation of pedestrian paths and the provision of property access.	☒
(i)	Site establishment work approved under a Site Establishment Management Plan in accordance with Condition C5.	☐

Despite the above, the following works are not Low Impact Work:		
(i)	where heritage items, or threatened species or their habitat, or threatened ecological communities (within the meaning of the Biodiversity Conservation Act 2016), are adversely affected or potentially adversely affected by any low impact work as defined in (a) to (i) above, that work is construction, unless otherwise determined by the Planning Secretary in consultation with Heritage NSW, BCS or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation); and	☐
(ii)	any Work undertaken outside the hours specified in Condition E1 that exceeds noise management and vibration levels as identified in Condition E3(b)	☐

WILL LOW IMPACT WORK?		
Adversely affect or potentially adversely affect Heritage Items	YES ☐	NO ☒
Adversely affect or potentially adversely affect Threatened Species (or their habitat)	YES ☐	NO ☒
Adversely affect or potentially adversely affect Threatened Ecological Communities (within the meaning of the *Biodiversity Conservation Act 2016*)	YES ☐	NO ☒
Adversely affect or potentially adversely affect matters of national significance (within the meaning of the *Environmental Protection and Biodiversity Conservation Act 1999)*	YES ☐	NO ☒
If the answer is "YES" to any of the above, then the work is Construction (unless otherwise agreed or determined by the Planning Secretary in consultation with Heritage NSW, EHG or DPI Fisheries.		

2.4 Minor Ancillary Facility Checklist

The checklist in Table 2 has been prepared in accordance with the requirements of C9 of the CoA.

Table 2: Minor Ancillary Facility (MAF) checklist

CRITERIA	COMMENT / DETAILS / ADDITIONAL CONTROLS
Section A – Type and Location	
Is the facility a minor ancillary facility?	☒Yes ☐ No Under condition C9; 'Minor ancillary facilities including lunch sheds, office sheds, portable toilet facilities material lay down sites, stockpile areas, areas used to assemble infrastructure and the like…'.
Section B –Minor Ancillary Facilities Assessment Criteria CoA C9: Minor ancillary facilities including lunch sheds, office sheds, portable toilet facilities, material lay down sites, stockpile areas, areas used to assemble infrastructure, and the like can be established and used where they satisfy the following criteria:	
a. are located within the construction boundary; and	☒Yes – Proceed to Section B (b) ☐ No– Review consistency against documents listed in A1 before proceeding.
(b) have been assessed by the ER to have:	

i.minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and	OUTCOME SUBJECT TO THIS APPLICATION
ii.minimal environmental impact with respect to waste management and flooding, and	OUTCOME SUBJECT TO THIS APPLICATION
iii.no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.	OUTCOME SUBJECT TO THIS APPLICATION

Activities that may be undertaken at construction compound sites under the EIS are provided in Table 3. The checklist included in Table 3 is checked where applicable to the CH28300 (Corner of Old Cootamundra Rd and Dudauman Rd) MAF.

Table 3: Permissible activities for construction compound sites under the EIS

Activity	Applicable?
Site office operations	☒
Delivery and stockpiling of various construction materials including rail, sleepers, ballast, bridge components, culverts and structural fill	☐
Laydown areas for the storage and operation of fuel, water, plant and equipment	☒
Maintenance of site environmental management controls	☒
Operation of mobile concrete batching plants (where present),	☐

The relevant CoA, Revised Mitigation Measures (REMMs) and ARTC Construction Environmental Framework – A2P (Document Ref No: 0-0000-900-EEC-00-SP-0002_2) will be implemented to minimise potential environmental impacts and to inform JHG staff and subcontractors of the environmental requirements associated with LIW activities and the operation of the MAF. Additionally, the Unexpected and Incidental Finds Protocol has been developed in accordance with CoA Condition A17 and will be implemented during all LIW activities for the Project.

Table 4 provides an overview of the conditions that need to be met prior to the commencement of LIW and how these have been complied with.

Table 4: Conditions required to be met prior to the commencement of Work

CONDITION (COA SSI-9406)	HOW THE CONDITION HAS BEEN SATISFIED
A17 Prior to the commencement of low impact work, an Unexpected and Incidental Finds Protocol must be developed for: (a) threatened species and threatened ecological communities; (b) contamination, hazards and contaminated land;	An Unexpected and Incidental Finds Protocol has been developed for the project in accordance with CoA A17. The Protocol has been made publicly available.

(c) Aboriginal Cultural Heritage; and (d) non-Aboriginal Heritage. The Unexpected and Incidental Finds Protocol must include procedures for: (i) all Work in the associated location to stop to prevent further impact; and (ii) notifying the Planning Secretary and relevant state agencies in writing. Work must not recommence until the relevant state agencies have been consulted and any required approvals have been obtained. The Unexpected and Incidental Finds Protocol must be made publicly available prior to low impact work commencing and must be implemented during low impact work.	Aconex reference: **5-0019-220-PES-00-PR-0001**
E143 An Unexpected Heritage Finds and Human Remains Procedure must be prepared to manage unexpected heritage finds in accordance with any guidelines and standards prepared by Heritage NSW and submitted to the Planning Secretary for information before the commencement of Work.	An Unexpected and Incidental Finds Protocol has been developed for the project in accordance with CoA E143. The Protocol has been made publicly available on IRPL's website. Aconex reference: **5-0019-220-PES-00-PR-0001**
E 144 The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of Work. ***Note**: Human remains that are found unexpectedly during the carrying out of Work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately*	An Unexpected and Incidental Finds Protocol has been developed for the project in accordance with CoA E144. The Protocol has been made publicly available on IRPL's website. Aconex reference: **5-0019-220-PES-00-PR-0001**
E117 The Proponent must prepare and implement a Workforce Code of Conduct for employees and contractors involved in the construction of the CSSI. The Code of Conduct must be prepared by a suitably qualified and experienced person(s) in the human resources sector and made publicly available prior to work commencing. The Code of Conduct sets out the ethical standards that employees are expected to adhere to in the construction site and interaction with the local community.	The Workforce Code of Conduct has been made publicly available. The approved Workforce Code of Conduct is available via Aconex reference: **5-0019-220-PHR-00-SM-0001**
B3 The Community Communication Strategy must be submitted to the Planning Secretary for approval no later than one (1) month before the commencement of any Work	The Community Communication Strategy was approved by the Planning Secretary on the 13/11/24. Aconex reference: **6-0001-220-EEC-00-LT-0003**

B12 A Community Complaints Mediator that is: (a) independent of the design and construction personnel; and (b) accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board must be nominated by the Proponent, approved by the Planning Secretary and engaged while the Complaints Management System required by Condition B6 is in operation. The nomination of the Community Complaints Mediator must be submitted to the Planning Secretary for approval within one month before the commencement of Work.	A Community Complaints Mediator (Jack Ellis) was appointed to the project by the DPHI on 1/10/2024. Aconex reference: **IR2200-DCACT-000879**
A7 The Department must be notified in writing of the dates of commencement of Work (in relation to low impact works), construction and operation at least one (1) month before those dates.	Notification of the commencement of LIW was issued to the Department on 4/10/24
B18 A website or webpage providing information in relation to the CSSI must be established before commencement of Work and maintained for the duration of construction, and for a minimum of 24 months following the completion of construction, or unless otherwise agreed with the Planning Secretary. Up-to-date information (excluding confidential commercial information) must be published before the relevant work commencing and maintained on the website or dedicated pages including: (a) information on the current implementation status of the CSSI; (b) a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the CSSI or the terms of this approval; (c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; (d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; (e) a current copy of each document required under the terms of this approval must be published before the commencement of any work to which they relate or before their implementation, as the case may be; and (f) a copy of the compliance and audit reports required under this approval. A copy of each document required to be made publicly available under this approval must be published within 14 days of the finalisation or approval of the relevant document unless an alternate timeframe is prescribed by another condition of this approval. Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which they / it relates or before its implementation. All information required in this condition is to be provided on the Proponent's website, ordered in a logical sequence and be easy to navigate.	A website has been established for the project, available at: https://inlandrail.com.au

Notes: *1. The intention of this condition is to increase transparency and for information/documents required as part of the approval to be provided proactively and publicly in an easily accessible manner. Where information is excepted by this condition, it is intended that these documents are provided in their redacted form.* *2. The Planning Secretary may instruct the Proponent to finalise and upload any report or documents to the Project's website in accordance with Condition A4.* *3. The publishing of documents should occur a minimum of a week before the relevant Work / activity is going to commence.* *4. In determining what information should be published under this condition, the proponent should have regard to the principles in Division 2 of Part 2 of the Government Information (Public Access) Act, 2009.* *5. Documents should be named to be consistent with the conditions of approval where possible. The name should also give an overall impression of what the document is about. The names should be simple and concise (no more than 50 characters) without any unnecessary punctuation or under scoring in the title.*	
B7 The Complaints Management System must make the following information publicly available to facilitate community enquiries and manage complaints, from one (1) month before the commencement of Work and for 12 months following the completion of construction of the CSSI: (a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI; (b) a postal address to which written complaints and enquires may be sent; (c) an email address to which electronic complaints and enquiries may be transmitted; and (d) a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.	Complaints Management System prepared and information under the Complaints Management System made public available in the following website: https://inlandrail.com.au/
E3 Despite Conditions E1 and E2 Work may be undertaken outside the hours specified in the following circumstances: (a) Safety and emergencies, including: (i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or (ii) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; (b) Low impact noise activities, including: (i) construction that causes LAeq(15 minute) noise levels: • no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and	All works at the MAF to occur during standard hours as much as possible. Any required OOHW approvals will be obtained prior to OOHW commencement.

• no more than the 'noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land uses; (ii) construction that causes LAFmax noise levels no more than 15 dB(A) above the rating background level at any residence during the night period as defined in the Noise Policy for Industry (EPA, 2017); (iii) construction that causes: • continuous or impulsive vibration values, measured at the most affected residence, are no more than the preferred values for human exposure to vibration specified in Table 2.2 of Assessing vibration: A technical guideline (DEC, 2006), or • intermittent vibration values, measured at the most affected residence, are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing vibration: A technical guideline (DEC, 2006); (c) By approval or agreement, including: (i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or (ii) works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E5; or (iii) negotiated agreements with directly affected residents and sensitive land uses. On becoming aware of the need for emergency work in accordance with Condition E3(a)(ii) above, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. The Proponent must use best endeavours to notify as soon as practicable all noise and/or vibration affected sensitive land uses of the likely impact and duration of those work. All negotiated agreements with owners and occupiers of sensitive land uses to carry out work in accordance with Condition E3(c)(iii) must be in writing, and include the hours, duration and likely noise levels compared to the NML defined in the ICNG. The negotiated agreement must be agreed and finalised before the commencement of work affecting the sensitive land uses.	
The following conditions must be met prior to Works, however, are not applicable to this assessment:	
E135 Prior to the commencement of any ground disturbance work within areas identified as requiring archaeological investigation or salvage identified in documents listed in Condition A1, the Proponent must prepare and implement an Additional Aboriginal Archaeological Survey Methodology and an Aboriginal Archaeological Test Excavation Methodology. The methodology must include procedures for additional archaeological survey of Zones 5, 6, 9 and 10, and management protocols including consultation with the Registered Aboriginal Parties, for any Aboriginal objects and sites identified during the survey.	The MAF location or its access route included in this report are not proposed within the Indigenous Survey Zones, including those identified as requiring archaeological investigations or salvage.
E145 Before commencement of any work, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified in the documents listed in Condition A1 as being at risk of damage. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the owners of the items surveyed, and no later than one month before the commencement of construction.	No buildings or structures identified in the Environmental Assessment Documentation as being at risk of damage are affected by the MAF included in this report.

	For DPHI correspondence on the interpretation of this condition, please see Aconex reference: **IR2200-CA-000017**

2.5 Certifications

This assessment applies to the Consent Conditions in Tables 1 and 2 of this document. Further to the details provided above, the proposed works are considered (tick one):

Table 5: Certification checklists

☒	Consistent with the Minister's Conditions of Approval (MCoA) SSI-9406 and the definition of 'Low Impact Work' and a 'Minor Ancillary Facility' and are not defined as 'Construction' or a 'Ancillary Facility''.
☐	Not consistent with the Minister's Conditions of Approval (MCoA) SSI-9406 and/or defined as 'Construction' or a 'Ancillary Facility'.

Certification – Environmental Representative

ER Reviewed ☒		ER Endorsed ☐	ER Approved ☒
SIGNED		SIGNED BY IR Mr Ricardo Prieto-Curiel - WolfPeak Jun 5, 2025, 1:23 PM GMT+10:00	
NAME		Ricardo Prieto-Curiel	
NAME		Derek Low	
NAME		Tim Elder	
POSITION		Environmental Representative	
DATE			
COMMENTS	Name:	This approval demonstrates the ER's satisfaction that the proposed Minor Ancillary Facility is compliant with the criteria in condition C9	

3 Location Details

The proposed minor ancillary facility (MAF) is proposed at approx. CH28300. The proposed location is within the Construction Impact Zone (CIZ) in accordance with CoA C9. The location details are summarised in Table 1 and visually presented in Appendix A.

Table 6: Site description

SITE NAME	Minor Ancillary Facility - CH28300 (Corner of Old Cootamundra Rd and Dudauman Rd)
LOCATION	Corner of Old Cootamundra Road and Dudauman Road, Cootamundra (Junee Shire Council)
CHAINAGE (m)	CH28300
TIMING (expected)	Occupation: June 2025 - commencement of Construction
LAND USE	Category 1 – Exempt Land Cropping land
FOOTPRINT/SIZE	Area: 55455.31m^2 Perimeter: 950.19m

SITE SURROUNDINGS	Minor Ancillary Facility CH28300 is surrounded:
	• To the North, by;
	  ○ Grazed agricultural land
	• To the East, by:
	  ○ Dudauman Road (public road)
	  ○ Grazed agricultural land
	  ○ Residential receiver approx. 1.05km away
	• To the South, by:
	  ○ Old Cootamundra Road
	  ○ PCT 277 Blakelys Red Gum (low condition, derived native grassland) (adjacent south eastern corner)
	  ○ Ephemeral unnamed watercourse (approx. 80m south)
	• To the West, by:
	  ○ Grazed agricultural land
	  ○ Ephemeral unnamed watercourse (approx. 1km west)
	
	Maps are provided in Appendix A.

ACCESS	Access to MAF CH28300 will be provided directly via Old Cootamundra Road at approximately CH28300.

4 Minor Ancillary Facility Description

This proposed minor ancillary facility (MAF) location is located at CH28300 on a property owned by Peter McClintock, on the corner of Old Cootamundra Road and Dudauman Road, Cootamundra (hereafter referred to MAF CH28300). This was chosen as a suitable location due to its non-impactful access/egress arrangements, landholder agreements, and distance from residential receivers.

4.1 Minor Ancillary Facility Units

The proposed MAF at the location included in this application includes the following assets:

- Caravans
- Shipping container
- Storage trailer
- Hazardous materials storage container
- Lighting towers
- Skip bins
- Mud bins

4.1.1 Caravans (2)

The caravans are moveable and will be used at CH28300 (McClintock Property). The model of caravan is the Vansite 7.2 RG Series, which is a large van trailer which will be used for on-site amenity support for the duration of LIW. The van is comprised of features that will support the operation of daily work activities. Alternative models may also be used. The intention of the caravans is to provide adequate respite allowances to meet welfare requirements of site personnel. The van is equipped with and will be used for the following:

- A meeting room, which provides a dedicated space for project management discussions, safety briefings, and inductions.
- A kitchenette within the van for the preparation of light meals and refreshments.
- Two bathrooms, which cater to the basic needs of the workforce.

The aim of these units is to provide a centralised location for staff to use facilities for the activities described above. It will also improve efficiency by reducing the need for the workforce to travel long distances to rest at Stockinbingal, Cootamundra and Junee.

Figure 4-1: Caravan - Vansite 7.2 RG Series

4.1.2 Shipping Container

Up to 2 shipping containers will be used at MAF CH28300. They will function as storage units for equipment and materials to support LIW activities. The shipping containers will be approximately 6m by 2.4m. Items to be stored in the containers may include (but are not limited to):

- Environmental controls (including sandbags, coir logs, etc.)
- Hand and power tools
- Pipes
- Survey equipment. including;
    - Pegs
    - Star pickets
    - Wheelbarrows
    - Spray paint
    - Global positioning system (GPS) units
- Small generators
- Spare PPE

- Drill heads

Figure 4: 6M X 2.4M Shipping Container

4.1.3 Storage Trailer

Storage trailers will be towed using JHG vehicles to locations along the alignment as required to support the transport of materials. The storage trailer will then be stored at MAF CH28300 when not being used to transport materials. Items to be stored in the containers may include (but are not limited to):

- Environmental controls (including sandbags, coir logs, etc.)
- Hand and power tools
- Pipes
- Survey equipment. including;
    - Pegs
    - Star pickets
    - Wheelbarrows
    - Spray paint
    - Global positioning system (GPS) units
- Small generators
- Spare PPE
- Drill heads

Figure 5: Storage Trailer

4.1.4 Hazardous Chemical Storage Container

Bunded storage containers will be used to store hazardous chemicals, including but not limited to hydrocarbons, bleach and other cleaning agents.

Figure 6: Hazardous Materials Storage Container

4.1.5 Lighting Towers

Lighting towers may be required during the winter months where low light periods begin earlier in the day, or where any out of hours works are required. Up to 6 lighting towers may be required at the MAF. Solar lighting towers will be used preferentially used where reasonable and practicable.

Figure 7: Lighting Tower

4.1.6 Skip Bins and Mud Bins

Up to 3 skip bins will be used at MAF CH28300 North for the appropriate storage of waste produced in the operation of the MAF. Waste streams may include;

- Food organics/garden organics (FOGO)
- Paper/cardboard
- Hard plastic
- Soft plastic

Waste will be transported by a licensed waste transporter to an appropriately licensed facility as required.

Figure 8: Skip Bin

2 mud bins are proposed to be used at the site. The mud bins will be used to store liquid waste and sediment captured during non-destructive digging undertaken on the Project. The mud bins are approximately 10m^3 in size. Their indicative appearance is provided in Figure 9. The indicative location of the mud bins are shown in Appendix A (marked as external waste receptacles). Waste streams include:

- Liquid waste
- GSW

Figure 9: Indicative appearance of a mud bin

4.1.7 Portaloo's

External bathroom facilities (Portaloo's) to the caravans will be used at the MAF site. Up to 5 portaloo's may be at the MAF at any given time. The portaloo's will be either removed offsite for waste disposal or pumped on-site by the waste contractor. Their indicative appearance is provided in Figure 4-2. Their indicative location is provided in SEPs (Appendix A).

Figure 4-2: Portaloo

The MAF will only be used (operated, mobilised and demobilised) within approved construction (standard) hours to the maximum extent possible. The standard hours on the Project are as follows;

- Monday to Friday: 7am to 6pm
- Saturday: 7am to 6pm
- Sunday and public holidays: no work

Where out of hours work is required, it will be applied for in a separate application/permit in accordance with the Out of Hours Work Protocol (as required) or in accordance with E3(b) or E3(c)(iii). Any relevant OOHW approvals will be obtained prior to the commencement of OOHW.

4.2 Mobilisation, Maintenance and Demobilisation

Coates (or other hire service company) will deliver the assets to MAF CH28300. JHG will then control the movements of all assets at the MAF during operations. Coates (or other hire service company) will pick up their assets for servicing, maintenance and demobilisation as required. Servicing of toilet facilities within the caravans will be untaken on site, using a vacuum truck. More information is provided in Section 5.

5 Aspect and Impact Assessment

The following table provides an overview of the existing environmental constraints, potential impacts and mitigation measures associated with the MAF.

Table 7: Aspect and Impact Assessment

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Traffic, transport and access	Site access would be achieved via Old Cootamundra Road (public road). The maximum personnel on site is not expected to exceed 40 people (including visitors). The approximate number of parking on-site is 25 light vehicles and 15 heavy vehicles.	• Potential increase in light vehicle traffic relative to existing use of the roads. • Traffic associated with the use of the sites will have minor amenity impacts on the surrounding residences. • No closure or diversion of roads will be required for the operation of this MAF. • Impacts to road safety as a result of increased road use and turning movements at intersections and construction site access gates. • Impacts to condition of rural roads due to construction traffic.	• Right of way will be given to the public (road users and pedestrians) at access points into the MAF location. • The construction workforce and project staff will be encouraged to ride-share to reduce the number of light vehicles travelling to and from the MAF to other areas of the alignment. • Landholder gates will be closed (unless otherwise agreed by LAA's) when accessing/egressing the MAF location. A road dilapidation survey will be conducted on Old Cootamundra Road prior to the use of the road by heavy vehicles. In accordance with E101; Before any local road is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for subject roads and bridges, and interfaces with regional roads. A copy of the Road Dilapidation Report must be provided to the relevant road authority(ies) within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the CSSI for endorsement by the roads authority. In accordance with CoA E102;

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
		• Impacts on access to private properties.	The Road Dilapidation Report shall provide measures to ensure: (a) roads deemed unsafe for the use of heavy vehicles are upgraded and repaired prior to use; (b) roads used can safely accommodate heavy vehicle haulage based on volume, types and duration of use; and (c) road repair is undertaken periodically before and during construction. Where the road is not up to standard due to condition, width, pavement type, and road geometry, the Proponent must upgrade the road to a service level equal to (or better than) the level it was being maintained immediately prior to construction and before heavy haulage commences, at no cost to the owner. In accordance with CoA E103; a) If damage to roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction, either (at the relevant road authority's discretion): rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E101; or b) compensate the relevant road authority(ies) for the damage so caused. The amount of compensation may be agreed with the relevant road authority(ies), but compensation must be paid even if no agreement is reached; or c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements. Damage to roads that affects road safety or trafficability as a result of the construction of the CSSI must be rectified by the Proponent as soon as practicable after the damage is identified, at no cost to the owner. A 3rd party agreement is in place between ARTC and the landowner for the use of this property for the Project.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Noise and vibration	The existing noise environment is rural. Vast amounts of the project area have little or no road traffic noise and have low background noise levels. The site proposed for the MAF is consistent with this noise landscape, with the closest residential receivers approximately 1.05km to the east of the proposed MAF location (shown in Appendix C). The standard hours on the Project are as follows; • Monday to Friday: 7am to 6pm • Saturday: 7am to 6pm • Sunday and public holidays: no work . Where out of hours work is required, it will comply with the criteria in CoA E3(b) as per the definition of Low Impact Works in the planning approval.	Potential noise generation during standard construction hours from facility use, including: • Conversational chatter • Flushing of toilets • Operation of plant and equipment • Access/egress from the MAF • Pre-starts and inductions The construction Rating Background Level (RBL) at the MAF location are: • 35 dBA during standard hours • 35 dBA during out of hours during the day • 30 dBA during the evening and night periods Noise impacts are expected to be negligible from the MAF with the closest residents located approximately 1.04km from the MAF. A noise model has been prepared in Appendix B.	• Non-tonal reversing alarms must be fitted and used on all construction vehicles and mobile plant when accessing/egressing from the MAF location. • Avoid shouting and slamming doors to minimise unnecessary noise (loud radio, UHF conversations, revving engines, slamming doors etc). • All vehicles accessing the MAF location must comply with local road and MAF speed restrictions. • Plant engines from light vehicles should be turned off when not in use to reduce potential noise impacts on surrounding stakeholders. • Delivery and demobilisation of MAF assets will occur during standard hours. • Noise monitoring will be conducted as required (i.e. during out of hours work, in response to complaints). • No additional control measures are proposed as results of noise modelling (Appendix B) do not exceed Project NMLs/RBLs at nearby sensitive receivers.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Light Spill/ Visual Amenity	The MAF assets have built-in internal lighting. Up to 6 exterior lighting towers may be required during the winter months to increase light availability. The lighting units will be placed at a distance at which it does not disturb the surrounding visual landscape. Surrounding residential receivers are unlikely to be impacted, as they are located >1km from the MAF.	Additional lighting around the site for personnel safety and crime prevention in accordance with crime prevention through environmental design (CPTED) principles could result in light spill impacting sensitive receivers.	An inspection will be completed the first time any additional lighting is added at the site. This inspection should include spot measurements of horizontal light spill. Boundary screening will be erected if a site inspection determines that the MAF could significantly impact sensitive receivers. Lighting towers will be operated in a way that minimises light spillage on residences in accordance with CoA E125 and is consistent with the requirements of *Australian Standard 4282-2019 Control of the obtrusive effects of outdoor lighting.* Where possible, the direction of temporary external lighting will be faced down or inward to prevent light spill in the direction of the closest sensitive receivers.
Biodiversity	No mapped native vegetation or trees require clearing for the occupation of the site. The MAF proposed in this application will not require vegetation clearing or ground disturbance. One flora species was identified adjacent to the south-eastern corner of the site (however not within the MAF footprint). This was identified as PCT 277 Blakelys Red Gum (low condition, derived native grassland) (adjacent south eastern corner) Desktop studies did not identify fauna species surrounding the site or in close proximity to the site.	• Impacts on potential habitat for listed threatened fauna species • Incidental and unapproved clearing of native vegetation resulting in loss of fauna habitat, habitat fragmentation and loss of connectivity.	Unexpected biodiversity finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Biodiversity. The PCT area at the southeastern border point will be delineated with bollards and/or rope/bunting to ensure it is avoided. Mobile plant and vehicles including deliveries must use designated travel routes and site access tracks to access the MAF. PCT areas will be marked on SEPs as no-go zones.
Soil and water	No groundbreaking activities or stockpile of materials are proposed for the use of the MAF. The risk of erosion at the MAF location is considered low, as no deliberate subsoil exposure will be occurring. The unnamed	• Mud, soil or otherwise tracking onto local roads	The existing driveways and parking areas will be monitored and maintained. Mud bins will be closed at all times, except during the loading/unloading of liquid waste. ERSED controls will be

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	ephemeral streams to the south and the west of the site are not intended to be crossed in the mobilisation, operation or demobilisation of the MAF. The MAF is located on relatively flat land with approximately 1.9m fall across the site.		implemented downstream of the mud bins to capture runoff in the event of a spill. The site is located within existing cropping lands with existing ground cover. The cropping lands that surround the MAF proposal footprint will not be disturbed which will ensure that any potential surface water runoff will be contained. Weather forecast will be regularly reviewed (via http://www.bom.gov.au/) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Applicable ERSED control measures and mud control measures (eg. sandbags, coir logs, vehicle brush down, cattle grids, ballast) will be implemented to reduce and prevent sediment tracking onto local roads. If mud and dirt is tracked onto Old Sydney Road, a street sweeper or other means may be deployed to remove spoil, mud or otherwise from the roadway within 24 hours. SEPs will display indicative ERSED controls at the site access/egress point. SEPs will display the unnamed ephemeral watercourses to the south and west of the MAF. A spill kit, as well as all chemicals and liquids will be stored within the container which includes a self-contained bund (within the container) that is not exposed to rainfall or surface water runoff. The bund will hold a volume of liquid 10% larger than the largest container. All other equipment will be mobile and raised out of the way of surface water run off and can be removed from site in the event of a significant weather event (if deemed required).

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Contaminated land	The desktop search of the MAF identified that there are no known contamination areas within or near the site. No ground disturbance is proposed for the use of the site that could expose unexpected contaminated land. No ground disturbance is proposed at the MAF location and as such, contaminants (heavy metals, sodium fluoroacetate) are unlikely to be mobilised.	• Direct contact with contaminants (heavy metals, sodium fluoroacetate) through inadvertent ingestion, or dermal absorption.	Unexpected contamination finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Contamination. AECs will be marked on SEPs with visitors and workers at the MAF informed of the potential presence of fox baits and the appropriate mitigation measures to avoid them.
Cultural heritage	The proposed location of the MAF and the associated access has been assessed and identified as being outside of the Indigenous Survey Zones listed in the EIS (Zones 1-11). No items of Aboriginal or Non-Aboriginal Heritage were identified within 1km of the MAF site.	• Potential impacts on registered Aboriginal heritage items/sites in the proposal site • Impacts on unrecorded Aboriginal sites and/or areas of archaeological sensitivity	Unexpected heritage finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Heritage. No additional mitigation measures are proposed for cultural heritage due to the distance of the MAF from items of heritage sensitivity.
Dust and odour	No excessive dust and odour emissions are expected to occur from the operation of the MAF.	There will be little-no impact to dust and odour emissions resulting from the MAF.	Site vehicles and utes are drive to the speed limits enforced on NSW roads and within private properties (including on the MAF site) to avoid excessive dust and disturbance of dirt roads. All waste receptacles will be covered when not in use to prevent noticeably offensive odours impacting receivers.
Flooding	The site is located outside of the EIS modelled 1% AEP (shown in Appendix A).	There will be no impact to the proposal from flooding from the MAF.	No additional control measures are required to manage flood impacts from the proposal.
Waste management	Waste is expected to be generated in the operation of this MAF. Waste will be contained to the MAF via waste tanks (for sewage) and bins.	Waste generated from the MAF will include: • Sewage • Hard plastic	All waste will be contained internally within the MAF in plastic bins, bags and tanks (located within the containers and the caravans) and will be disposed of to the appropriately licensed waste facility. Waste will then be transferred to covered skip bins and disposed of offsite.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	The waste generated from this proposal is considered minor and can be managed by staff as part of the day-to-day operations. Waste from toilet facilities within the caravans will be serviced using a vacuum truck on site.	• Soft plastic • Food organics/garden organics (FOGO) • Paper/cardboard • Wastepaper Waste stored at the MAF in mud bins will include: • Liquid waste • GSW	Mud bins will either be removed off site or the liquid in the bin pumped on-site to a liquid waste track for off site removal. An appropriately licensed waste transporter will transport the waste from skip bins and mud bins to an appropriately licensed facility. The caravan units and Portaloo's will be serviced using a vacuum truck for sewage waste pump out. This waste will then be disposed of by the waste hiring company to a suitably licensed facility. The unit will be pumped on-site by the hiring company into an enclosed system with controls to manage potential spill incidents (spill kits) in place. Waste will be classified in accordance with the EPA NSW Waste Classification Guidelines, 2014. All dockets will be retained. Any leaks or spills captured in the hazardous materials container bund will be disposed of offsite at a suitably licensed facility. Waste dockets from the waste contractor will be maintained and documented. All waste will be recycled where possible. Waste generation will be avoided where possible, and where avoidance is not reasonably practicable, waste generation will be reduced.

6 Workforce Notification

6.1 Induction

All personnel (including sub-contractors) will attend a compulsory site induction that includes an environmental component prior to commencement on-site. This is done to ensure all personnel involved in the Project are aware of the requirements of the Project and to ensure the implementation of mitigation measures as indicated in this report.

6.2 In-field reference materials

A copy of this report will be required to be retained in the field by the site supervisor for reference as required.

Site Environmental Plans (SEPs) are visual figures that outline the location of protection measures, monitoring requirements, sensitive receivers and environmentally sensitive areas. SEPs are to be used in project inductions, during site set-up and as part of general work management.

SEPs identify control measures and mitigation strategies outlined in the operational control documentation such as this report. As more information relating to land access becomes available to JHG, SEPs may be updated to reflect the correct work method and will be developed specifically for each work area as part of the MAF activities.

6.3 Training

Targeted environmental awareness training will be provided to individuals or groups of workers with a specific authority or responsibility for environmental management or those undertaking an activity with a high risk of environmental impact. John Holland will establish and maintain a register of environmental training carried out, including dates, names of persons trained and trainer details. JHG are required to complete relevant safety inductions for works within the rail corridor.

7 Roles and Responsibilities

Table 8: Roles and responsibilities

ROLE	RESPONSIBILITY
Environmental and Sustainability Manager	• Implementation of procedures • Liaise with specialist consultants and IRPL. • Notify regulators and relevant stakeholders as required • Complete incident investigation and reporting (where required) • Updates to scheduled activities and management plans as a result of varying on-site conditions and any changes are communicated to the Project Team • Ensures compliance on site with the project approvals, including this report.
Site Supervisors	• Ensure that this report and relevant documentation are communicated to all site personnel under their management and are being fully implemented on site • Stop work as required. • Ensure that any scope changes are approved by ER/IRPL prior to undertaking works. • Delineate the area • Contact Environmental Manager and Project Manager • Manage access into and out of the site
Specialist consultants – Ecologist, Archaeologist, Contaminated Land Expert, Site Auditor (Contamination)	• Indicate the required exclusion area or “no-go” zone for any nearby works • Advise on any controls that should be put in place to due to changing on-site conditions • Develop any required management plan (or equivalent) for the management of LIW • Call on other technical specialists as required to assist in any identification and management of LIW • Assist in implementation of the unexpected and incidental finds procedure • Assist in the completion of any required notifications in consultation with the Project Environment Team
ARTC / Inland Rail	• Liaise between relevant government agencies and relevant stakeholders in relation to any incidents • Provide written approval for works • Liaise between relevant government agencies for any ARTC approvals and/or with other stakeholders as required in relation to incidents/events.

Community and Stakeholder Engagement Team	• Develop and maintain open lines with the community, stakeholders, and landowners to ensure their concerns and feedback are effectively captured and addressed • Provide notifications to the community for the MAF and manage the complaints management process associated with the MAF. • Facilitate engagement activities, such as public meetings, information sessions, and consultations • Coordinate with the Project Team to integrate community feedback into project planning and decision-making processes • Prepare and disseminate clear, accurate, and timely information about activities and changes to ensure transparency • Conduct consultation for written approval to use private access roads, provide notification to landowners and sensitive receivers ahead of the works and for noise consultation
Environmental Representative(s) (ER)	• Assess the impacts of minor ancillary facilities (MAFs) and provide guidance on environmental best practices to mitigate potential negative effects • Consider and recommend improvements to work practices to reduce environmental impact and enhance community well-being • Review and validate project documentation to ensure consistency with planning approvals and environmental regulations • Conduct regular site inspections to monitor compliance with environmental standards and provide on-site environmental advice to support the project team

Table 9: Emergency contact list

Emergency Contact	Contact Details	When to contact
Environment Protection Authority (EPA)	131 555	In the event of confirmed contamination
Safework NSW	131 050	In the event of confirmed contamination
RSPCA / WIRES	1300 094 737	To report injury to wildlife
Heritage NSW	(02) 9873 8500	In the event of an unexpected heritage item or suspected human remains
NSW Police	(02) 6922 2599 (Wagga Wagga District Command) 000 (Emergency only)	In the event of suspected human remains
DPHI Unit (Compliance)	1300 305 695	In the event of an incident
Cootamundra – Gundagai Council	1300 459 689	As required
Junee Council	(02) 6924 8100	As required

8 Consultation

Consultation with relevant land holders is required 7 days before the commencement of works relating to that landholder.

Complaints and enquiries will be managed in accordance with the I2S Community Communication Strategy (*4-0000-220-PCS-00-ST-0001*), which was endorsed by the ER on the 15th October, 2024.

Enquiries and complaints will be managed in line with Inland Rail's:

I. *0-0000-900-PCS-00-SP-0001 Specification – Complaints Management Requirements*

II. *0-0000-900-PCS-00-ST-0005 Inland Rail Reputation Strategic Plan*

III. *2-0000-220-PCS-00-PL-0001 I2S Engagement Implementation Plan; or Construction Communication Engagement Plan; and*

IV. *Conditions of Approval.*

Complaints may include any interaction with a stakeholder who expresses dissatisfaction with the project, policies, contractor's services, staff members, actions or proposed actions during the project.

All communications with stakeholders including consultation, engagement and management of complaints are captured by JH in Consultation Manager as detailed in the Community Communication Strategy (available via Aconex transmittal reference: ***IR2200-CA-000024***).

John Holland will attend to enquiries and complaints in a responsive and consistent manner to ensure feedback is considered and addressed in a timely and productive way. This will help ensure that the Project benefits from local input and impacts on the community are minimised wherever possible.

Community enquiries and complaints will generally be received via:

- Inland Rail's 24-hour telephone number: 1800 732 761
- Inland Rail's email: inlandrailnsw@inlandrail.com.au

The 24-hour telephone number and email address will be answered by John Holland, during business hours and Possessions, any Out of Hours phones calls not associated with possessions will be directed to a call Centre who will notify John Holland the following day. All complaints will be managed in accordance with the Community Communication Strategy. John Holland will notify Inland Rail of all content specific to the Project for investigation and response in accordance with required response time frames. The phone number and email are included on all written project communications.

All calls to 1800 732 761 are answered and responded to 24 hours a day, seven days a week.

In accordance with CoA E96, JHG will also consult with all landowners where the works proposed under this LIWA will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. The consultation will include the following.

a. safe and convenient stock and machinery movement across the rail corridor, including provision and maintenance of livestock holding pens;

b. the safe and efficient operation of agricultural aerial activities;

c. provision and maintenance of fencing of a type suited to stock and livestock husbandry operations conducted on the property (including barrier fencing where appropriate); and

d. relocation of farm infrastructure necessitated by the CSSI.

Details of consultation and agreed management measures will be included in the Individual Property Management Plans required by CoA E95.

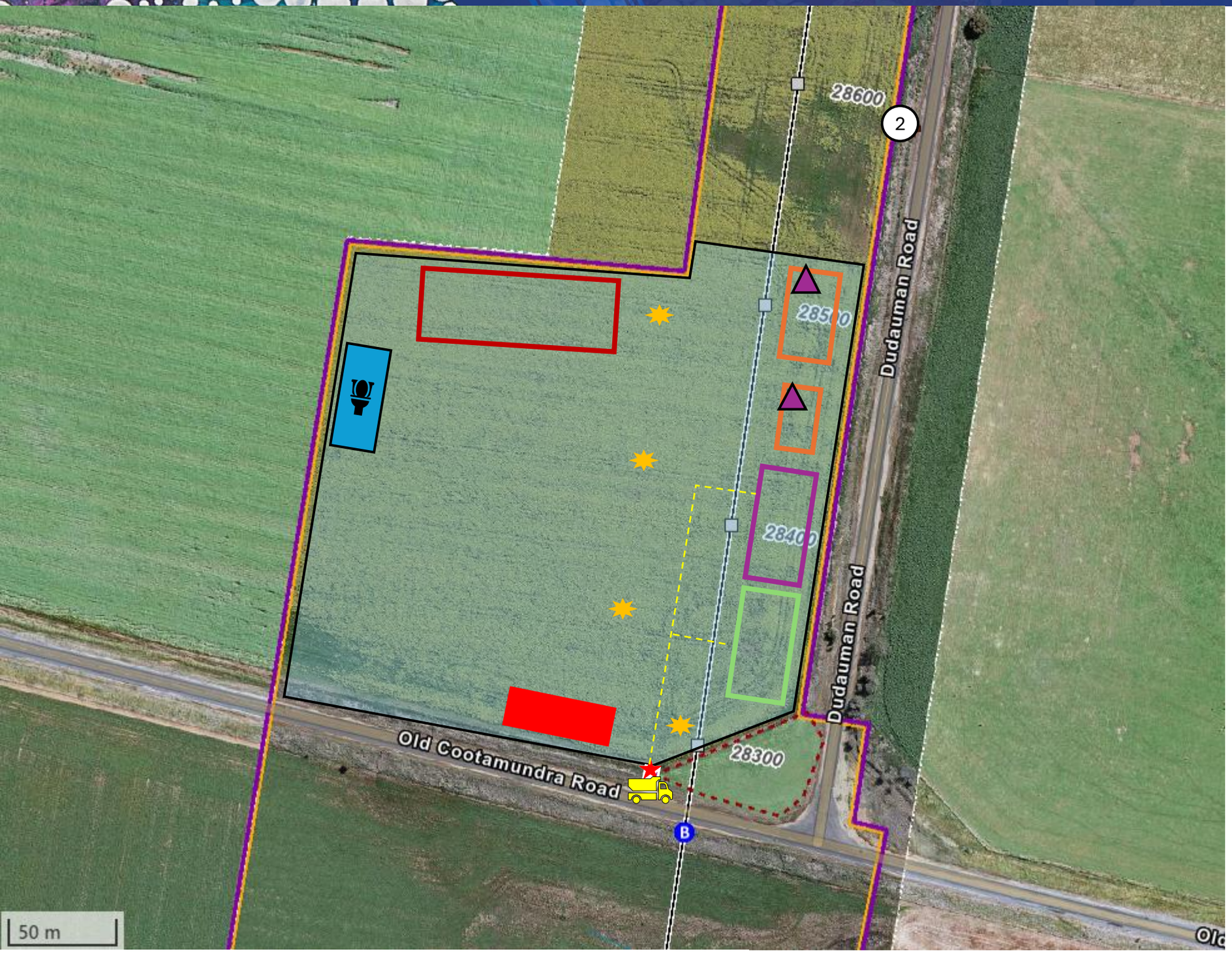
9 Appendices

Appendix A—Site Environmental Plan (SEP)

Site Environmental Plan (SEP) – Minor Ancillary Facility
Site Access Point: Gate 6
Property #13 – Peter McClintock

Chainage **from (m):** 28250
Chainage **to (m):** 28550
Total length **(m)**: 300

JOHN HOLLAND



Legend:

- MAF footprint
- No-go zone
- CIZ
- Caravan
- Storage area (including hazardous and non-hazardous storage)
- External waste receptacles
- Light vehicle parking
- Heavy vehicle parking
- Access/egress point
- Lighting tower
- ERSED control
- Spill kit
- External toilet facilities
- Demarcation fencing
- Farm gate
- Access/egress track
- Sensitive item (X)

*Locations of MAF assets and ERSED controls are indicative and will be subject to assessment of on-site conditions

ANTICIPATED FLORA/FAUNA PRESENCE IN THE AREA:

1. Western Grey Box Woodland

White Fronted Chat

Superb Parrot

ACCESS/EGRESS VIA **OLD COOTAMUNDRA ROAD**

Sensitive items:
1. PCT 277 Blakelys Red Gum (Low condition)
2. White fronted chat

Erosion and Sediment Controls (ESC):
- All erosion and sediment controls are to follow the requirements of the Blue Book Managing Urban Stormwater, Volume 1, 4th Edition, March 2004.
- ERSED controls have been included on the SEPs in areas where potential ERSED risks are anticipated. Additional ERSED control equipment will be available to site teams if required. The orientation and position of ERSED controls indicated in maps must be determined appropriately on site (i.e. downslope of work activity, covering a drain, etc.).

The following ESC are implemented for the project site:
- Appropriate ESC (e.g. geofabric) to be placed over stormwater/rail corridor drains (as required – if works have potential to impact).
- Water will not be discharged or pumped off-site or to drains. For any water discharge, the Environment Team must be contacted immediately (for water testing methodology for removal i.e. vacuum truck or to re-use on site).
- Sediment control to be implemented in all laydown areas, specifically drains and gutters for stormwater control.
- Groundwater will be managed in accordance with the requirements of the Waste Classification Guidelines (EPA, 2014).
- Water will be used for dust suppression as required.

Monitoring of ESC:
- Periodic monitoring of the effectiveness of the ESC to be undertaken as part of environmental inspections, prior to unfavourable weather conditions and after heavy rainfall events (>20mm in 24-hour period).

REVISION DATE: 14/05/2025

Appendix B—Noise Model

Appendix B – Noise Model

Noise assessment summary:

A noise assessment has been conducted to assess potential noise impacts associated with the use of a Minor Ancillary Facility (MAF) at CH28300 (Corner of Old Cootamundra Rd and Dudauman Rd).

Standard construction hours on I2S are;

– 7:00am to 6:00pm Monday to Friday

– 7:00am to 6:00pm Saturday

– At no time on Sunday or public holidays.

All work (including the mobilisation, operation and demobilisation of the MAF) must be conducted within standard hours prior to the approval of the Project Out of Hours Work Protocol in accordance with CoA E5 for works not subject to an EPL and that do not meet the parameters of E3 (b). All works included in this noise model have been modelled during standard hours. Out of hours works will be applied for via a separate application/permit.

Site Characteristics:

(Source: I2S EIS Chapter 16—Noise and vibration).

The existing noise environment is characteristic of a rural landscape. Most of the proposal site has little or no road traffic noise, sparse settlement patterns, and generally being characterised by low background noise levels. Burley Griffin Way, Olympic Highway and the existing rail lines are the main noise sources within the proposal site; however, traffic along these roads is typically sparse and does not significantly impact the background noise levels of the surrounding environment

The most significant existing sources of vibration along the proposal site include those generated by traffic on the local road network and existing rail operations at Illabo and Stockinbingal. Although not measured directly, vibration due to existing road and rail sources is considered to be below the structural damage (outside the safe working distances for any potential impacts) and human comfort criteria for all vibration sensitive receivers.

Most residential receivers are in Stockinbingal, east of the proposal site, including low-density residential dwellings. Residential receivers located within the study area outside of Stockinbingal are typically present as isolated rural residential dwellings within open farmland. Residential dwellings located near the proposal are predominantly single storey.

Rationale:

The following noise model is for the activities to be undertaken during operation of the MAF for the Illabo to Stockinbingal Project.

The closest receivers (from I2S EIS Technical Paper 08 – Construction Noise and Vibration Impact) to this location are:

- 226879 – 1.45km from the MAF
- 226863 – 1.05km from the MAF

A model for each activity is provided in the below sections, which includes;

- A map, showing the work activities and their proximity to receivers (if any);
- The noise model inputs (showing equipment usage percentages and quantity);
- The noise model outputs (showing the results of the modelling).

Noise Management Levels

TABLE 16-1: NOISE MANAGEMENT LEVELS FOR RESIDENTIAL RECEIVERS

Timing	RBL (dBA)[1]	NML (dBA)	Highly noise affected level (dBA)
Standard hours	35	45	75
Out of hours—Day	35	40	N/A
Out of hours—Evening	30	35	N/A
Out of hours—Night	30	35	N/A

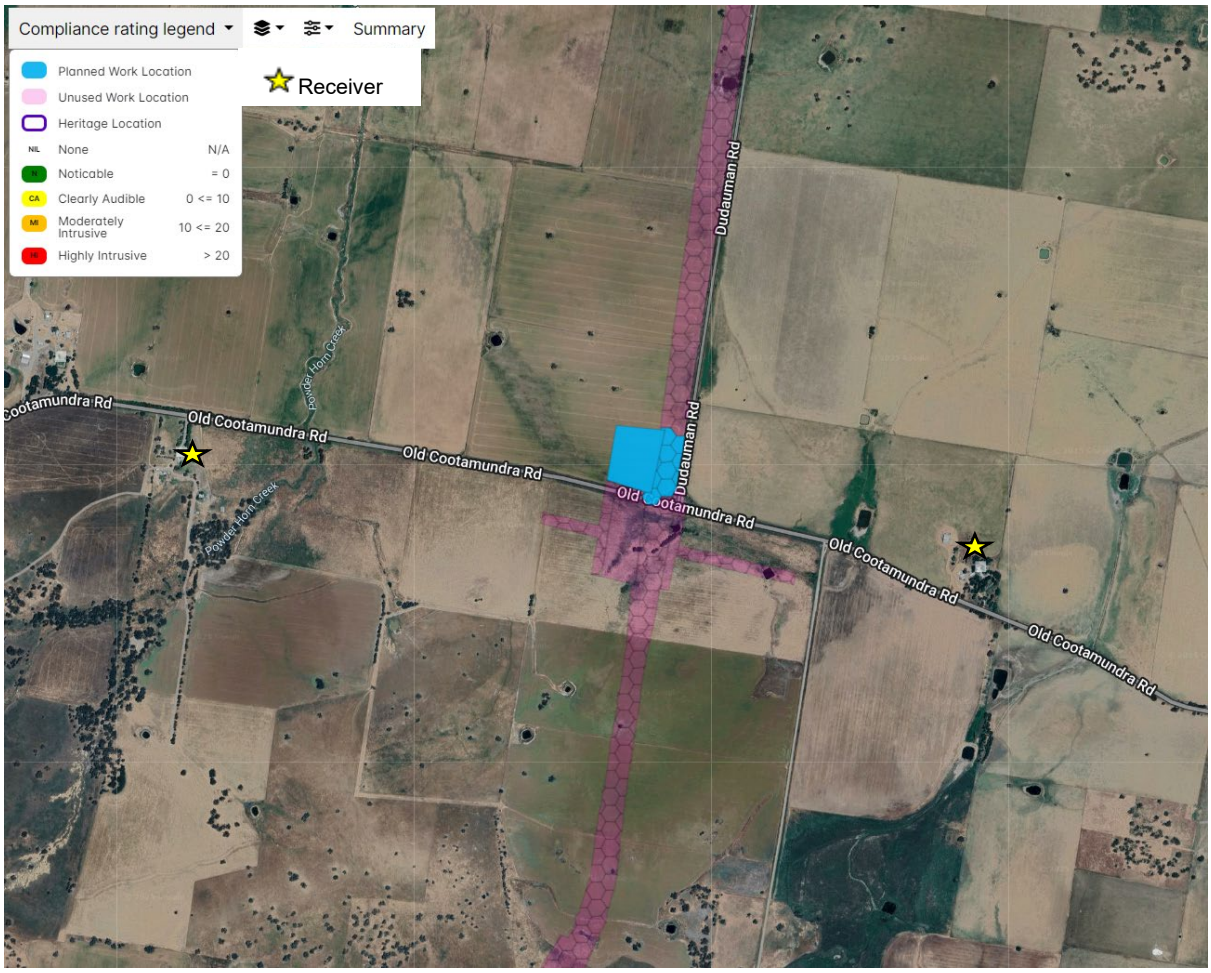
1. Background levels are below the minimum assumed rating background noise levels at all measurement locations along the proposal site; as such, they have been adjusted to 35dBA during the day period, and 30dBA during the evening and night periods.

Figure 1: Noise Management Levels (NMLs) for residential receivers. From the I2S EIS Chapter 16--Noise and vibration

Modelling was conducted using standard hours Noise Management Level (NML) of 45dBA. The NMLs used are source from the EIS Construction Noise and Vibration Impact Assessment prepared for the Project (*Environmental Impact Statement: Inland Rail: Illabo to Stockinbingal, 2022).* Noise modelling has been conducted using Hutchinson Weller's KNOWNoise software.

Map Overview

The following map shows the MAF operational location (where noise is to be emitted) and the closest affected residential receivers to the works. The distance to the closest receiver is 1.05km from the MAF.



Noise Model Inputs:

The following inputs (equipment type, quantity and usage) were entered into the noise model. Noise inputs are based on the “worst case scenario” approach with the maximum expected plant in use at any given time at varying usages during standard hours. This model includes site mobilisation of shipping containers on a flatbed truck and the use of lighting towers.

05/03/2025 07:00AM - 05/03/2025 06:00PM

LV, HV and generator noise emissions at the MAF during standard hours.

Equipment type	Qty	Usage	Reduction	Sound power level	
				LAeq	LAmax
Daymakers / Lighting plant	6	100%	0	101	94
Flatbed Truck	15	5%	0	92	98
Generator (6 kVA)	2	100%	0	92	92
Ute	25	5%	0	86	90

Activity Sound Power Level: 102

Figure 3: Noise model inputs, MAF operation

Impact to Receivers:

A detailed noise output profile for the closest residential receivers to the MAF is provided in the figure below.

1240 OLD COOTAMUNDRA RD, COOTAMUNDRA NSW 2590

NCA	NCA05
Address	1240 OLD COOTAMUNDRA RD, COOTAMUNDRA NSW 2590
Land Use	Residential
Heritage Listing	☐
Visible	☑

	Floor	Land Use	NML	Predicted level (dBA)	NML Exceedance	Sound Impact	Highly Affected	Sleep Disturbed
👁	1	Residential	45	29	0	None	No	No

Figure 4: Noise impact profile receiver 226863

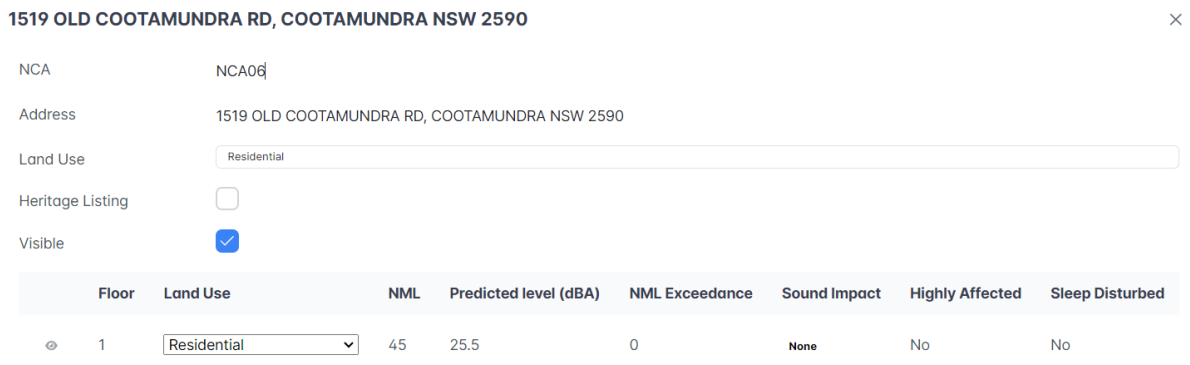


Figure 5: Noise impact profile receiver 226879

Noise model summary:

A scenario-based approach has been applied to the low impact works assessment to assess potential noise impacts associated with the MAF. A summary of the noise impacts associated with the works are included in the table below.

Activity	dBA exceedance of NML at receiver(s)	Number of properties affected
MAF (lighting towers, operation of plant and equipment, light vehicles and heavy vehicles at the MAF)	0	0

Table 1: Noise model summary

Conclusion and Mitigation:

Although noise impacts are expected to be negligible based on the nature of the MAF, its expansive distance from receivers and the planned hours (standard hours), mitigation measures will be implemented to manage noise and vibration impacts. The following measures will be implemented where reasonable and practicable in accordance with the ARTC NSW Noise and Vibration Framework Specification.

Mitigation measures
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.
Where available, equipment selection will favour the use of quieter and less vibration emitting construction methods.
Using noise source controls, such as the use of residential class mufflers, to reduce noise from all plant and equipment including bulldozers, cranes, graders, excavators and trucks
Static plant should be located as far as possible from sensitive receivers, be located to take advantage of natural acoustic screening such as terrain, site buildings, etc and where necessary for reduction of noise impacts, provided with an acoustic enclosure.
A telephone, email and web-based community information service shall be established to allow the community to obtain additional information on construction activities, provide feedback or make a complaint.
Regular communications on the activities and progress of the proposal shall be provided to the community (e.g. via newsletter, email and/or website).
Noise or vibration monitoring in response to complaints shall be undertaken where the results or the process assist in resolving or understanding the receiver's issue.

Where possible, construction compounds should be located a minimum of 1km from the nearest resident or noise sensitive receiver.
Where vibration levels are predicted to approach the criteria for cosmetic building damage or limits for critical or sensitive areas, attended vibration measurements shall be undertaken at the commencement of vibration generating activities to confirm that vibration limits are within the acceptable range.
Early morning works between 6am-7am will be low impact noise activities[1]

Note 1: Work is limited to low impact works which generate low levels of noise and vibration at the nearest receivers (e.g. light vehicle movements, deliveries, site shed set up, toolbox talks, generators, hand-tools) and where the relevant NML or vibration criteria are not predicted to be exceeded or as defined by the relevant Conditions of Approval.

As a minimum, all affected landowners will be notified of the works to be undertaken in or around their properties 7 days prior to works commencement in accordance with the Community Communication Strategy (CCS).

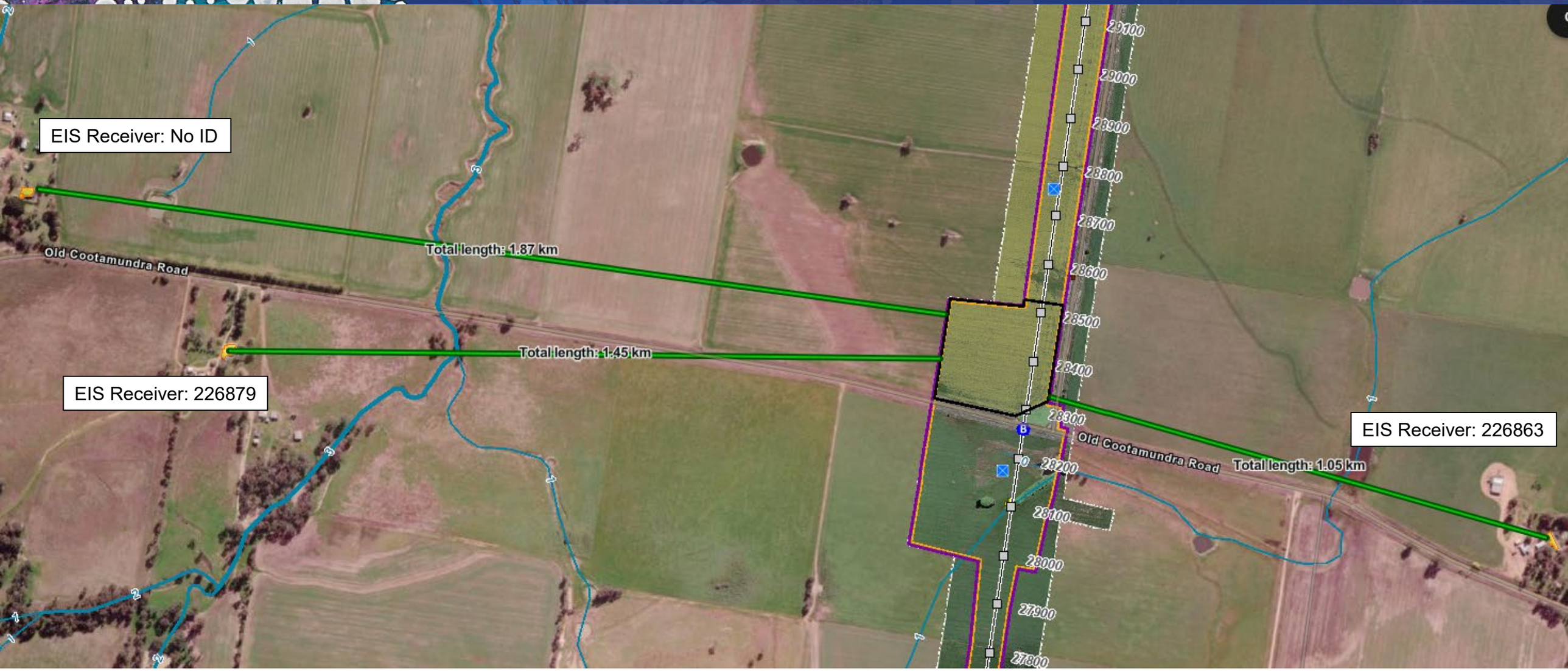
Additionally, pre-starts and inductions will detail noise mitigation measures for all personnel, which includes that;

- Non-tonal reversing alarms must be fitted and used on all construction vehicles and mobile plant.
- Quieter and less noise emitting construction methods should be used whenever possible.
- Avoid shouting and slamming doors to minimise unnecessary noise.
- All vehicles accessing the project site must comply with local speed restrictions.
- Plant equipment engines should be turned off when not in use to reduce potential noise impacts on surrounding stakeholders.

Appendix C—Sensitive Receiver Map

Sensitive Receiver Map

JOHN HOLLAND



Legend:

- Receivers
- MAF footprint

Appendix D—Flood-Prone Land Map

Flood-Prone Land Map

Key features of proposal

- Proposal site
- 40950 Chainage (distance in metres from southern limit of the proposal)

Existing features

- Sub-arterial road
- Arterial road
- Existing Rail

Receptor Type

- Active Recreation
- Commercial
- Educational
- Place of worship
- Residential

Existing flood depth (m)

- <= 0.5
- 0.5 - 1.0
- 1.0 - 1.5
- 1.5 - 2.0
- > 2.0

- MAF footprint