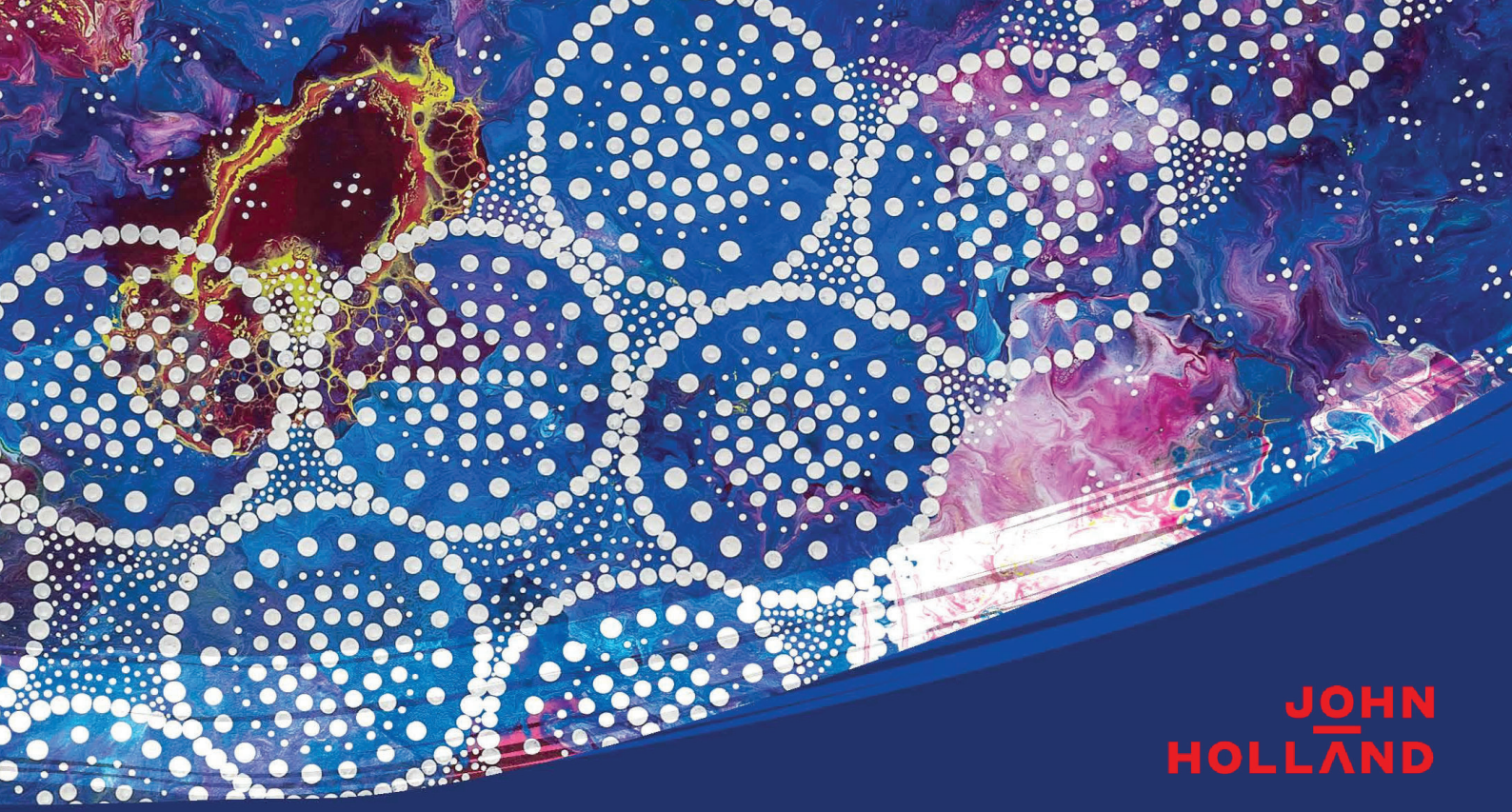


JOHN HOLLAND

INLAND RAIL

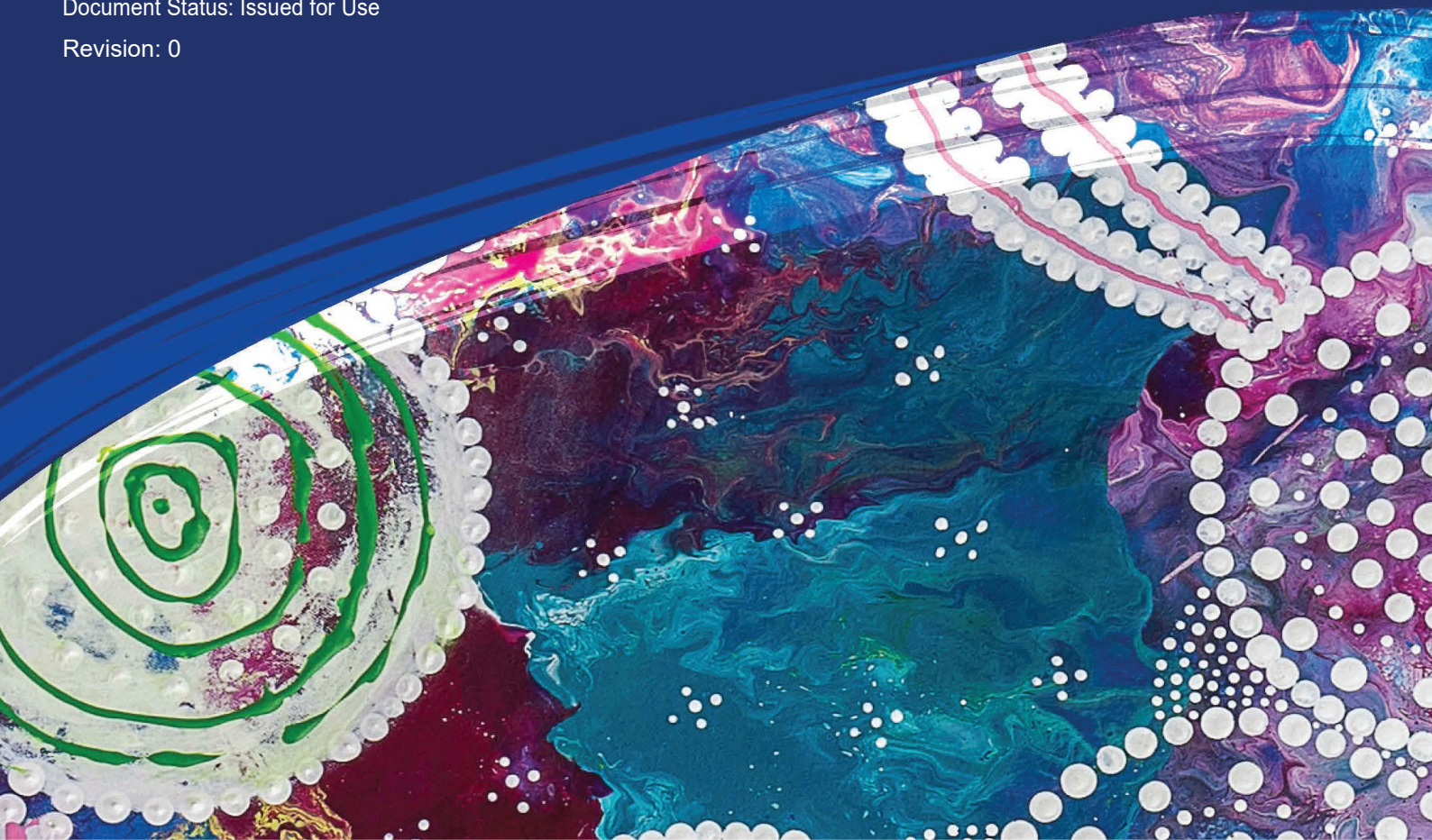
ILLABO TO STOCKINBINGAL PROJECT

I2S | Minor Ancillary Facility – CH40100 (Grogan Rd)

Document Number: 5-0019-220-EEC-00-RP-0006

Document Status: Issued for Use

Revision: 0



Document Control

Document Title	I2S Minor Ancillary Facility – CH40100 (Grogan Rd)
IRPL Document No.	5-0019-220-EEC-00-RP-0006
Prepared By	Tess Anastakis
Document Owner	Andy Roberston
	APPROVED BY
Name	Daniel Lidbetter
Title	Environment and Sustainability Manager
Signature **Date**	JOHN HOLLAND Document Number 5-0019-220-EEC-00-RP-0006 Revision 0 **Approved** Mr Daniel Lidbetter - John Holland Pty Ltd Jun 2, 2025, 7:35 AM GMT+10:00 This review has been completed using Aconex Workflow for the Inland Rail - Illabo to Stockinbingal (I2S) Project.

Revision History

REVISION	DATE ISSUED	DESCRIPTION
A	21/03/2025	Issued for Review
B	20/05/2025	Issued for Review
0	30/05/2025	Issued for Use

Table of Contents

1 References, Definitions and Abbreviations

1.1 Definitions and Abbreviations

Definitions and abbreviations to be applied to the I2S Minor Ancillary Facility – CH40100 (Grogan Road) are listed below.

Table 1-1: Definitions and abbreviations

Term/Abbreviation	Definition
AEC	Area of Environmental Concern
AEP	Annual Exceedance Probability
ARTC	Australian Rail Track Corporation
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
CEMP	Construction Environmental Management Plan as defined in Conditions C12 and C13.
CH	Chainage
CIZ	Construction Impact Zone
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.
CPTED	Crime prevention through environmental design
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.
DPHI	Department of Planning, Housing and Infrastructure
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)

Term/Abbreviation	Definition
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
ERSED	Erosion and Sediment Controls
FOGO	Food organics/garden organics
GPS	Global Position System
	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
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.
IPMP	Individual Property Management Plan as required by CoA E95.
IRPL	Inland Rail Pty Ltd
I2S	Illabo to Stockinbingal
JHG	John Holland Group
km	kilometres
LAA	Land Access Agreement
LGA	Local Government Area
LIW	Low Impact Work as defined by Table 1 of the CoA (CSSI-9406)
LLS	Local Land Services
MAF	Minor Ancillary Facility
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).
MCoA	Minister's Conditions of Approval
NML	Noise Management Level
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval.
NSW	New South Wales
OOHW	Out-of-Hours Work
OOHWP	Out-of-Hours Work Protocol
PCT	Plant Community Type
Planning Secretary	Planning Secretary of the Department (or nominee, whether nominated before or after the date on which this approval was granted).
POEO Act	*Protection of the Environment Operations Act 1997 (NSW)*
Relevant Councils	Cootamundra Gundagai Reginal Council; Junee Council
REMMs	Revised Environmental Mitigation Measures
RTS	The Proponent's response to issues raised in submissions received during the public exhibition of the CSSI application.
ROLs	Road Occupancy Licences
SEP	Site Environmental Plan
SIMP	Social impact Management Plan

Term/Abbreviation	Definition
SMART	Specific, Measurable, Achievable, Realistic and Timely
TEC	Threatened Ecological Community
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
TWAF	Temporary Workforce Accommodation Facility
Work	Any physical work for the purpose of the CSSI including construction and low impact work but not including operational maintenance work
VMP	Vehicle Management Plan

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 NSW in the Riverina region (Figure 2-1). Illabo is a small town of approximately 132 people (Australian Bureau of Statistics, 2021) located at the southern end of the alignment, 16 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 2-2.

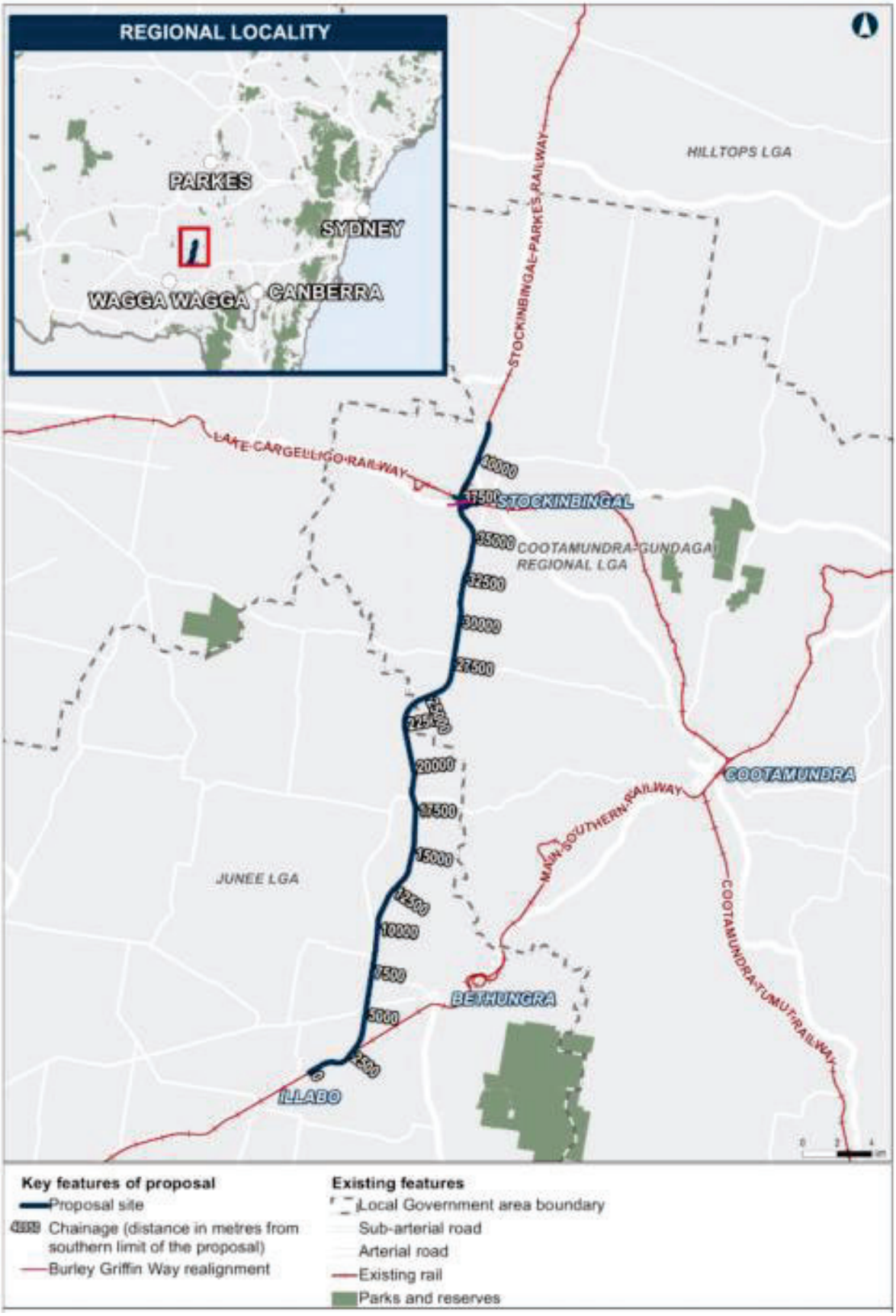


Figure 2-1 Project Locality (Source: Illabo to Stockinbingal - Environmental Impact Statement, 2022)

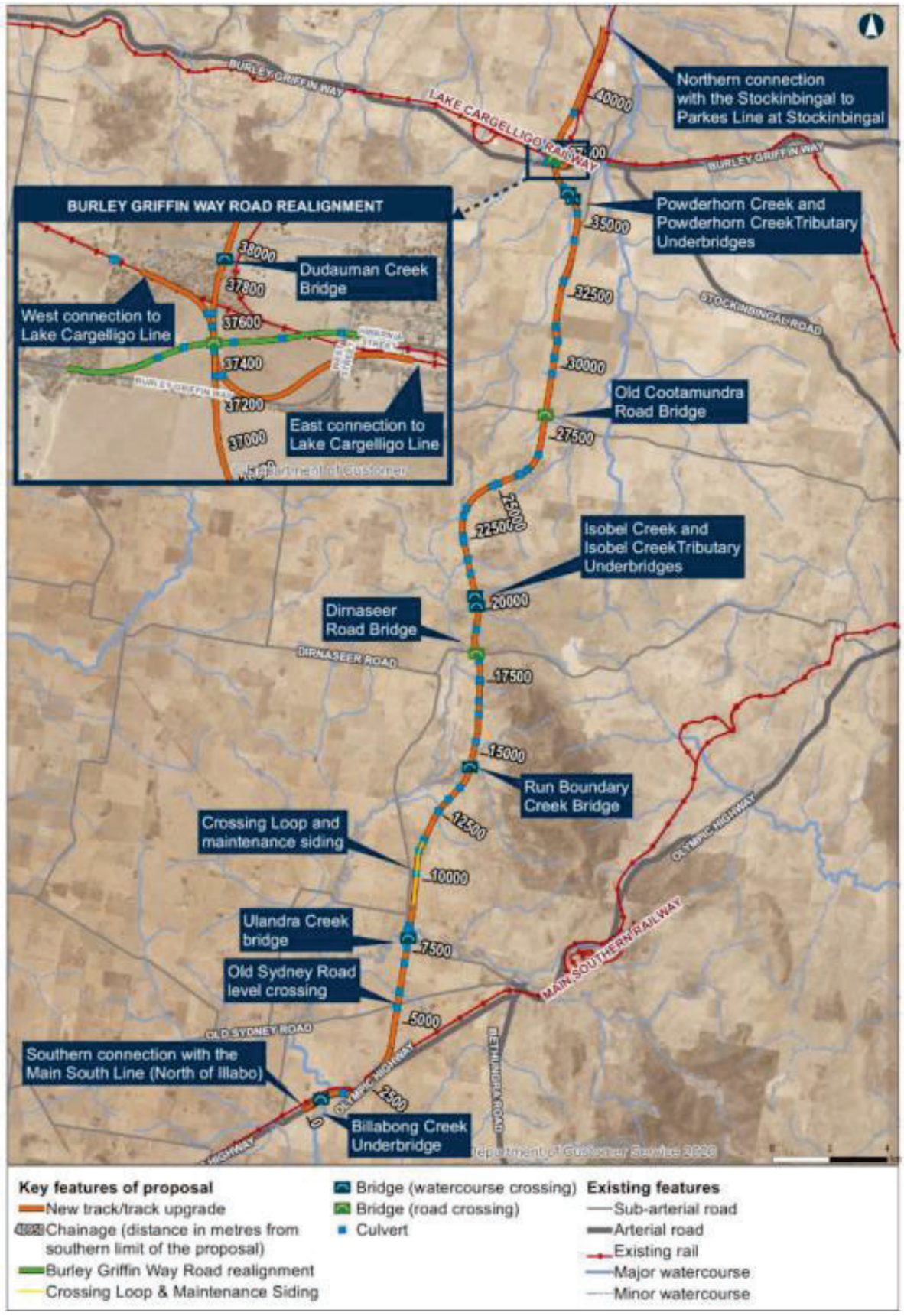


Figure 2-2 Key Project Features (Source: Illabo to Stockinbingal - Environmental Impact Statement, 2022)

2.2 Purpose

The purpose of this Minor Ancillary Facility (MAF) Report is to assess the establishment and operation of the minor ancillary facility and confirm that its establishment and operation are 'Low impact work' and meet the criteria of the Conditions of Approval (CoA) C9 (see Table 2-1). The MAF is also compliant with the definition of 'Low impact work' as per the CoA (see Table 2-1).

2.3 Compliance

Table 2-1: 'Low impact work' definition in the CoA and where they are applicable to this report.

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 *Environment 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 **Error! Reference source not found.** has been prepared in accordance with the requirements of C9 of the CoA.

Table 2-2: MAF checklist

Criteria	Details
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)

Criteria	Details
	☐ 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 Environmental Impact Statement (EIS) are provided in Table 2-3. The checklist included in Table 2-3 is checked where applicable to the CH40100 (Grogan Road) MAF.

Table 2-3 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 and Revised Mitigation Measures (RMMs) 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. Table 2-4 provides an overview of the CoA that need to be met prior to the commencement of LIW and how these have been complied with.

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 2-4: 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; (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.	An Unexpected and Incidental Finds Protocol has been developed for the project in accordance with CoA A17. The Protocol has been made publicly available. 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**
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**
E144 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**
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. Aconex reference: **6-0000-220-EEC-00-LT-0007**
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;	A website has been established for the project, available at: https://inlandrail.com.au

(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. *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/

The following conditions must be met prior to Works, however, are not applicable to this assessment:

E5 An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which is outside the hours defined in Conditions E1 and E2, and that is not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of any out-of-hours work. The Protocol must be prepared in consultation with the EPA. The Protocol must: (a) provide a process for the consideration of out-of-hours work against the relevant noise (b) provide a process for the identification and implementation of mitigation measures for residual impacts, including respite periods in consultation with the community at each affected location; (c) identify procedures to facilitate the coordination of out-of-hours work approved by an EPL to ensure appropriate respite is provided; (d) identify an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: (i) the ER review all proposed out of hours activities and confirm their risk levels; (ii) low risk activities can be approved by the ER, and (iii) high risk activities that are approved by the Planning Secretary; and (e) identify Department, EPA and community notification arrangements for approved out-of-hours work, which maybe detailed in the Communication Strategy.	No Out of Hours Work is proposed for the operation, mobilisation or demobilisation of the MAF included in this report. Out of hours work, if required, will be conducted in accordance with CoA E3 (b).
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 and 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 Table 2-1 and **Error! Reference source not found.** of this document. Further to the details provided above, the proposed works are considered (tick one):

Table 2-5: 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 an 'Ancillary Facility'.

Certification – Environmental Representative

ER Reviewed ☒		ER Endorsed ☐	ER Approved ☒
SIGNED		SIGNED BY IR Mr Ricardo Prieto-Curiel - WolfPeak Jun 2, 2025, 4:59 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 hte proposed Minor Ancillary Facility is compliant with the criteria in condition C9	

3 Location Details

The proposed MAF is proposed at approx. CH39700 to 40300. The proposed location is within the Construction Impact Zone (CIZ) in accordance with CoA C9. The location details are summarised in Table 3-1 and visually presented in Appendix A—Site Environmental Plan.

Table 3-1: Site description

SITE NAME	Minor Ancillary Facility - CH40100 (Grogan Road).
LOCATION	Grogan Road (Cootamundra-Gundagai Regional Council) This location is the site for the future Temporary Workforce Accommodation Facility as identified in the EIS.
CHAINAGE (m)	CH39700– CH40300
TIMING (expected)	Occupation: May 2025 until site establishment as approved under the SEMP.
LAND USE	Category 1 – Exempt Land Cropping land
FOOTPRINT/SIZE	Area: 70,712.89 m^2 Perimeter: 1,307.02 m

SITE SURROUNDINGS	Minor Ancillary Facility CH40100 (Grogan Road) is surrounded:
	• To the North, by;
	  ○ Area of Environmental Concern (AEC) 7 occurs approximately 260 m north of MAF
	  ○ Grazed agricultural land
	  ○ Farm dam
	• To the East, by:
	  ○ Grazed agricultural land
	  ○ Remnant roadside vegetation along Grogan Road of Plant Community Type (PCT) 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions, which is a NSE and Commonwealth listed Threatened Ecological Community. Adjacent to the MAF.
	  ○ Sensitive receivers, approximately 430 m north east and 470 m south east of MAF
	  ○ Bland Creek, a 5th order waterway, approximately 1.7 km east of MAF
	• To the South, by:
	  ○ Grazed agricultural land
	  ○ Stockinbingal township, 1.8 km south of MAF
	  ○ Local heritage listed Stockinbingal Cemetery, 850 m south of MAF
	  ○ PCT 266 White Box grassy woodland in the upper slopes sub-region of the NSW South Western Slopes Bioregion, 1.2 km south of MAF
	  ○ Hollow-bearing trees, 1.5 km south of MAF
	• To the West, by:
	  ○ AEC10 occurs immediately west of MAF
	  ○ Grazed agricultural land
	  ○ An unnamed, 1st order waterway, approximately 1.7 km west of MAF.
	The closest sensitive receiver is EIS Receiver ID: 226944 which is north of the MAF approximately 430m.
	SEPs are provided in Appendix A—Site Environmental Plan.

ACCESS	Access to Minor Ancillary Facility CH40100 (Grogan Road) will be provided directly at 2 locations via Grogan Road approx. CH40300. This can be seen in Appendix A—Site Environmental Plan. The northern most access location is an existing access and gate location. The southern access point is approved for construction under Low Impact Works Assessment **5-0019-220-EEC-00-RA-0002**.

4 Minor Ancillary Facility Description

This MAF location (CH40100 (Grogan Road)) was chosen as a suitable location due to its non-impactful access/egress arrangements, landholder agreements, flat landscape and distance from residential receivers. The location is the future site for the Temporary Workforce Accommodation Facility (TWAF) to be approved under the Site Establishment Management Plan (SEMP). This MAF application includes enabling works for site establishment that meet the definition of 'Low impact work' under the conditions of approval. This MAF will be superseded by any other facilities approved under the SEMP to support the establishment of the TWAF.

4.1 Minor Ancillary Facility Units

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

- Caravans
- Shipping containers
- Storage trailers
- Hazardous materials storage container
- Lighting towers
- Skip bins and mud bins

The MAF will be used for light and heavy vehicle parking. The MAF will also be used for the stockpiling of various construction materials, including (but not limited to):

- Pipe fittings
- Conduits
  Pre-cast and bagged concrete

4.1.1 Caravans

The caravans are moveable and will be used at MAF CH40100 (Gorgan Road). 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. Other caravan models may also be used. The van is comprised of features that will support the operation of daily work activities. The intention of the caravan is to also 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 this unit 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.

4.1.2 Shipping Container

Up to 3 shipping containers will be used at CH40100 (Grogan Road). 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
    - GPS units
- Small generators
- Spare PPE
- Drill heads
- Fencing equipment.

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 when not being used to transport materials at MAF CH40100 (Grogan Road). 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
    - GPS units
- Small generators
- Spare PPE
- Drill heads.

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.

4.1.5 Lighting Towers

Lighting towers may be required during the winter months where low light periods begin earlier in the day. Up to 6 lighting towers may be required at MAF CH40100 (Grogan Road). Solar lighting towers will be used preferentially used where reasonable and practicable.

4.1.6 Skip Bins and Mud Bins

Up to 3 skip bins will be used at MAF CH40100 (Grogan Road) 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.

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. The indicative location of the mud bins are shown in Appendix A—Site Environmental Plan(marked as external waste receptacles). Waste streams include:

- Liquid waste
- GSW

The MAFs proposed in this application will not require vegetation clearing or ground disturbance, and will only be used (operated, mobilised and demobilised) within approved construction (standard) hours. 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

Any out of hours work required for the operation of the MAF will be conducted in accordance with CoA E3 (b).

4.1.7 MAF Assets and Figures

Table 4-1 provides a summary of the proposed MAF assets and their indicative representations.

Table 4-1: Proposed MAF assets and indicative representations

Asset	Indicative representation
Caravan	

Shipping container	  
Hazardous materials container	 
Storage trailer	 
Lighting tower	

Skip bins and mud bins	
	

4.2 Activities Proposed at the Minor Ancillary Facility

The following TWAF enabling works are proposed at the MAF;

- Installation of perimeter fencing,
- Installation of no-go zones,
- Installation of ERSED controls.

4.2.1 Perimeter Fencing

Fencing will be installed at the perimeter of the MAF. The type of fencing is indicated in Figure 4-1.

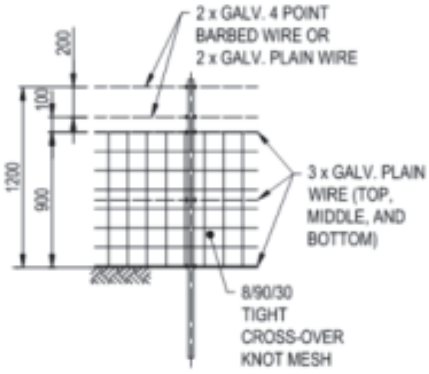


Figure 4-1: Rural fencing specification

This rural fencing specification is of a type suited to stock and livestock husbandry operations conducted on the property in accordance with CoA E94.

The purpose of the perimeter fencing at the MAF is to:

- Demarcate the Project boundary for both Project personnel and community members/landowners
- Ensure that no unauthorised works occur outside the Project
- Prevent unauthorised access of personnel into the Project
- Ensure livestock are contained and do not enter the Project.
- In response to consultation/requests from landowners with regards to fencing.

Community consultation relating to fencing has been undertaken with the property owner to ensure the impacts to property are minimised and mitigated. This includes maintaining the trafficability of the farm access track parallel to the rail corridor. Community consultation requirements are detailed further in Section 8.

4.2.2 Establishing No-Go Zones

Tree Protection Zones and vegetation no-go zones will be installed for the scattered paddock tree and for PCT 76 vegetation which runs parallel along Grogan Road. This will occur prior to any works occurring which has the potential to impact those trees/vegetation.

- Demarcation will be established in accordance with the Australian Standard 'Protection of Trees on development sites' AS 4970-2009.
- Demarcation will consist of star pickets with flagging, parawebbing or other suitable methods in consultation with the arborist as shown in the image.
- Where deemed necessary by the arborist, trunk and root protection may be installed as shown in the below image.
- The location of the demarcation (TPZ, no-go zones) will be determined by an arborist to ensure there is no damage to the tree and root structures.
- The use of and storage of plant, equipment and materials (including stockpiles) is not permitted within a TPZ/no-go zone unless otherwise assessed and approved by the arborist.
- Demarcation will be regularly inspected and maintained as required.
- These vegetation management requirements will be detailed in pre-starts, toolboxes, inductions etc. for those personnel working within the site.

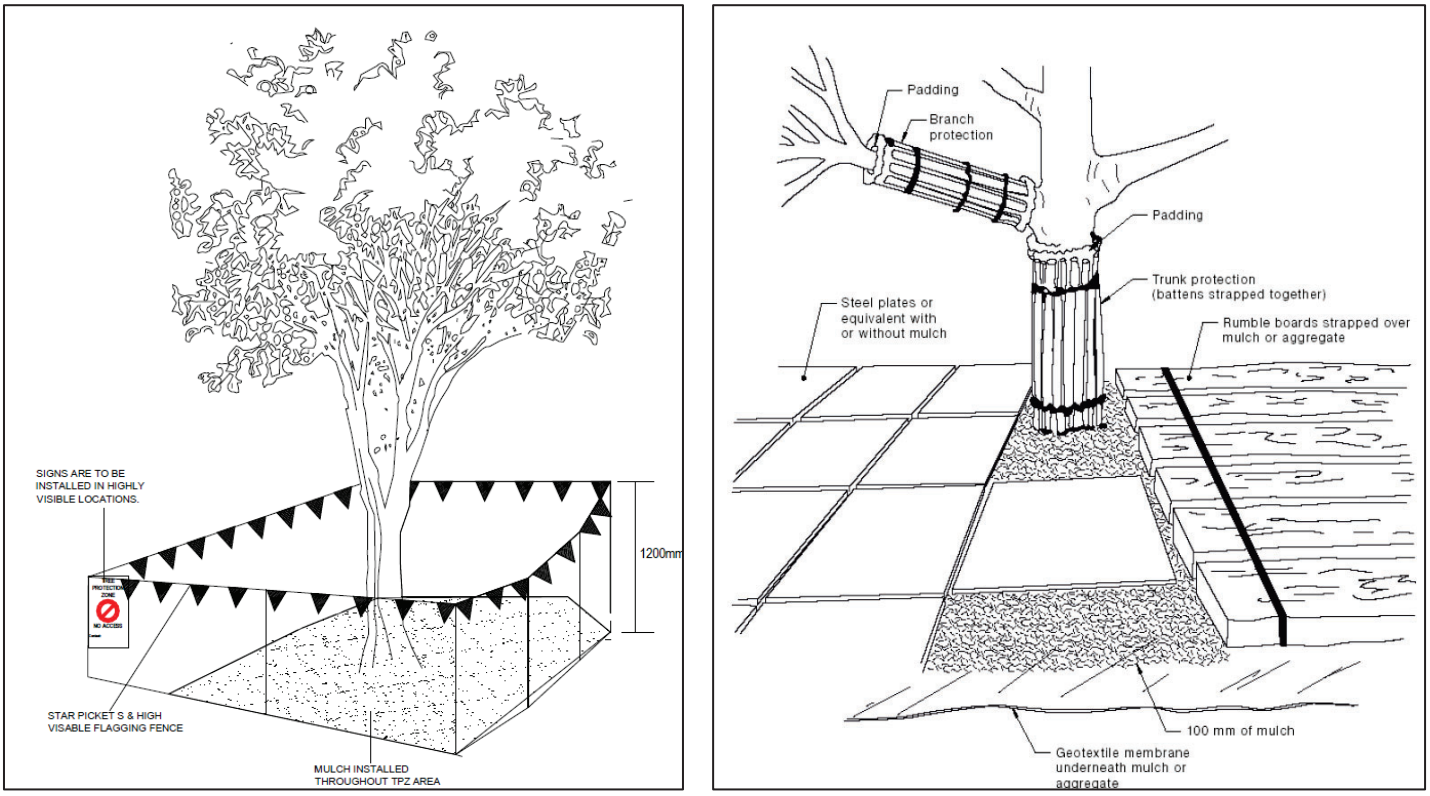


Figure 4-2: Tree Protection Zones (TPZ)

4.2.3 Installation of ERSED controls

ERSED controls will be constructed and implemented in accordance with the PESCP provided in Appendix A—Site Environmental Plan. This will include the construction/implementation of;

- Sediment basin (including its spillway),
- Clean and dirty water diversion drains,

- Earth bunds, and
- Other minor ERSED controls detailed in the PESCP that may proceed under the definition of 'Low impact work' (i.e. coir logs, check dams, sediment fences) prior to commencement of bulk earthworks approved under the SEMP.

More detail is provided in the PESCP (Appendix A—Site Environmental Plan) and Section 5.

4.3 Mobilisation, Maintenance and Demobilisation

Coates (or other hire service company) will deliver the assets to MAF CH40100 (Grogan Road). 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.

4.4 Site Access

Site access will be directly via Gorgan Road. The gate and its surrounding environment is pictured in Figure 4-15 (SAP 11).. The second access location as seen in Figure 4-4 will require the installation of a gate. This has been approved under the LIWA **5-0019-220-EEC-00-RA-0002**.

All access to and from the property will be conducted in accordance with existing Land Access Agreements (LAA) and Individual Property Management Plans (IPMP). These agreements are in place with the property owner, Craig Morton. More detail is provided in Section 8.

Figure 4-3 SAP 11 Site access

Figure 4-4: G21-05 Site access

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 5-1: Aspect and impact assessment

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Traffic and transport	Site access would be achieved via Grogan Road (public road). Traffic associated with the use of the site would consist of approximately 40 2-way trips per day. The maximum personnel on site is not expected to exceed 50 people (including visitors). Daily vehicle movements are not expected to exceed 40 2-way trips per day, which is less than those assessed in the EIS (Chapter 8 Proposal description—construction). The maximum daily vehicle movements during construction from the EIS for light vehicles is 417 2-way trips per day (worse case scenario).	• 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. • Impacts on access to private properties.	• 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. • The designated access gates to be used for the MAF are shown in Appendix A—Site Environmental Plan. • Access to the property will be via private property. The landholder relevant to this MAF is Property #21, Craig Morton. A land owner access agreement is in place. The landholder has been consulted with about the new access location and use of the land as the future location of the TWAF. • A road dilapidation survey will occur prior to the use of Grogan Road by heavy vehicles to ensure that the site post-demobilisation is consistent with the condition at pre-construction/establishment. 2 weeks prior to Construction commencement, a Road Dilapidation Report of Grogan Road will be provided to the relevant road authority (CoA E101). In accordance with CoA E103: ○ 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 ○ 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 ○ 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

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			Proponent as soon as practicable after the damage is identified, at no cost to the owner. • Traffic control would be engaged to maintain vehicle flow and safe access where required on construction and diversion routes and at construction accesses. • The 80 km/hr speed limit associated with the level crossing on Grogan Road would be temporarily extended south to incorporate both access points to the accommodation camp, during both establishment and operation. The speed limit would be clearly signposted at the accommodation camp access points and on Grogan Road. • A ROL or section 138 approval will be obtained by the relevant authority where required in accordance with the Roads Act 1993. The ROL for Grogan Rd and all side roads is provided in Appendix E—Road Occupancy License.
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 430m to the north east of the proposed MAF location (shown in Appendix A—Site Environmental Plan). The standard hours on the Project during LIW are as follows; • Monday to Friday: 7am to 6pm • Saturday: 7am to 6pm • Sunday and public holidays: no work All deliveries, operation and demobilisation are planned to occur during standard hours. Low impact noise activities that cause no more than 5dBA above the RBL may be	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 The construction noise management levels (NML) at the MAF location are: • 45 dBA during standard hours • 40 dBA during out of hours day period • 35 • dBA during out of hours evening and night periods	• 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). • Noise monitoring will be conducted for works outside standard hours where required and in response to complaints (where noise monitoring would assist in resolving the complaint). Results of noise modelling will be provided to IRPL as required. • All vehicles accessing the MAF location must comply with local speed restrictions. • Plant engines from light vehicles should be turned off when not in use to reduce potential noise impacts on surrounding stakeholders. • Noise and vibration complaints shall be responded to and assessed for further mitigation and monitoring and details and provided details to IRPL. • Any works undertaken outside standard hours will be in accordance with CoA E3(b) and the OOHW Protocol. • Where reasonable and feasible, noise and vibration impacts will be reduced through the selection of less noise intensive equipment and methods.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	undertaken outside standard hours in accordance with CoA E3(b).	Noise impacts are expected to be minimal from the MAF with the closest residents located approximately 430m from the MAF (shown in Appendix B—Residential Receiver Map and Appendix D—Noise Assessment). Noise modelling will be conducted as required.	• All construction plant and equipment used on the site will be maintained and operated in an efficient and proper manner, in accordance with the manufacturers' specification.
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 and angled at which it does not disturb the surrounding visual landscape. Surrounding residential receivers are unlikely to be impacted, as they are located over 400m 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. Permanent visual impacts on sensitive visual receivers as a result of the introduction of new infrastructure visible from a number of viewpoints (including new rail overbridges, crossing loops, ancillary infrastructure and access road).	• 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. Lighting would only be required during standard construction hours (e.g. entering the site at the start and end of the day shift during winter). • No out of hours work is expected for use of the minor site facility and light/visual amenity impacts are expected to be minor. • Boundary screening will be erected if a site inspection determines that the MAF could significantly impact sensitive receivers. Vegetation exists along the road corridor (PCT76) that provides visual amenity relief to passing receivers. • The direction of temporary external lighting will be faced down or inward to prevent light spill in the direction of sensitive receivers. • Lighting towers would be positioned to limit impacts on wildlife and minimise light spill to woodland area. This would include the following measures: - Orient lighting away from native vegetation patches where possible and focus light on intended area (avoid light spill into vegetated areas) - Where light impacts to vegetation cannot be avoided, use lowest intensity lighting appropriate for the task or consider modifying spectral composition (i.e., reduced or filtered light of blue, violet or ultraviolet wavelengths) to reduce impact.
Biodiversity	No mapped native vegetation or trees require clearing for the occupation of the site. The MAF proposed in this application	• Impacts on potential habitat for listed threatened fauna species	• Unexpected biodiversity finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Biodiversity.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	will not require vegetation clearing or ground disturbance. Vegetation types surrounding the site (however not within the MAF footprint) include; • PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions (moderate quality) • Scattered paddock tree There is no fauna species or hollow-bearing trees recorded near the MAF.	• Incidental and unapproved clearing of native vegetation resulting in loss of fauna habitat, habitat fragmentation and loss of connectivity.	• Adjacent to the MAF site along Grogan Road is areas identified as Threaten Ecological Community (TEC), namely: ○ PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions (moderate quality). • Trees and vegetation at risk of being damaged due to works are to have a TPZ established in accordance with the *Australian Standard 'Protection of Trees on development sites' AS 4970-2009*. See Appendix A—Site Environmental Plan for further details. • TEC adjacent to the site (shown in Appendix A—Site Environmental Plan) will be avoided at all times, and will be delineated with bollards and/or rope/bunting to ensure vehicles cause no impact to the biodiversity values of PCT76 in this area. • Personnel to be briefed about the location of the TEC and the requirement to avoid any impact in the TEC / no-go area. • Gate/access locations are within gaps of verge vegetation along Grogan Rd. • PCT 76 will not be impacted when utilising access/egress points into the site. • The construction corridor and areas declared as 'No Go Zones' shall be clearly protected/delineated. 'No Go Zones' may be identified through the installation of permanent or temporary fencing and appropriate signage. • 'No Go Zones' are to be in project induction and toolbox with high-risk activities. • Scattered paddock tree will be physically demarcated with a tree protection zone (TPZ). Star pickets or other method will be placed outside the drip line of the tree and wrapped with high visibility fencing. An example of this fencing is provided below. This will be done in accordance with *Australian Standard 'Protection of Trees on development sites' AS*

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			4970-2009.  • TEC areas and scattered trees will be marked on SEPs as no-go zones. • There is to be no parking in the road reserve adjacent the access except to open the access gates. Any parking on site is to occur outside the drip line of native vegetation. Vehicles or equipment being brought onto the proposal site and/or travelling around the site will be inspected to ensure they do not contain excessive mud, dirt and potential weed/seed material • On the discovery of potential or actual impacts to any threatened communities or species not listed in the EPBC Commonwealth Approval or Infrastructure Approval, all work which may impact the identified species or community must stop to prevent further impact and the Planning Secretary and BCS (and DCCEEW(Cth) where relevant) notified in writing. Work must not recommence until the relevant agencies have been consulted and any required management plans or approvals have been obtained.
Soil and water	There are no waterways within the MAF footprint. The MAF is located on relatively flat land, at an elevation of approximately	• Mud, soil or otherwise tracking onto local roads • Increased sediment loads during rainfall events and	• The Progressive Erosion Sediment Control Plan (PESCP) for the construction of the TWAF is provided in Appendix A—Site Environmental Plan. As part of this MAF application, JH

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	290 m Australia Height Datum (AHD) with around a 3 m fall across the site. Grogan Road is sealed.	from discharge of sediment laden wastewater • Erosion and sediment transport downstream due to works in watercourses • Impacts on water quality from contamination from spills and leaks during construction.	propose to construct/implement (in accordance with the PESCP); ○ Sediment basin. ○ Clean and dirty water diversion drains, ○ Earth bunds, and ○ Other minor ERSED controls detailed in the PESCP that may proceed under the definition of 'Low impact work' (i.e. coir logs, check dams, sediment fences) prior to commencement of bulk earthworks approved under the SEMP. In accordance with the PESCP, JH will; • Undertake daily monitoring of weather forecasts and conduct pre/post-rainfall inspections accordingly (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.)) • Not undertake dewatering outside the MAF footprint, • Regularly monitor and maintain erosion, sediment and drainage controls, and rectify any damages. • The existing driveways and parking areas will be monitored and maintained. • The site is located within existing cropping lands with existing ground cover. Existing ground cover will not be significantly impacted by the works proposed in this MAF, and will be retained for as long as possible. • The closest waterway (Bland Creek) is approximately 1.6km away from the MAF footprint. • ERSED controls will be implemented on the MAF boundary as required and in accordance with CPESC advice. • ERSED control measures and mud control measures (including sandbags, coir logs, vehicle brush down or riprap at gate) will be implemented to reduce and prevent sediment tracking onto local roads. If mud and dirt is tracked onto Grogan Road, a street sweeper or other means may be deployed to remove spoil, mud or otherwise from the roadway within 24 hours.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			• 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. • A spill kit will be available on site. • 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).
Contaminated land	AEC 10 occurs immediately west of the MAF site; however, it is not within the proposed MAF footprint	• 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. • Any refuelling undertaken on site must be done so ≥50m from waterways, wetlands or ephemeral streams and with a drip tray.
Cultural heritage	The proposed location of the MAF and associated access has been assessed and identified as being outside of Indigenous Survey Zones 5, 6, 9, and 10 which require further investigation prior to commencement of works. The MAF is not in close proximity to any Aboriginal sites or object that requires management. The nearest AHIMS site (ID 50-2-0058) is a scar tree located 840m to the south of the MAF. (approx. chainage 38240) The MAF is not located in close proximity to any registered or potential non-Aboriginal archaeological sites or built heritage items. The nearest are at Stockinbingal.	• Potential impacts on registered Aboriginal heritage items/sites in the proposal site • Impacts on unrecorded Aboriginal sites and/or areas of archaeological sensitivity • Impacts on areas predicted to have moderate to high archaeological potential	• Unexpected heritage finds would be managed in accordance with the Unexpected and Incidental Finds Procedure for Heritage, which includes procedures for human remains (CoA E143, E144). • Site boundary/limit of works would be consistent with Project extents defined in a condition of approval and would be clearly defined with flagging or marking tape, signage or other suitable means to delineate no-go areas. • No additional mitigation measures are proposed for cultural heritage due to the distance of the MAF from items of heritage sensitivity. • No ground disturbance is to occur in the vicinity of Aboriginal sites or objects or built heritage.
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 to drive to the 15km/hr speed limit within private properties and the MAF to avoid excessive dust and disturbance of dirt/unsealed roads. Where excessive dust is generated on Grogan Road, dust suppression techniques (saturating with water) will be used. • Odour will be managed by ensuring skip bins and other waste receptacles are covered at all times. Waste will be

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			removed from skip bins at least weekly (when the MAF is operational).
Flooding	The site is located outside of the EIS modelled 1% Annual Exceedance Probability (AEP, shown in Appendix C—Flood-Prone Land Map).	• 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 sewerage) and bins.
	
	The waste generated from this proposal is considered minor and can be managed by staff as part of the day-to-day operations.
		• Waste generated from the MAF will include:
		  ○ Sewerage
		  ○ Hard plastic
		  ○ Soft plastic
		  ○ Food organics/garden organics (FOGO)
		  ○ Paper/cardboard
		  ○ Wastepaper
		  ○ Steel/wire from replacement of existing farm fence lines
			• All waste will be contained internally within the MAF in plastic bins, bags and tanks (located within the containers and the caravan) and will be disposed of to the appropriately licensed waste facility. Waste will then be transferred to covered skip bins.
			• An appropriately licensed waste transporter will transport the waste from skip bins to an appropriately licensed facility as required.
			• The caravan units will be taken to the asset hiring company for sewerage waste pump out. This waste will then be disposed of by the waste hiring company to a suitably licensed facility. Alternatively, 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 management facilities located within the Cootamundra-Gundagai region that may be the final destination of waste from the MAF include;
			  ○ Cootamundra Waste Depot
			  ○ Gundagai Burra Road Waste Depot
			  ○ Junee Landfill Facility
			• Waste types and quantities will be confirmed prior to haulage to the waste destination. Waste will be separated into skip bins by waste streams (i.e. recyclable, general waste) accordingly.
			• 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. The Project induction includes a summary of the following environmental factors:

- Obligations on I2S, including individual obligations under the *Protection of the Environment Operations Act 1997* (NSW) and approvals (SSI-9406) and EPBC (2018-8233).
- Noise and vibration
- Waste management
- Biodiversity and biosecurity
- How to use and follow a Site Environmental Plan (SEP)
- Water
- Soil, erosion and sediment control in accordance with the Erosion and Sediment Control Plan
- Heritage (including Aboriginal and non-Aboriginal Heritage)

Subcontractors involved in the delivery or transportation of plant and equipment to/from the site will be provided with Vehicle Management Plans (VMPs) which dictate the designated access tracks when accessing/egressing the MAF. The VMP will take into account environmental considerations such as no-go zones (biodiversity values, Aboriginal and non-Aboriginal items, etc.) for plant paths.

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.

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. SEPs will be continually updated to reflect changing work conditions, approvals and licenses as required.

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.

Prestarts and toolboxes will be delivered to the workforce to communicate and reinforce relevant requirements as provided in this document.

7 Roles and Responsibilities

Table 7-1: 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 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

Role	Responsibility
	• 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 7-2: 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 confirmed 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 at least 7 days before the commencement of works relating to that landholder. Landholders relating to this application will be notified of works to be undertaken on their property.

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.

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 MAF 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.

Consultation relating to the land use at this location is detailed further within the Site Establishment Management Plan, including consultation with agencies.

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

truction Controls to avoid Environmental Incidents
Work (OOHW) as approved by Inland Rail and W as described in the Out of Hours Work *19-220-EEC-00-PO-0001).*
e undertaken outside of standard construction prior approval from the ER.
ored to ensure environmental & safety voided.
pment to be operated by a trained competent l person only.
n Inspection for all plant and equipment.
stos Contractor Class A for removal of friable Class B for bonded asbestos.

Environmental Risks

Impact	Risk
n	[L]
n	[M]
	[L]
s	[L]
source	[L]
	[M]
	[L]
ement	[L]
	[M]

EVENT MANAGEMENT

ental incidents to be reported immediately to l and Environmental Representative and o Horizon360 within 24 hours of the event.

Air Quality Management

uring unfavourable weather , following BOM weather alerts s.	**Site Supervisor**
nt will cease where excessive black smoke from the ant/equipment is observed.	**Site Supervisor**

Contamination

ols / Actions	Responsibility
tion/suspicion of work must cease and in the Unexpected	**Site Personnel**

Project Title	Name	Contact No.
General Superintendent	Greg Murdoch	0409 088 621
Structures Superintendent	Jim Greedy	0439 797 788
Site Supervisor	Matt Estens	0407 310 353
JHG Construction Manager	Chad Bevan	0492 853 768
JHG Environment Manager	Andy Robertson	0400 337 798
JHG Environment Representative	Tess Anastakis	0427 275 193
JHG Safety Manager	Kevin Hasler	0483 308 737
EPA Pollution Hotline		131 555
WIRES – Animal rescue		1300 094 737
Project Information Line		1800 732 761
Riverina Fire Brigade		6929 5700
Emergency – Police, Fire and Rescue		000 OR 112

Working Hours

Standard Construction Hours:
Mon – Sat 07:00 to 18:00

ALL HOURS OUTSIDE OF THESE TIMES ARE TO BE CONSIDERED AS OUT OF HOURS WORK (OOHW) AND MUST BE APPROVED BY THE ER PRIOR TO OOHW COMMENCING

Traffic Management

Controls / Actions	Responsibility
Ensure safe exit and entry to the site is maintained at all times.	**Site Supervisor**
Site vehicles will be parked within or in close proximity to the CIZ to support project activities and minimise public disruption and overall impact.	**Site Supervisor**
Ensure public/pedestrian access is maintained.	**Site Supervisor**
Site access is only permitted via routes that have been approved by the ER, IRPL and relevant landowners.	**Site Supervisor**

Controls / Actions	Responsibility
Appropriate erosion and sediment controls will be installed in accordance with Blue Book and the PESCP provided in this SEP (Sheet 5-12). Monitor the sediment and erosion controls – repair and reinstate where these are damaged. Updates to PESCP will be approved by the CPESC	**Site Supervisor** **Project Manager**
Water will not be discharged outside of the MAF boundary.	**Project Engineer**
Inspection of the erosion and sediment controls to be completed after 20mm in 24hours.	**Site Supervisor**
Groundwater would be managed in accordance with the requirements of the Waste Classification Guidelines (EPA, 2014)	**Site Supervisor**

Refuelling / Servicing

Spill kits to be located in close proximity to refuelling operations.	**Site Supervisor**
If required, only minor servicing activities are to be undertaken on site. >50m from drainage lines.	**Site Personnel**
Ground protection measures (drip trays and plastic sheeting) must be installed prior to servicing / refuelling activities.	**Site Personnel**
Prevent the discharge of pollutants to stormwater. Undertake regular checks of equipment to ensure leaks and spills are rectified and cleaned immediately.	**Site Supervisor** **Site Personnel**
Report all environmental incidents to the JHG Environment Team.	**Site Personnel**

Waste and Resource Consumption

Prevent waste being blown or washed outside of the construction boundary (CIZ).	**Site Supervisor**
Waste generated from workers consumables to be disposed of in bins.	**Site Supervisor**
All waste will be classified and managed in accordance with the NSW Environment Protection Agency (EPA) *Waste Classification Guidelines.*	**Project Engineer**

Controls / Actions	
No ground disturbance to Aboriginal Heritage Zones (1-11). No ground disturbance in vicinity of Aboriginal sites or objects. No ground disturbance in vicinity of non-Aboriginal archaeology or built heritage.	S P
No works within 10m of Stockinbingal Heritage Conservation Area.	
Unexpected Heritage finds must be managed in accordance with the Unexpected and Incidental Finds Protocol (*5-0019-220-PES-00-PR-0001*).	S

Flora and Fauna Managem

Contact project ecologist to have fauna relocated if found.	S
NO VEGETATION IS TO BE REMOVED OR TRIMMED.	S
Unexpected biodiversity finds must be managed in accordance with the Unexpected and Incidental Finds Protocol (*5-0019-220-PES-00-PR-0001*).	S
All trees are to be avoided and protected where required.	S
Vehicles to be inspected before movement between different landowners' properties.	S
Vehicles to be brushed down of any mud/soil material and tires sprayed with disinfectant prior to making between between-property movements.	S
All trees and PCT's to be retained are to be appropriately demarcated and protected in accordance with the *Australian Standard 'Protection of Trees on development sites' AS 4970-2009.* See Sheet 4 for further details.	S
Light towers will be oriented away from woodland areas where possible to minimize impacts to wildlife.	S

Noise Management

No works to occur outside standard construction hours, unless otherwise approved by Inland Rail and the ER. Comply with Out of Hours Protocol conditions of approval, if applicable.	P
All plant equipment engines, including delivery vehicles, must be turned off when not in use to reduce potential	S

*Locations of MAF assets and ERSED controls are indica
be subject to assessment of on-site conditions
**ERSED controls must be installed in accordance with th

- MAF footprint
- Demarcation fencing (TPZ and perimeter fencing)
- 50m no-refuel and no-parking buffer
- No-go zone
- Construction Impact Zone (CIZ)
- Caravan
- Storage area (including hazardous and non-hazardous storage)
- External waste receptacles
- Light vehicle parking
- Access
- Farm g
- Access
- Indiger
- X Sensiti
- Lightin
- Spill ki
- Heavy
- Sedim *Refer to*
- Earth *Refer to*

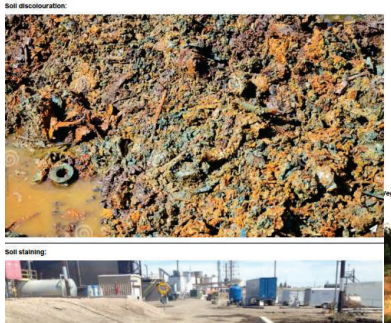
Notes:

1. Superb parrot
2. Contaminated area - The Main South Line (all areas of the railway corridor).
3. PCT 76 Western Grey Box (**moderate** condition)
4. Farm dam

ATED PRESENCE IN THE AREA:

③

②



Erosion and Sediment Controls (ESC):

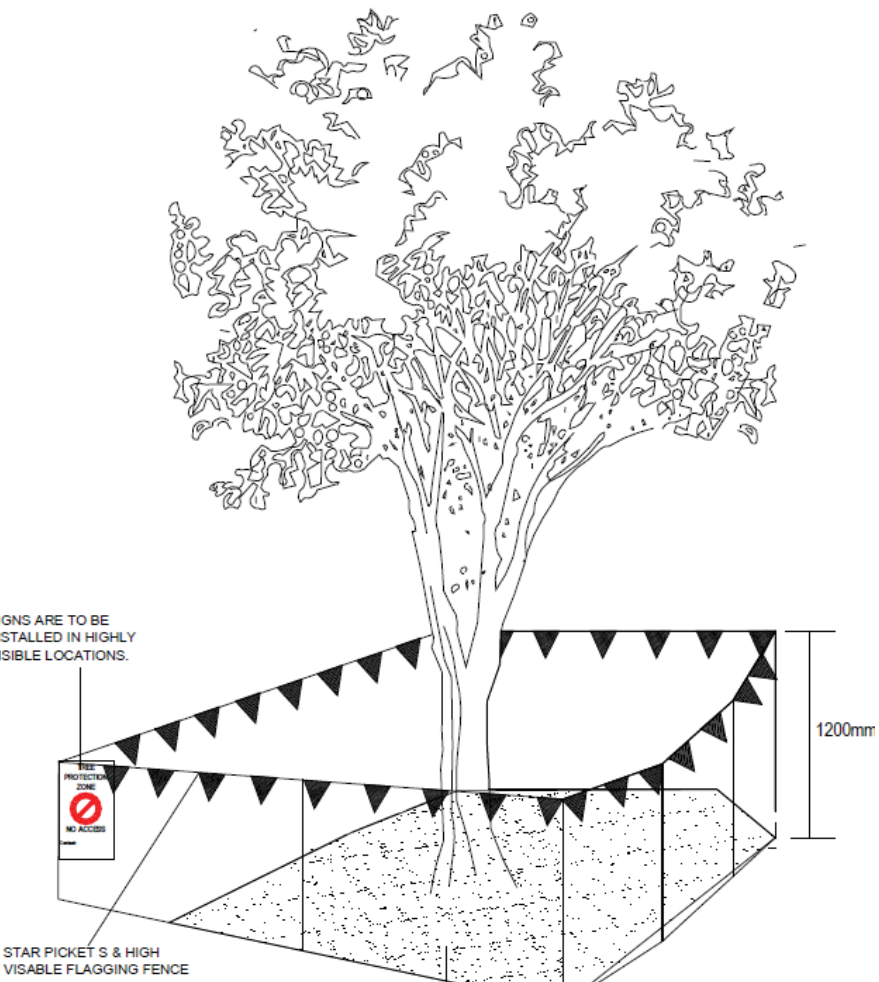
- All erosion and sediment controls are to follow the requirements of the Blue Book Mana Stormwater, Volume 1, 4th Edition, March 2004.
- ERSED controls have been included on the SEPs in areas where potential ERSED risks Additional ERSED control equipment will be available to site teams if required. The orie ERSED controls indicated in maps must be determined appropriately on site (i.e. downs covering a drain, etc.).

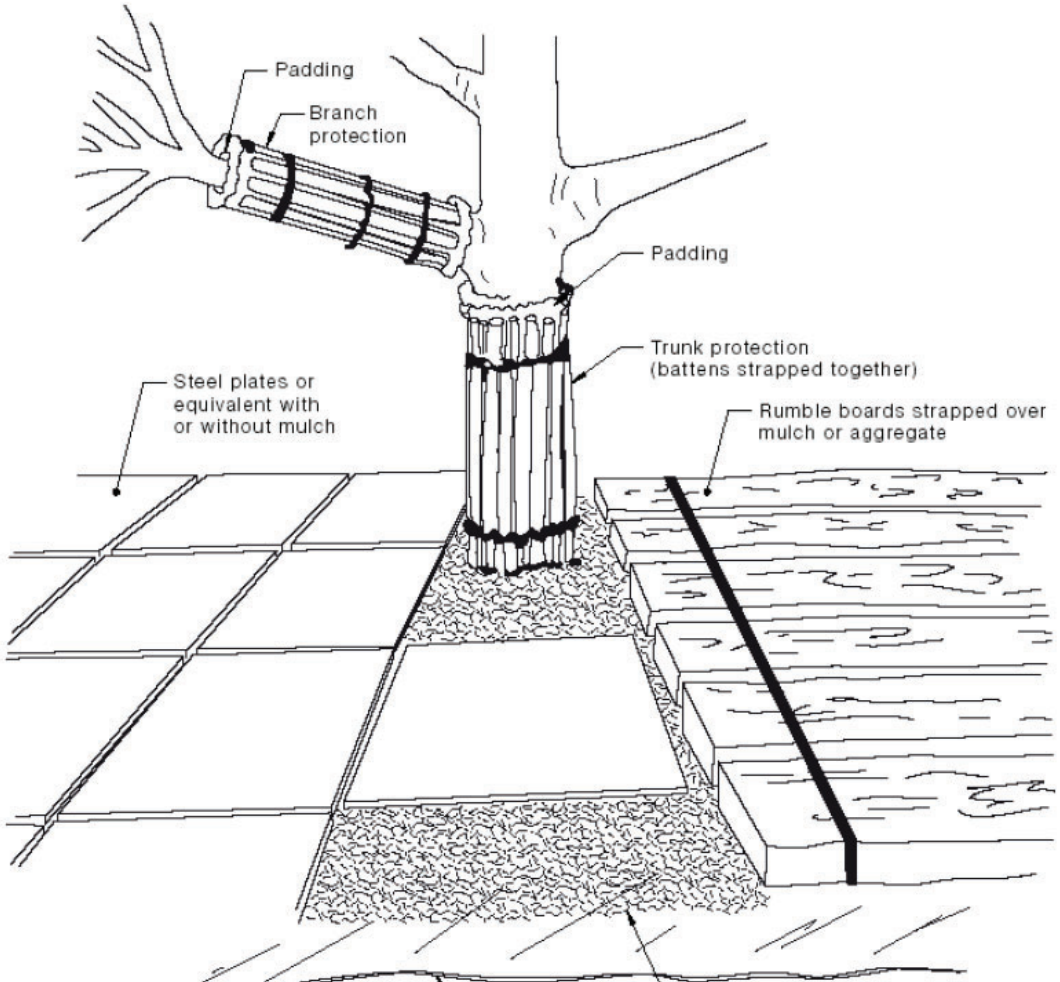
The following ESC are implemented for the project site:

- Appropriate ESC (e.g. geofabric) to be placed over stormwater/rail corridor drains (as re potential to impact).
- Water will not be discharged or pumped off-site or to drains. For any water discharge, th

Tree Protection Measures

e Protection Zones and vegetation no-go zones will be installed for the scattered paddock tree and for PCT 76 vegetation which runs parallel along Grogan Road
occur prior to any works occurring which has the potential to impact those trees/vegetation.
narcation will be established in accordance with the *Australian Standard 'Protection of Trees on development sites' AS 4970-2009.*
narcation will consist of star pickets with flagging, parawebbing or other suitable methods in consultation with the arborist as shown in the image.
ere deemed necessary by the arborist, trunk and root protection may be installed as shown in the below image.
location of the demarcation (TPZ, no-go zones) will be determined by an arborist to ensure there is no damage to the tree and root structures.
use of and storage of plant, equipment and materials (including stockpiles) is not permitted within a TPZ/no-go zone unless otherwise assessed and approved b
rist.
narcation will be regularly inspected and maintained as required.
se vegetation management requirements will be detailed in pre-starts, toolboxes, inductions etc. for those personnel working within the site.





INLAND RAIL - ILLABO TO STOCKINBINGAL

EROSION AND SEDIMENT CONTROL PLAN - MINOR ANCILLARY FACILITY AT THE TWAF

RAWING LIST:

00 - COVER PAGE

01 - PESCP - MAF

TANDARD DRAWINGS

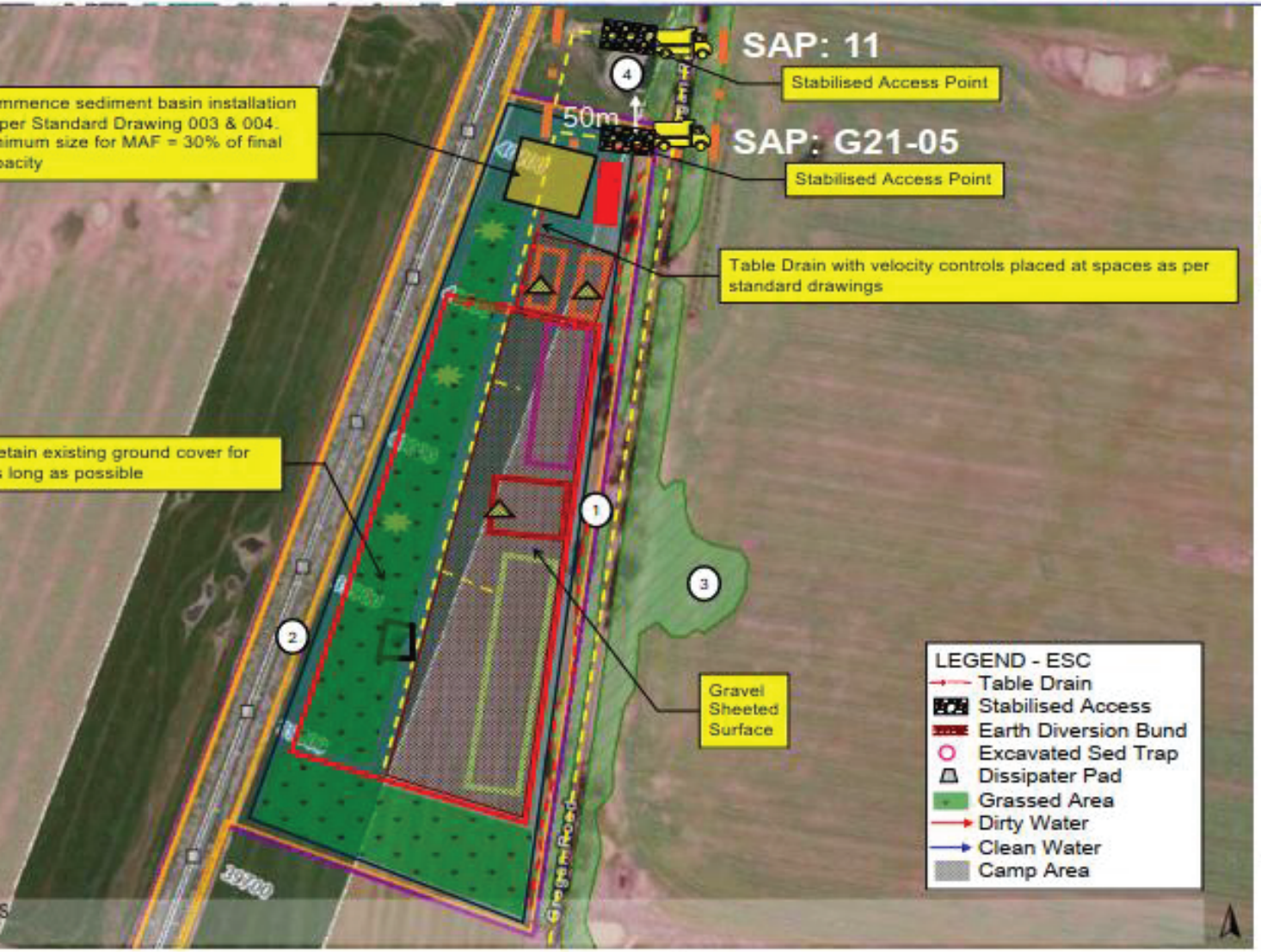
01 - STANDARD DRAWINGS

02 - STANDARD DRAWINGS

03 - STANDARD DRAWINGS

04 - STANDARD DRAWINGS

TEMPORARY WORKERS ACCOMODATION - MINOR ANCILLARY FACILITIES



*Locations of MAF assets and ERSED controls are indicative and
be subject to assessment of on-site conditions
**ERSED controls must be installed in accordance with the PESC

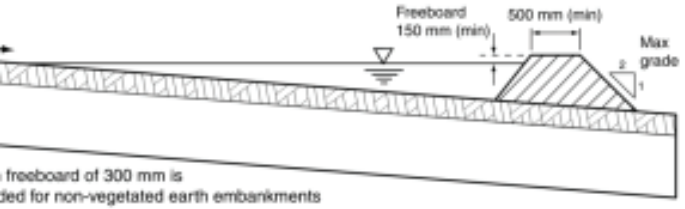
- MAF footprint
- Demarcation fencing (TPZ and perimeter fencing)
- 50m no-refuel and no-parking buffer
- No-go zone
- Construction Impact Zone (CIZ)
- Caravan
- Storage area (including hazardous and non-hazardous storage)
- External waste receptacles
- Light vehicle parking
- Access/egress p
- Farm gate
- Access/egress tr
- Indigenous Surve
- Sensitive item
- Lighting tower
- Spill kit
- Heavy vehicle pa
- Sediment basin *Refer to ESCP for fu*
- Earth diversion b *Refer to ESCP for fu*

Notes:
1. Superb parrot
2. Contaminated area - The Main South Line (all areas of the railway corridor).
3. PCT 76 Western Grey Box (**moderate** condition)
4. Farm dam

RUCTIONS
te clearing limits.
tripping to retain existing ground cover for as long as possible.
ct earth diversion bunds (min 0.5m high) as shown. Refer to standard drawings. Topsoil can be used to form diversion bunds.
unds must be stabilised with soil binder, vegetation, 100mm layer of mulch, or covered with geofabric or organic fibre matting (eg jute).
nce installation of the sediment basin (30% of total capacity for MAF stage). Refer to standard drawings for sizing and design.
on of soil surfaces (soil binder, fabric, whoa boys, gravel) should be undertaken prior to forecast rain (>80% chance of 20mm in more in 24hrs).
es should not be located within concentrated flow paths and should have controls installed to prevent erosion and sedimentation. Refer to standard drawings.
cation of erosion, sediment and drainage control devices to be confirmed on site in consultation with the site environmental representative.

onitoring of weather forecast to be undertaken.
atering outside of the CIZ is permitted. All dewatering to be undertaken in accordance with the Section 120 of the POEO Act. Water can be used on site for dust supression, material conditioning, vegetation establishment.
ly monitor and maintain erosion, sediment and drainage controls to ensure measures remain functional. Damaged and/or ineffective controls and materials are to be repaired, refurbished or replaced.
all control devises and measures prior to and following rainfall events, and repair/replace as required.

EROSION AND SEDIMENT CONTROL PLAN - STANDARD DRAWINGS

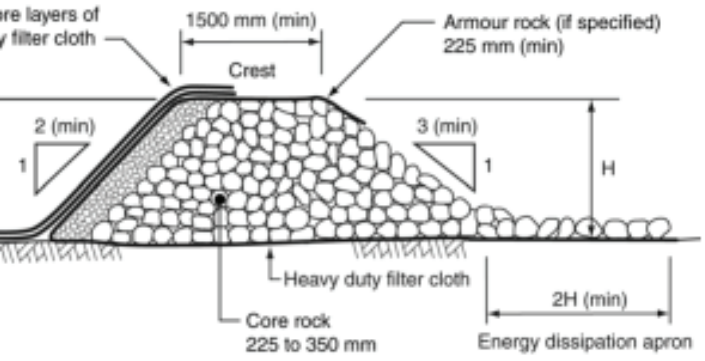


1 - Typical profile of flow diversion bank formed from earth

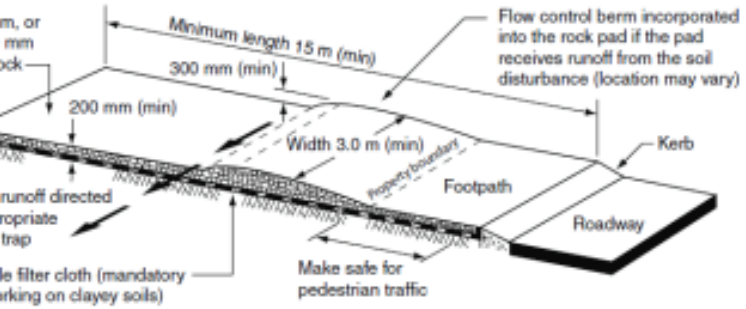
le 1 - Recommended dimensions of flow diversion banks

ter	Earth banks	Vegetated banks	Compost berms	Sandbag berms
)	500 mm	500 mm	300 mm	N/A
min)	500 mm	500 mm	100 mm	N/A
(min)	2500 mm	2500 mm	600 mm	N/A
(max)	2:1 (H:V)	2:1 (H:V)	1:1 (H:V)	N/A
	300 mm	150 mm	100 mm	50 mm

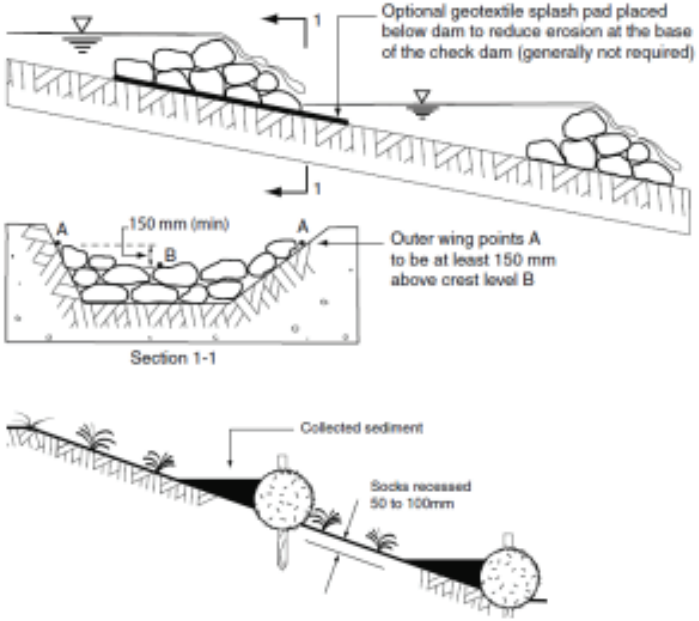
STRUCTED EARTH EMBANKMENT (IECA, 2008)



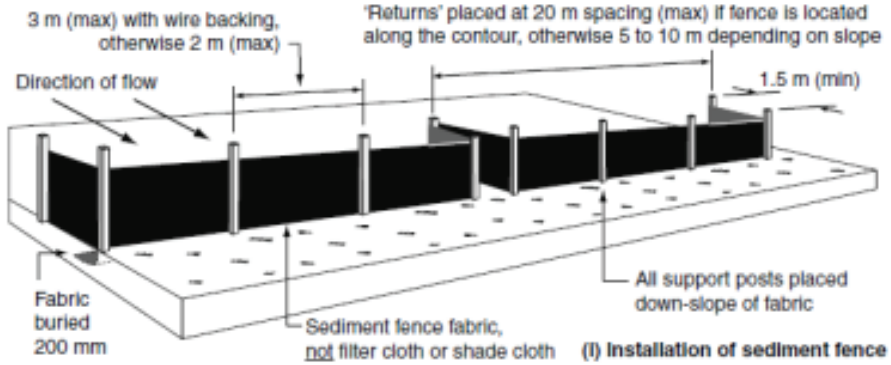
K FILTER DAM (IECA, 2008)



ILISED ACCESS (IECA, 2008)



ROCK CHECK AND COIR LOG CHECKS (IECA, 2008)

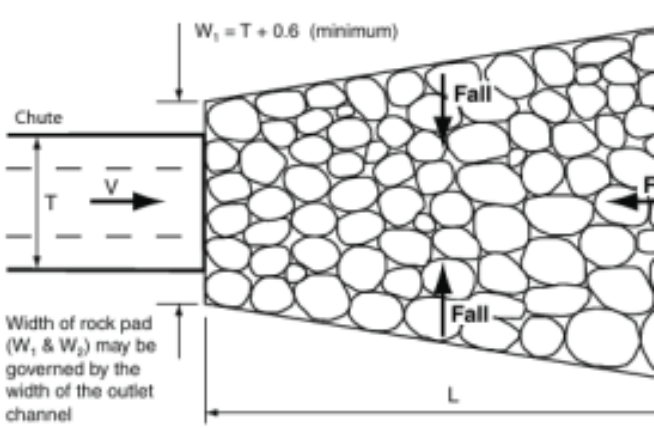


(I) Installation of sediment fence

SEDIMENT FENCE (IECA, 2008)

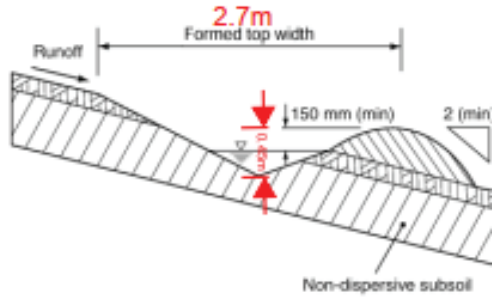
COIR LOG SEDIMENT TRAP

COIR LOG SEDIMENT TRAP (FOR INSTREAM)



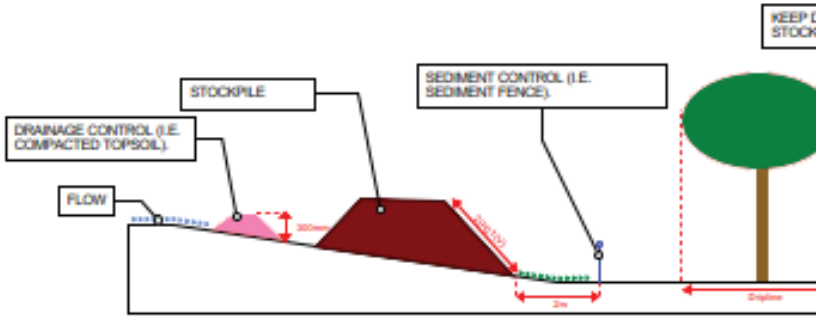
(c) Typical layout of a rock pad outlet structure for a drain

ROCK PAD OUTLET STRUCTURE (IECA, 200



(b) Triangular V-drain with down-slope ba

CATCH DRAIN (IECA, 2008)



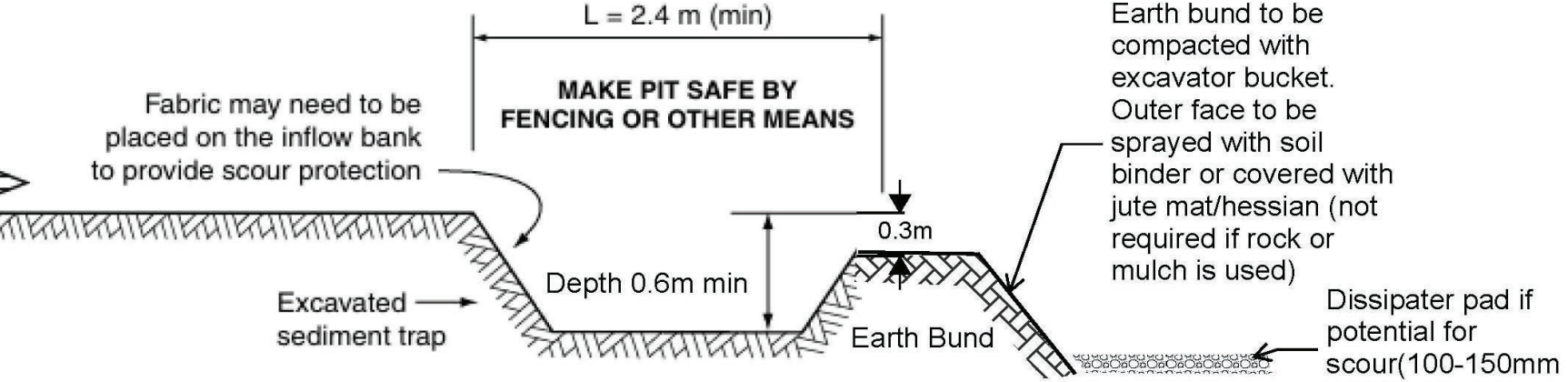
STOCKPILE CONTROLS

STANDARD DRAWINGS

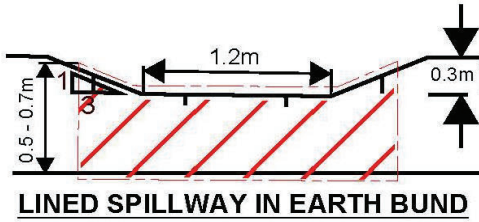
ntrols Sizing (Excavated Sediment Trap / Rock Filter Dam)

ow is 0.5 times the Q1 critical storm
crease in total volume has been included to aaccount for turbulent inflows.
area is the critical component and is the minimum which must be achieved.

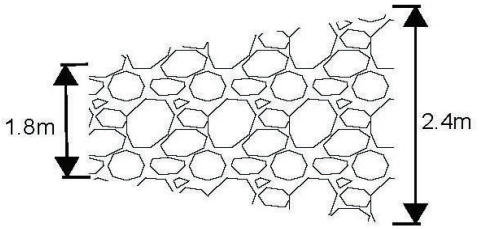
ol	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7
	0.2	0.5	1	2	4	5	7
/h)	72.6	67.4	63.1	59.3	59.3	56.1	56.1
ient	0.70	0.70	0.70	0.70	0.70	0.70	0.70
ctor	0.80	0.80	0.80	0.80	0.80	0.80	0.80
m^3/s)	0.011	0.026	0.049	0.092	0.185	0.218	0.306
ace Area (m^2)	1.9	1.3	6.7	5.9	1.5	4.6	6.4
ace Area (m^2)	**7.7**	**5.3**	**26.8**	**23.5**	**5.9**	**18.2**	**25.7**



AVATED SEDIMENT TRAP WITH LINED SPILLWAY IN EARTH BUND AND DISSIPATOR PAD



LINED SPILLWAY IN EARTH BUND



DISSIPATER PAD

ROSION AND SEDIMENT CONTROL PLAN - SEDIMENT BASIN CALCULATIONS AN SIZING

ENT RISK ASSESSMENT - ANNUAL SOIL LOSS

IT ID	AREA (HA)	R	K	Slope (%)	Slope Length (M)	LS	P	C	A (t/ha/yr)
		1069	0.060	1	100.0	0.20	1.3	1.00	17

T BASIN CALCULATIONS

						QLD SPP	STANDARD SIZING / TMR				SEDIMENT STORAGE				
	CATCH AREA (HA)	BATTERS (1 IN X)	L:W RATIO	SETTLING DEPTH D_S (m)	TO COMPLY WITH 80% QLD SPP REQUIREMENT	m^3/HA TO ACHIEVE QLD SPP REQUIREMENT	%ILE	R (5 DAY, X%ILE)	CV	V_{SET}	SED STORAGE OPTION?	RUSLE SOIL LOSS (t/ha/yr)	CLEAN OUT FREQUENCY (MONTHS)	V_{SS}	APPROX. REQ SED STORAGE DEPTH (m)
	4.3	2	3	0.60	NO		85	27.7	1.0	1191	RUSLE	16	3	14	0

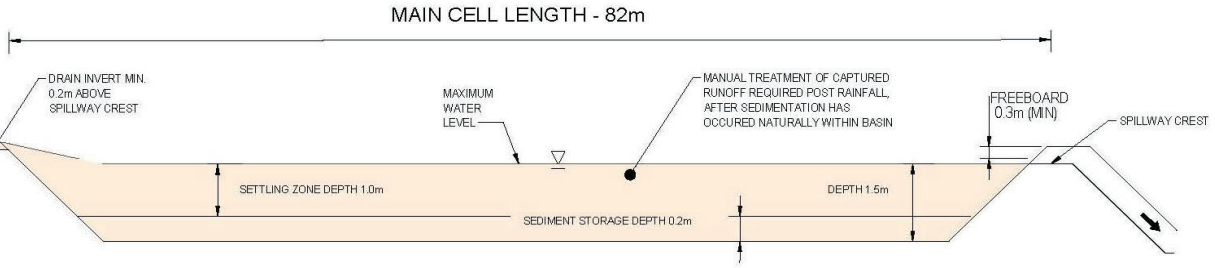
T BASIN SIZING

		FOREBAY			MAIN CELL						
	CATCHMENT (ha)	LENGTH (m)	WIDTH (m)	MINIMUM DEPTH (m)	APPROX. VOLUME TO SPILLWAY (m^3)	LENGTH (m)	WIDTH (m)	TOTAL DEPTH (m)	SEDIMENT STORAGE DEPTH (m)	FREE WATER DEPTH (m)	SETTLING ZONE DEPTH (m)
	4.3	N/A	N/A	N/A	1,205	82.0	28.1	1.1	0.2	N/A	0.6

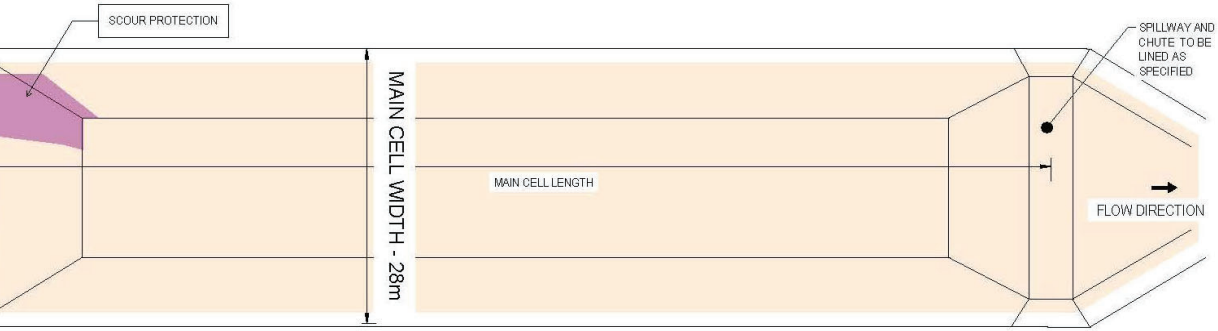
Y SIZING

						WEIR						CHUTE								DISSIPATER		
TCH REA HA)	ARI	C_{ARI}	TIME OF CONC (MINS)	I_{ARI}	FLOW - Q (m^3/s)	BASE WIDTH	SIDE SLOPE 1 (1 in x)	U/S WATER LEVEL (m)	FREEBOARD (m)	MIN. HEIGHT SPILLWAY TO TOB (m)	TOP WIDTH (m)	LONG. SLOPE (m/m)	LINING	MANNING ROUGH COEFF	MANUAL MANNING ROUGH COEFF	MAX PERM VEL (m/s)	DESIGN VEL (m/s)	DEPTH OF FLOW (m)	DEPTH WITH F/BOARD (m)	OK / NOT OK	MEAN ROCK SIZE - D_{50} (mm)	WIDTH 1 (m)	WIDTH 2 (m)
.4	20	0.7	7	92.8	0.61	2	2	0.22	0.3	0.52	4.10	0.02	Rip Rap (250-300mm)	0.045		5	3.58	0.08	0.38	OK	200	4.1	4.6

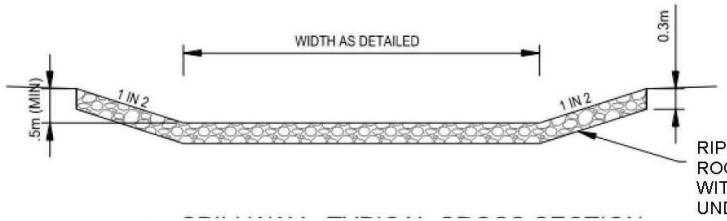
OSION AND SEDIMENT CONTROL PLAN - SEDIMENT BASIN TYPICAL SECTION A
PLAN VIEW



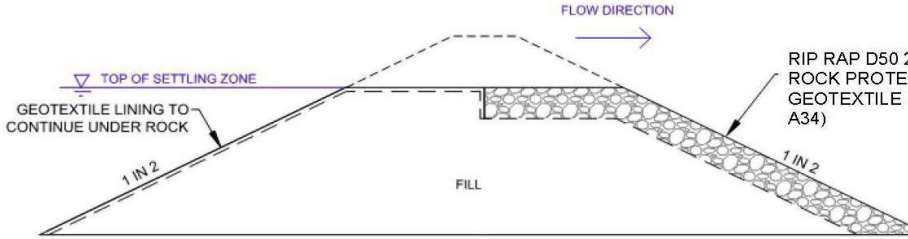
TYPE D SEDIMENT BASIN TYPICAL SECTION (nts)



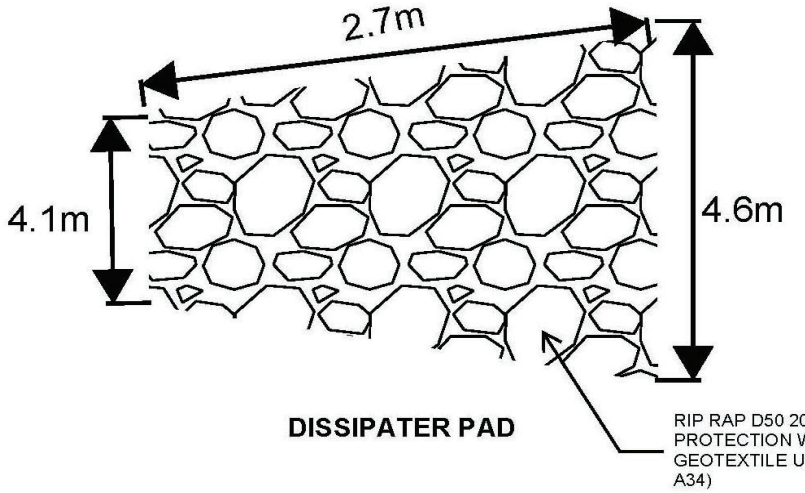
TYPE D SEDIMENT BASIN PLAN VIEW (nts)



SPILLWAY - TYPICAL CROSS SECTION



SPILLWAY TYPICAL SECTION

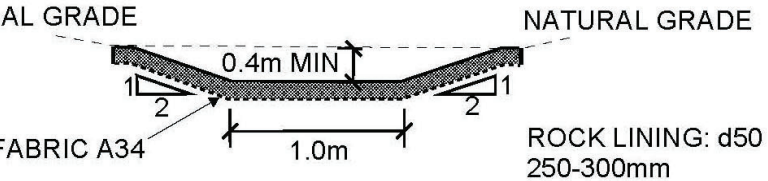


DISSIPATER PAD

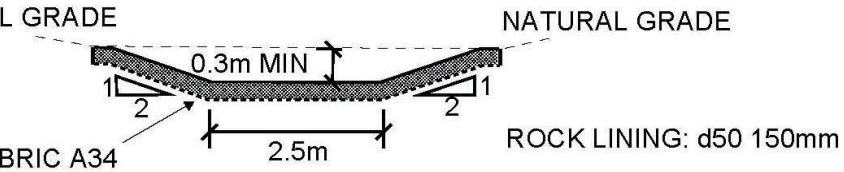
STANDARD DRAWINGS

RARY DRAIN CALCULATIONS

CATCH AREA (HA)	ARI	C_{ARI}	TIME OF CONC (MINS)	I_{ARI}	FLOW - Q (m^3/s)	LONG. SLOPE (m/m)	BASE WIDTH	SIDE SLOPE 1 (1 in x)	SIDE SLOPE 2 (1 in x)	LINING	MANNING ROUGH COEFF	MAX PERM VEL (m/s)	DESIGN VEL (m/s)	DEPTH OF FLOW (m)	DEPTH WITH F/BOARD (m)	DRAIN TOP WIDTH (m)
0.5	10	0.504	5	63.1	0.04	2	1	2	2	Rip Rap (250-300mm)	0.045	5	2.74	0.02	0.17	1.66
1	10	0.504	7	56.1	0.08	2	2.5	2	2	Rip Rap (150mm)	0.04	2	0.17	0.16	0.31	3.75



DWD 1

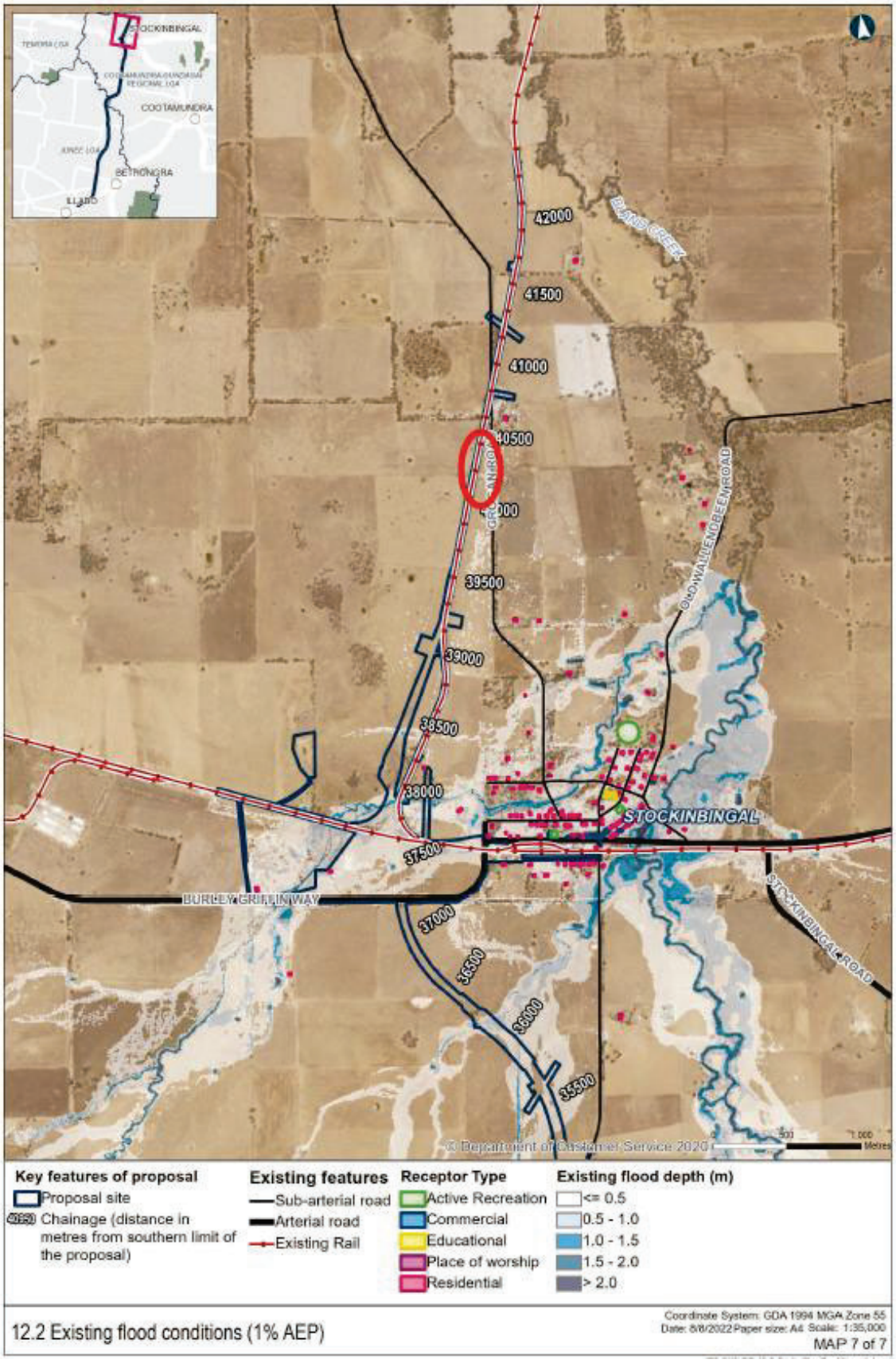


DWD 2

Appendix B—Residential Receiver Map


EIS Receiver ID: 226994
Total length: 447.49 m
Grogan Road
Freemans Lane
40200
40100
40000
39900
39800
39700
PR39450
457
Total length: 451.83 m
39400
39300
EIS Receiver ID: 321487

Appendix C—Flood-Prone Land Map



Appendix D—Noise Assessment

Appendix D – Noise Assessment

Noise assessment summary:

A noise assessment has been conducted to assess potential noise impacts associated with the use of a Minor Ancillary Facility at CH40100 (Grogan Road).

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.

Where out of hours work is required, it will comply with the criteria in CoA E3(b) as per definition of Low Impact Works in the planning approval. 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 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 MAD for the Illabo to Stockinbingal Project.

The closest receivers to this location are located at:

- Grogan Road (EIS receiver ID: 226994)
- Racecourse Lane (EIS receiver ID: 321487)

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

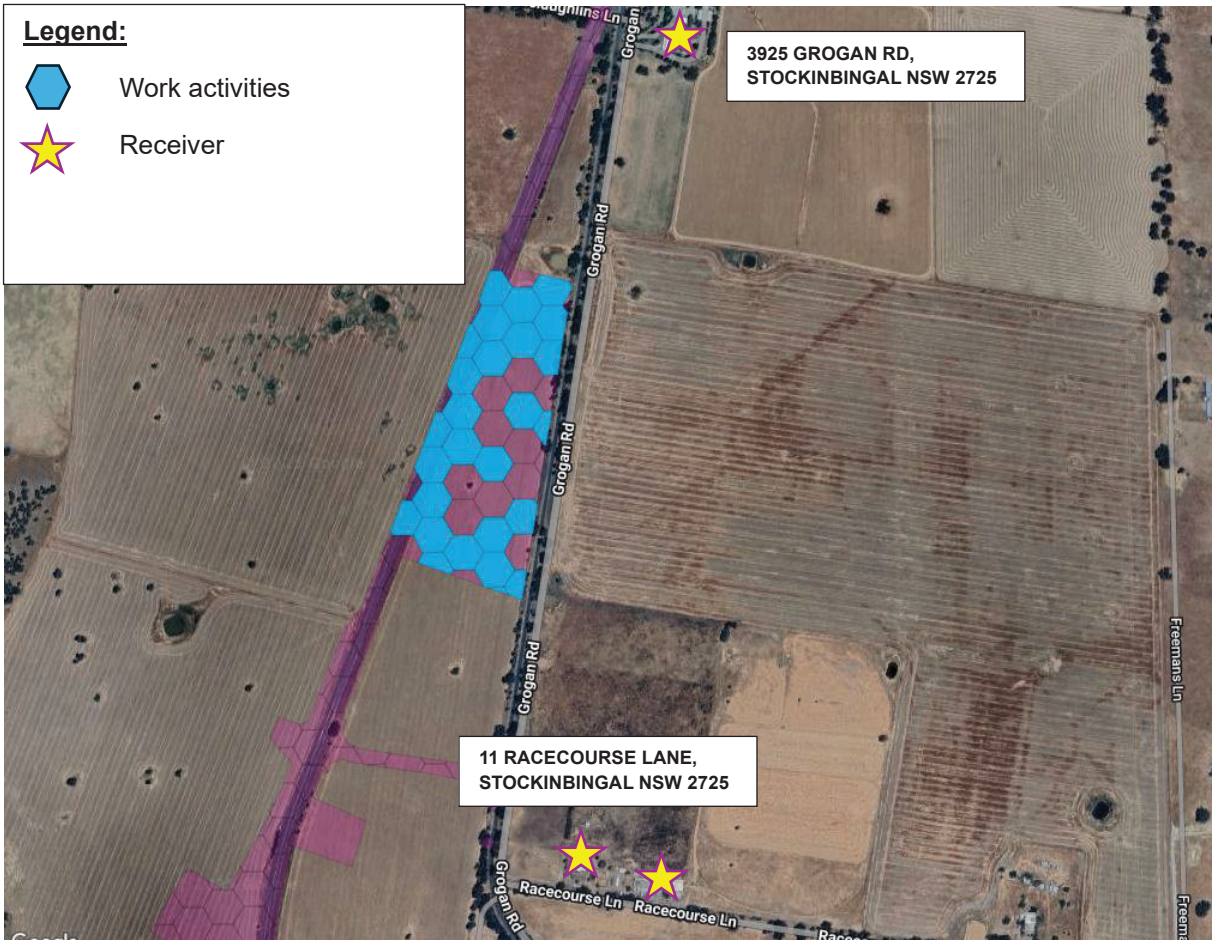
TABLE 16-1: NOISE MANAGEMENT LEVELS FOR RESIDENTIAL RECEIVERS

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.

Modelling was conducted using standard hours Noise Management Level (NML) of 45dBa. The NMLs used are source from the EIS and Construction Noise and Vibration Impact Assessment prepared for the Project (*Environmental Impact Statement: Inland Rail: Illabo to Stockinbingal, 2022),* please refer below. Noise modelling has been conducted using TfNSW construction noise estimation tool.

Map Overview:



***Note:** All activities are enabled concurrently for a worse-case scenario approach.*

The following map shows the MAF operational location (where noise is to be emitted) and the closest affected residential receivers to the works. Closest receivers include:

- EIS Receiver ID: 226994 is 430m north east
- EIS Receiver ID: 321487 is 470m south east
- EIS Receiver ID: 320979 is 581m south east

Noise Model Inputs:

The following inputs (equipment type, quantity and usage) were entered into the noise model (per activity).

***Perimeter Fencing**:*

1: Fencing 5 minutes ago Enabled

20/05/2025 07:00AM - 20/05/2025 06:00PM

Establishing temporary fencing on site perimeter.

Equipment type	Qty	Usage	Reduction	Sound power level LAeq	Sound power level LAmax
Auger (hand)	1	20%	0	99	111
Hand Tools (electric)	2	20%	0	90	99
Light vehicle	3	40%	0	86	90

Activity Sound Power Level: 100

Sediment Basin:

2: Sediment Basin 4 minutes ago Enabled

20/05/2025 07:00AM - 20/05/2025 06:00PM

Construction of SED basin at north of lot

Equipment type	Qty	Usage	Reduction	Sound power level LAeq	Sound power level LAmax
Excavator (06 tonne)	1	40%	0	90	101

Activity Sound Power Level: 90

Dirty Water Diversion and Earth Bunds:

3: DWD/Earth Bund 2 minutes ago Enabled

20/05/2025 07:00AM - 20/05/2025 06:00PM

Installation of earth bunds and DWDs

Equipment type	Qty	Usage	Reduction	Sound power level	
				LAeq	LAmax
Bobcat / skidsteer large	2	30%	0	107	114

Activity Sound Power Level: 107

MAF Operation:

20/05/2025 07:00AM - 20/05/2025 06:00PM

Operation of MAF

Equipment type	Qty	Usage	Reduction	Sound power level	
				LAeq	LAmax
Daymakers / Lighting plant	6	100%	0	101	94
Flatbed Truck	5	5%	0	87	98
Generator (6 kVA)	2	100%	0	92	92
Light vehicle	25	5%	0	86	90
Vacc truck	1	5%	0	99	117

Activity Sound Power Level: 103

Noise Impact Outputs:

The following noise impact output identifies that there are not expected to be any noise impacts associated with the MAF, in operation or construction.

Receiver	Distance (m)	NML	Predicted noise level (dBa)	Exceedance of NML (dBa)	Sound impact
226994 3925 GROGAN RD, STOCKINBINGAL NSW 2725	430	45	44.4	0	None
321487	470	45	44.1	0	None

11 RACECOURSE LANE, STOCKINBINGAL NSW 2725					
320979 11 RACECOURSE LANE, STOCKINBINGAL NSW 2725	581	45	42.5	0	None

Conclusion and Mitigation:

Although noise impacts are expected to be minor 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.
Where vibration and overpressure from blasting or construction activities are predicted to approach the relevant limits, dilapidation surveys on potentially affected buildings shall be undertaken.
Early morning works between 6am-7am will be low impact noise activities1

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 at least 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 E—Road Occupancy License

Road Occupancy Certificate

Form: QC/ROC/Rev 1 dated 24 July 2019

Note

This document serves to confirm Cootamundra-Gundagai Regional Councils approval to occupy a road space controlled by Council for the activity and period detailed below.

Activity Description	Inland Rail-Low Impact Works. Survey.
Location of Activity	Intersection of Millvale Lane to Cambria Street and all side roads, Stockinbingal. Subject Road-Grogan Road.
Planned Period of Occupation (date/s)	12 months from date of acceptance/authorisation.
Time of Occupation (each day)	06:00am-06:00pm
Traffic Management (Traffic Control Plan, Road Occupancy Licence, Speed Zone Approval, Council's TMP Approval)	TGS', ROL, SZA, TMP. • TGS 01-Survey • TGS 02-Shoulder Closed • TGS 03-Lane Closure/Shuttle Flow • TGS 04-Mobile Works • TGS 05-Spotter/Lookout Person.
Prime Contact (name of responsible person)	Luke McGoldrick-Traffic Manager
Responsible Person's Address	Level 5, 15 Bourke Road, Mascot NSW 2020
Responsible Person's Contact Number	0413 777 563

Approval is granted for the occupation detailed above YES ☒ NO ☐

Reason for Rejection

_____

_____

Responsible Person's Signature	
Date	09/03/2025
Council Representative's Signature	
Date	10/03/2025