JOHN HOLLAND

INLAND RAIL
ILLABO TO STOCKINBINGAL PROJECT

Site Establishment Management Plan

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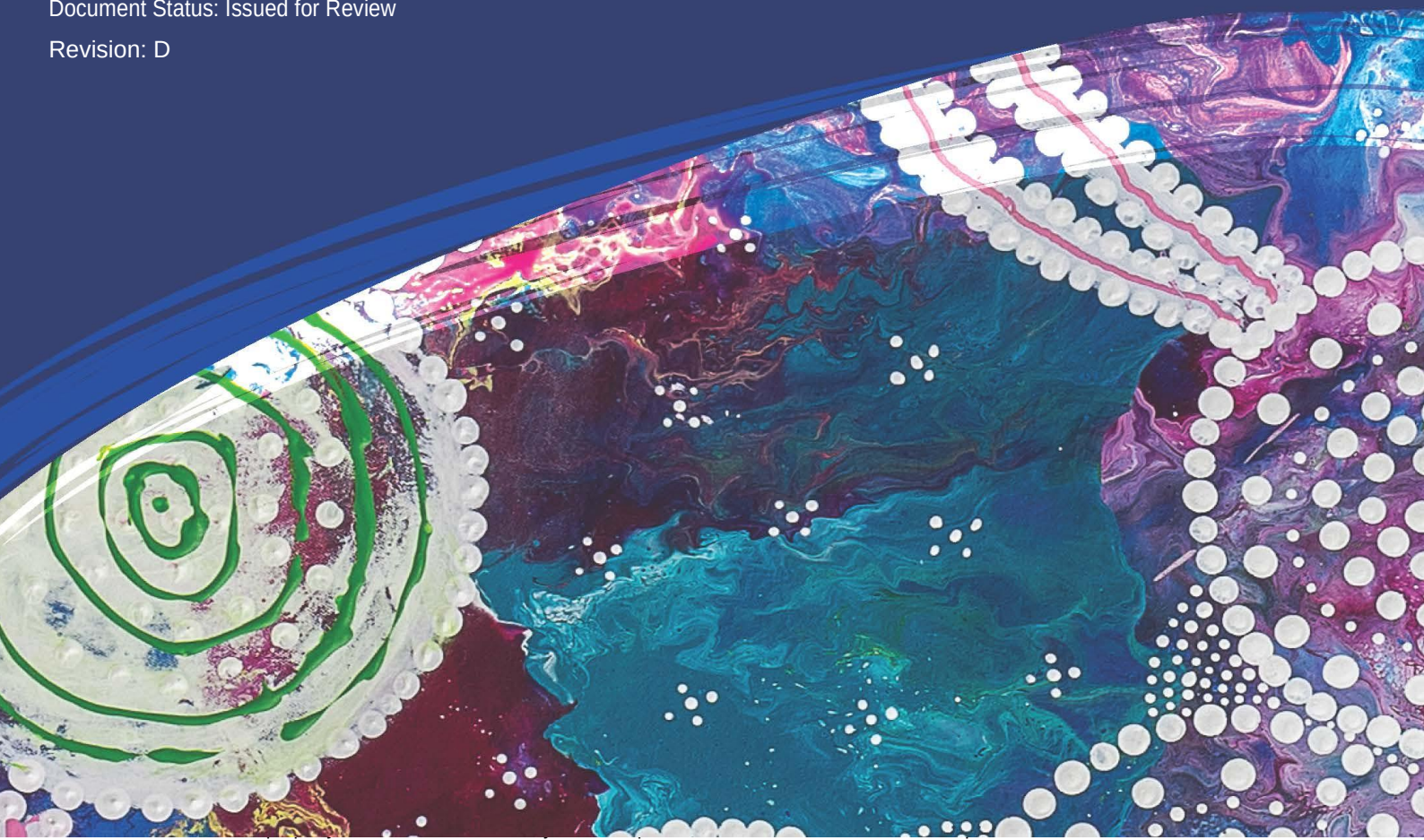

Document Control

Document Title	Site Establishment Management Plan	
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Revision History

REVISION	DATE ISSUED	DESCRIPTION
A	18/02/2025	Issued for Review
B	27/03/2025	Issued for Review
C	7/05/2025	Issued for Review
D	3/06/2026	Issued for Review

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1 Revisions and Distribution

1.1 Revisions

Draft issues of this document are identified as Revision A, B, C etc. Following acceptance by the document approver, the first finalised revision will be Revision 0. Subsequent revisions will have an increase of “1” in the revision number (1, 2, 3 etc.).

1.2 Distribution

The controlled master version of this document is available for distribution as appropriate and maintained on the document management system being used on the project. All circulated hard copies of this document are deemed to be uncontrolled.

Client’s Representative	Conrad Strachan
Project Director	Rob Pitt
Rail Systems Manager	Andy Buchanan
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2 References, Definitions and Abbreviations

2.1 Compliance Roadmap

The following section provides a tabular representation of the project obligations and requirements as described in all licenses and approvals and a reference link to detail how the Inland Rail - Illabo to Stockinbingal Project (I2S or Project) intend to comply.

This Site Establishment Management Plan (SEMP) provides a consistent approach to address the requirements from the Infrastructure Approval (CSSI-9406), Commonwealth Approval (EPBC 2017/8233) and other relevant external permits, licenses or approvals which is detailed throughout this section. A cross reference is also included to indicate where each Condition of Approval is addressed in this Plan or other Project management documentation.

2.1.1 Commonwealth Approval – EPBC 2018/8233

Requirements from the Commonwealth Approval (EPBC 2018/8233) relevant to this SEMP are provided in Table 2-1.

Table 2-1 – Commonwealth Approval (EPBC 2018/8233) requirements

CoA No.	Condition Requirements	Document Reference
1	The approval holder must not clear and construct outside of the Action area unless either of the following are met: a) such clearing and construction is limited to locations with no habitat of protected matters; b) such clearing and construction is limited to locations required to facilitate minor design adjustments and only as allowable under the NSW Approval, and the total extent of clearing for the Action will not exceed the limits specified in condition 2 of this approval and specified in condition E25 of the NSW Approval.	Section 8.6
2	The approval holder must not clear more than: a) 16.77 hectares (ha) of Grey Box Woodlands b) 17.48 ha of Box-Gum Grassy Woodlands	Section 8.6
11	Prior to the commencement of the Action, to compensate for the residual significant impacts of the Action on relevant protected matters, the approval holder must retire the number and types of biodiversity credits in accordance with conditions E26 and E28 of the NSW Approval.	Section 8.6
12	The approval holder must not commence the Action until the biodiversity credits for the protected matters have been retired in accordance with condition E28 of the NSW Approval.	Section 8.6
13	Within 5 business days of retiring any biodiversity credits in respect of protected matters, the approval holder must submit evidence in writing to the department demonstrating that the biodiversity credits have been retired in accordance with condition E28 of the NSW Approval and specify, in relation to each relevant protected matter, how many biodiversity credits were retired.	Section 8.6
20	The approval holder must notify the department electronically of the date of commencement of the Action, within 5 business days following commencement of the Action.	Section 8.6
23	The approval holder must maintain accurate and complete compliance records and document the procedure for recording and storing compliance records.	Section 9.6
25	The approval holder must ensure that any monitoring data, surveys, maps, and other spatial and metadata required under the conditions of this approval are prepared in accordance with the Guidelines for biological survey and mapped data, Commonwealth of Australia 2018, or as otherwise specified by the Minister in writing.	Section 8.6
26	The approval holder must ensure that any monitoring data, surveys, maps, and other spatial and metadata required under the conditions of this approval are prepared in accordance with the Guide to providing maps and boundary data for	Section 8.6

CoA No.	Condition Requirements	Document Reference
	EPBC Act projects, Commonwealth of Australia 2021, or as otherwise specified by the Minister in writing.	
27	The approval holder must submit all monitoring data, surveys, maps, other spatial and metadata and all species occurrence record data (sightings and evidence of presence) electronically to the department within 20 business days of the next anniversary of the date of this approval decision except where otherwise specified in a plan.	Section 8.6
35	The approval holder must notify the department electronically, within 2 business days of becoming aware of any incident. The approval holder must specify in each notification: a) any condition or commitment made in a plan which has not been, or may have not been, complied with, b) a short description of the incident, and c) the location (if applicable, including co-ordinates), date and time of the incident	Section 9.10
36	The approval holder must provide to the department in writing, within 12 business days of becoming aware of an incident, the details of that incident. The approval holder must specify: a) all corrective measures and investigations which the approval holder has already taken in respect of the incident, b) the potential impacts of the incident, c) the method and timing of any corrective measures that the approval holder proposes to undertake to address the incident, and d) any variation of these conditions or revision of a plan that will be required to prevent recurrence of the incident and/or to address its consequences.	Section 9.10

2.1.2 NSW Infrastructure Approval – CSSI-9406

Requirements from the Infrastructure Approval (CSSI-9406) relevant to this SEMP are provided in Table 2-2.

Table 2-2 – Infrastructure Approval (CCSSI-9406) requirements

CoA No.	Condition Requirements	Document Reference
A1	The Proponent must carry out the CSSI in accordance with the terms of approval and generally in accordance with the: (a) Inland Rail – Illabo to Stockinbingal Environmental Impact Statement (ARTC 2022); (b) Illabo to Stockinbingal Project Response to Submissions (ARTC 2023); (c) Response to Submissions – Appendix E - Biodiversity Development Assessment Report version 12 (IRDJV, June 2024); (d) I2S – Mitigation Measures (Inland Rail, April 2024); (e) Illabo to Stockinbingal (CSSI-9604) Additional and Appropriate Measures for Box Gum Woodland Impacts (Inland Rail, June 2024); and (f) Technical and Approvals Consultancy Services: Illabo to Stockinbingal – Box Gum Woodland Gum Flat Rehabilitation Opportunity (IRDJV, June 2024)	Section 2.1
A2	The CCSSI must be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in accordance with the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	Noted

CoA No.	Condition Requirements	Document Reference
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.	Section 3.6.3
A10	Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted with the corresponding documentation to the Planning Secretary and the Environmental Representative (as relevant) in accordance with the Post Approval Guidance: Defining Engagement Terms (DPIE, 2020). The evidence must include: (a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party; (c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; (d) an outline of the issues raised by the identified party and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.	Section 3.6
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.	Section 8.4 Appendix 5
A18	The Proponent must prepare a Temporary Accommodation Facility Management Plan in consultation with the relevant council, and emergency services. The Plan must be endorsed by the Environmental Representative and submitted to the Planning Secretary for approval one (1) month prior to establishment of the accommodation facility by construction personnel commences. The Plan must include: (a) site layout including building locations and outdoor recreation areas, vehicle access, movement and parking, site servicing and utilities infrastructure including the requirements of Conditions E111 and E112; (b) management and emergency provisions including staff roles and responsibilities, provision of security and paramedic staff required by Condition E112, communication procedures with emergency services, and community consultation and complaints processes consistent with the Communication Strategy required by Condition B1 and the Complaints Management System required by Condition B6; (c) measures to minimise noise and lighting amenity impacts on adjacent residents including limitations on use of outdoor recreation areas required by Condition E114;	Temporary Workforce Accommodation Facility Management Plan

CoA No.	Condition Requirements	Document Reference
	(d) the code of conduct as required by Condition E117 for all users of the accommodation facility; and (e) arrangements for servicing the accommodation facility (including in terms of food, water, wastewater, waste collection and cleaning and maintenance). The Plan must: (i) outline the provisions for and anticipated frequency and timing of servicing (including food and water deliveries and waste and wastewater collection); (ii) detail the location and facilities to store water, waste and wastewater; (iii) include cleaning and maintenance provisions, including the frequency and range of duties; and (iv) detail the measures that the Proponent would implement to support local suppliers and services in the operation of the accommodation facility. The approved Temporary Workforce Accommodation Management Plan(s) must be implemented. *Note: The Temporary Workforce Accommodation Facility Management Plan is not part of the CEMP required by Condition C12.*	
A22	Work must not commence until an Environmental Representative (ER) has been approved by the Planning Secretary and engaged by the Proponent.	Section 3.6.3
A23	The Planning Secretary's approval of an ER must be sought no later than one (1) month before the commencement of Work.	Section 3.6.3
A34	The Planning Secretary must be notified via the Major Projects Website immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one) and set out the location and nature of the incident.	Section 9.10
A35	Subsequent notification must be given and reports submitted in accordance with the requirements set out in APPENDIX A. The requirement to notify the Department under this condition excludes incidents which are solely required to be notified to the Office of the National Rail Safety Regulator.	Section 9.10
A36	The Planning Secretary must be notified via the Major Projects Website within seven days after the Proponent becomes aware of any non-compliance. The notification must identify the CSSI (including the project number and the name of the CSSI if it has one), set out the condition/s that is non-compliant, the nature of the breach; the reason for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	Section 9.10
B1	A Community Communication Strategy must be prepared to facilitate communication about construction and operation of the CSSI with: a) the community (including, adjoining affected landowners and businesses, Registered Aboriginal Parties (RAPs), relevant LALCs, traditional owners and others directly impacted by the CSSI); and b) the relevant state agencies and councils. *Note*: Nothing in this condition prevents the Proponent from submitting an amended Community Communication Strategy if it meets the requirements of these conditions of approval.	Section 9.3
B2	The Community Communication Strategy must: a) a) identify people, organisations, relevant council(s) and state agencies to be consulted, during the design and work phases of the CSSI; b) identify details of the community and its demographics;	Section 9.3

CoA No.	Condition Requirements	Document Reference
	c) set out the procedures and mechanisms for the regular distribution of accessible information, including to CALD and vulnerable communities, about or relevant to the CCSSI. The information to be distributed must include details regarding current site construction activities, schedules and milestones at each construction site; d) identify opportunities for education within the community and make provision for the community to visit construction sites (taking into consideration workplace, health and safety requirements); e) detail the measures for advising the community in advance of upcoming construction including upcoming out-of-hours work as required by Condition E5 and blasting activities; f) identify the mechanisms for engaging with the community to determine periods of respite, as required by Condition E2; g) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant community(ies); h) set out the procedures and mechanisms for consulting with relevant councils and state agencies required by Condition A10; i) describe the method for broadcasting the 24-hour toll-free telephone complaints number and postal and email addresses for enquiries, as required by Condition B7; j) set out the procedures and mechanisms: i. through which the community can discuss or provide feedback to the Proponent; ii. through which the Proponent will respond to enquiries or feedback from the community; iii. to resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of the CSSI, including disputes regarding rectification or compensation; iv. address who will engage with the relevant stakeholders v. to resolve any issues and mediate any disputes that may arise in relation to property and infrastructure impacts, including but not limited to Individual Property Management Plans required by Condition E95 The Proponent must continue the operation of the existing Community Consultative Committee as part of its Community Communication Strategy. The Community Consultative Committee must continue to be operated in accordance with the Department's Community Consultative Committee Guideline. Continuing the Community Consultative Committee must not be the only form of community consultation in the Community Communication Strategy.	
B3	The Community Communication Strategy must be submitted to the Planning Secretary for approval no later than one (1) month before the commencement of any Work.	Section 9.3
B4	Work for the purposes of the CSSI must not commence until the Community Communication Strategy has been approved by the Planning Secretary. The Planning Secretary's approval of the Community Communication Strategy must be sought no later than one month before the commencement of Work.	Section 9.3
B5	The Community Communication Strategy, as approved by the Secretary, must be implemented for the duration of the work and for twelve (12) months following the completion of construction.	Section 9.3
B6	A Complaints Management System must be prepared and implemented before the commencement of any work and maintained for the duration of	Section 9.3

CoA No.	Condition Requirements	Document Reference
	construction and for a minimum for 12 months following completion of construction of the CCSSI.	
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.	Section 9.3
B8	A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any Work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the: a) number of complaints received b) the date and time of the complaint; c) the method by which the complaint was made; d) the nature and location of the complaint, including issues raised; e) number of people affected in relation to a complaint; f) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and g) if no action was taken, the reason(s) why no action was taken.	Section 9.3
B9	Personal details of any complainant are not to be provided to the ER unless otherwise agreed to or requested by the complainant.	Section 9.3
B10	Complainants must be advised of the following information before, or as soon as practicable after, providing personal information: a) the Complaints Register may be forwarded to state agencies, including the Department, to allow them to undertake their regulatory duties; b) by providing personal information, the complainant authorises the Proponent to provide that information to state agencies; c) the supply of personal information by the complainant is voluntary; and d) the complainant has the right to contact state agencies to access personal information held about them and to correct or amend that information (Collection Statement). The Collection Statement must be included on the Proponent's or project website to make prospective complainants aware of their rights under the *Privacy and Personal Information Protection Act 1998* (NSW). *Note*: Should a complainant disagree with the Collection Statement, a note to that effect must be recorded in the Complaints Register.	Section 9.3
B11	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.	Section 9.3
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	Section 9.3

CoA No.	Condition Requirements	Document Reference
	published before the relevant work commencing and maintained on the website or dedicated pages including: a) information on the current implementation status of the CSSI; b) a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the CSSI or the terms of this approval; c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; e) a current copy of each document required under the terms of this approval must be published before the commencement of any work to which they relate or before their implementation, as the case may be; and f) a copy of the compliance and audit reports required under this approval A copy of each document required to be made publicly available under this approval must be published within 14 days of the finalisation or approval of the relevant document unless an alternate timeframe is prescribed by another condition of this approval. Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which they / it relates or before its implementation. All information required in this condition is to be provided on the Proponent's website, ordered in a logical sequence and be easy to navigate. *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.	
C5	Before the establishment of any ancillary facility (excluding minor ancillary facilities established under Condition C9) or temporary workforce accommodation facility, the Proponent must prepare a Site Establishment Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facilities or temporary workforce accommodation facility. The Site Establishment Management Plan must be prepared in consultation with the relevant council and state agencies and endorsed by the Environmental Representative. The Plan must be submitted to the Planning Secretary for approval one (1) month before the establishment of any ancillary facilities or temporary workforce accommodation facility. The Site Establishment Management Plan must detail the management of the ancillary facilities or temporary workforce accommodation facility, and include:	Section 3.4, 3.6, 3.6.3 and 9.5
	(a) a description of activities to be undertaken during establishment of the ancillary facility or temporary workforce accommodation facility (including indicative scheduling and duration of work to be undertaken at the site);	Section 5

<table>
<tr><th>CoA No.</th><th>Condition Requirements</th><th>Document Reference</th></tr>
<tr><td></td><td>(b) figures illustrating the proposed operational site layout/s;</td><td>Section 5</td></tr>
<tr><td></td><td>(c) details of planned communication with the community consistent with the requirements of Condition B2;</td><td>Section 3.6.2, 9.3</td></tr>
<tr><td></td><td>(d) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment work;</td><td>Section 6, 7, 10 and Appendix 3</td></tr>
<tr><td></td><td>(e) details of how the site establishment activities described in subsection (b) of this condition will be carried out to:
(i) meet the performance outcomes stated in the documents listed in Condition A1, and
(ii) manage the risks identified in the risk analysis undertaken in subsection (d) of this condition; and</td><td>Section 8
Section 3.4Objectives and Performance Outcomes</td></tr>
<tr><td></td><td>(f) a program for monitoring the performance outcomes consistent with the requirements of Conditions C17 and C27.</td><td>Section 10
Section 9.5</td></tr>
<tr><td></td><td>Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each ancillary facility, or one Site Establishment Management Plan for all ancillary facilities and the temporary workforce accommodation facility. The approved Site Establishment Management Plan(s) must be implemented.</td><td>Noted</td></tr>
<tr><td></td><td>Upon commencement of construction, the Site Establishment Management Plan will cease to have effect and the CEMP required by Condition C12 will apply to the operation of ancillary facilities and the Temporary Workforce Accommodation Facility Management Plan required by Condition A18 will apply to the operation of accommodation facilities.</td><td>Section 3.3</td></tr>
<tr><td>C7</td><td>Where possible, ancillary facilities must be accessed via existing public roads and/or the existing rail corridor. Where access via existing roads or the rail corridor is not possible, the Proponent may utilise existing private access tracks on private property but only with the written permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition C4.</td><td>Section 6.3, 8.6</td></tr>
<tr><td>C8</td><td>The Proponent must ensure that all roads / tracks that will be used to access ancillary facilities are to the standard necessary to provide access as agreed with landowners, asset owner(s) and/or the relevant roads authority (as applicable), including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.</td><td>Section 6.3, 8.6</td></tr>
<tr><td>C17</td><td>Except as provided by Condition C1, the following CEMP Sub-plans must be prepared in consultation with the relevant state agencies, relevant councils and RAPs identified for each CEMP Sub-plan. Evidence of consultation must be provided consistent with Condition A10.
<table>
<tr><th></th><th>Required CEMP Sub-plan</th><th>Relevant authorities to be consulted for each CEMP Sub-plan</th></tr>
<tr><td>(a)</td><td>Traffic, transport and access</td><td>TfNSW and relevant councils</td></tr>
<tr><td>(b)</td><td>Noise and Vibration</td><td>Relevant councils</td></tr>
<tr><td>(c)</td><td>Biodiversity</td><td>BCS</td></tr>
<tr><td>(d)</td><td>Soil and Water</td><td>Relevant Councils and BCS</td></tr>
<tr><td>(e)</td><td>Heritage</td><td>Heritage NSW, RAPs, and relevant councils</td></tr>
<tr><td>(f)</td><td>Flood Emergency Management</td><td>SES, BCS and relevant councils</td></tr>
<tr><td>(g)</td><td>Biosecurity</td><td>BCS, DPI Agriculture, Local Land Services</td></tr>
</table></td><td>N/A however SEMP consultation will be undertaken as detailed in Section 3.6.1</td></tr>
</table>

<table>
<tr><th>CoA No.</th><th>Condition Requirements</th><th>Document Reference</th></tr>
<tr><td>C27</td><td>Except as provided by Condition C1 the following Construction Monitoring Programs must be prepared in consultation with the relevant state agencies and relevant councils identified for the Construction Monitoring Programs to compare actual performance of construction of the CSSI against performance predicted in the documents specified in Condition A1.

<table><tr><th></th><th>Required Construction Monitoring Programs</th><th>Relevant government authorities to be consulted for each Construction Monitoring Program</th></tr><tr><td>(a)</td><td>Noise and vibration</td><td>Nil</td></tr><tr><td>(b)</td><td>Surface water</td><td>DCCEEW Water, Crown Lands and relevant Councils</td></tr><tr><td>(c)</td><td>Traffic, transport and access management</td><td>TfNSW and relevant Councils</td></tr></table></td><td>Section 9.5</td></tr>
<tr><td>C10</td><td>Boundary screening must be erected between ancillary facilities (excluding minor ancillary facilities) and temporary workforce accommodation facility, adjacent to and visible from sensitive land use(s) (including occupied residences on agricultural properties) for the duration of the time that the ancillary facility or accommodation facility is in use, unless otherwise agreed with the owner and occupier of the adjacent sensitive land use(s).
Boundary screening must minimise visual impacts on adjacent sensitive land use(s) and not create a fire hazard.</td><td>Section 8.6</td></tr>
<tr><td>E1</td><td>Work must be undertaken during the following hours:
(a) 7:00 am to 6:00 pm Mondays to Fridays;
(b) 7:00 am to 6:00 pm Saturdays; and
(c) at no time on Sundays or public holidays.</td><td>Section 5.4, 6.4, 8.6</td></tr>
<tr><td>E2</td><td>Despite Condition E1, work (excluding establishment of the temporary workforce accommodation facilities) may be undertaken during the hours of 6:00 am to 6:00 pm each day provided:
(a) no work affects any given receiver between the hours of 6:00 pm on a Saturday and 7:00 am on a Monday every second week;
(b) only low impact noise activities (defined in Condition E3(b)) are permitted between 6.00 am and 7.00 am; and
(c) consultation with affected receivers occurs at least every three months, or more frequently following complaints recorded in the Complaints Register required by Condition B8, to determine respite or additional mitigation measures. In consulting with the affected receivers, the following must be provided:
(i) a progressive schedule of anticipated hours of works beyond those permitted by Condition E1 for periods of no less than three months;
(ii) a description of the anticipated construction activities, location and duration of the work;
(iii) the noise characteristics and likely noise levels of the work;
(iv) the practical measures implemented to minimise noisy work and heavy vehicle movements before 7:00am and any time on a Sunday; and
(v) mitigation and management measures which aim to achieve the relevant noise management levels identified in the documents listed under Condition A1 (including the circumstances in which respite or other offers will be available and details about how the affected receivers can access these).
Evidence of consultation and the outcomes, including any changes to construction practices or staging, must be reviewed by the ER and provided to the Planning Secretary on request.</td><td>Section 5.4, 6.4, 8.6
Appendix 5</td></tr>
</table>

CoA No.	Condition Requirements	Document Reference
E3	Despite Conditions E1 and E2 work may be undertaken outside the hours specified in the following circumstances: (a) Safety and emergencies, including: (i) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or (ii) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or (b) Low impact noise activities, including: (i) construction that causes LAeq(15 minute) noise levels: • no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and • no more than the 'noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land uses; and (ii) construction that causes LAFmax noise levels no more than 15 dB(A) above the rating background level at any residence during the night period as defined in the Noise Policy for Industry (EPA, 2017); and (iii) construction that causes: • continuous or impulsive vibration values, measured at the most affected residence, are no more than the preferred values for human exposure to vibration specified in Table 2.2 of Accessing vibration: A technical guideline (DEC, 2006), or • intermittent vibration values, measured at the most affected residence, are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Accessing vibration: A technical guideline (DEC, 2006); or (c) By approval or agreement, including: (i) where different construction hours are permitted or required under an EPL in force in respect of the CSSI; or (ii) works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E5; or (iii) negotiated agreements with directly affected residents and sensitive land uses. On becoming aware of the need for emergency work in accordance with Condition E3(a)(ii) above, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. The Proponent must use best endeavours to notify as soon as practicable all noise and/or vibration affected sensitive land uses of the likely impact and duration of those work. All negotiated agreements with owners and occupiers of sensitive land uses to carry out work in accordance with Condition E3(c)(iii) must be in writing, and include the hours, duration and likely noise levels compared to the NML defined in the ICNG. The negotiated agreement must be agreed and finalised before the commencement of work affecting the sensitive land uses.	Section 5.4, 6.4, 8.6 Appendix 5
E4	Except as permitted by an EPL or approved through an Out of Hours Work Protocol (for work not subject to an EPL), highly noise intensive work (defined in Table 1) that results in an exceedance of the applicable NML at the same receiver must only be undertaken: (a) between the hours of 8:00 am to 6:00 pm Monday to Friday (excluding public holidays); (b) between the hours of 8:00 am to 1:00 pm Saturday; and	Section 5.4, 6.4, 8.6 Appendix 5

CoA No.	Condition Requirements	Document Reference
	(c) in continuous blocks not exceeding three hours each with a minimum respite of at least one hour between each block of highly noise intensive work. For the purpose of this condition, 'continuous' includes any period during which there is less than a one-hour respite between ceasing and recommencing any work that is the subject of this condition.	
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 and vibration criteria, including the determination of low and high-risk activities; (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.	Section 5.4, 6.4, 8.6 Appendix 5
E6	Work that results in noise levels above NMLs at community, religious, educational institutions and noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories and operating theatres) must not be timetabled within sensitive periods or during important events, unless other reasonable arrangements with the affected institutions or businesses are made at no cost to the affected institution or business or as otherwise approved by the Planning Secretary.	Section 6.4, 8.6
E7	Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria: (a) construction 'noise affected' NMLs established using the ICNG; (b) vibration criteria established using the Accessing vibration: A technical guideline (DEC, 2006) (for human exposure); (c) Australian Standard AS 2187.2 - 2006 Explosives - Storage and use - Use of explosives; (d) BS 7385 Part 2-1993 Evaluation and measurement for vibration in buildings Part 2 as they are applicable to Australian conditions; (e) the vibration limits set out in the German standard DIN 4150-3: Structural vibration- effects of vibration on structures (for structural damage); and (f) Project noise trigger levels and maximum noise level event trigger levels established using the Noise Policy for Industry (EPA, 2017) for noise generated by mechanical plant and on-site vehicles at temporary workforce accommodation facilities.	Section 6.4, 8.6

CoA No.	Condition Requirements	Document Reference
	Any work identified as exceeding the NMLs and/or vibration criteria must be managed in accordance with the Construction Noise and Vibration Management Sub-plan required by Condition C17.	
E8	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before construction that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owner and occupiers must be provided with a schedule of potential exceedances for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Construction Noise and Vibration Management Sub-plan required by Condition C17.	Section 6.4, 8.6
E9	The Proponent must coordinate work with other Inland Rail projects, including any work to relocate or connect utilities conducted under any approval pathway, to minimise cumulative and consecutive noise and vibration impacts and maximise respite for affected sensitive receivers. Coordination and mitigation measures must be detailed in the Noise and Vibration Management Sub-plan required by Condition C17.	Section 8.6
E23	The clearing of native vegetation must be minimised to the greatest extent practicable with the objective of reducing impacts to threatened ecological communities, threatened species and their habitat.	Section 8.5, 8.6
E24	Prior to the commencement of work that would impact biodiversity values of (a)-(g), the Proponent must demonstrate to the satisfaction of the Planning Secretary that impacts to the following potential serious and irreversible impact entities have been avoided to the greatest extent possible: (a) White Box-Yellow Box Blakely's Red Gum Grassy Woodland and Derived Native Grassland comprising Plant Community Types (PCT) PCT 266, PCT 276, PCT 277, PCT 347 (b) *Caladenia arenaria* / Sand-hill Spider Orchid (c) *Caladenia concolor* / Crimson Spider Orchid (d) *Euphrasia arguta* / Euphrasia arguta (e) *Grevillea wilkinsonii* / Tumut Grevillea (f) *Indigofera efoliata* / Leafless Indigo (g) *Prasophyllum sp. Wybong / Prasophyllum sp. Wybong* Avoidance, reduction in impacts and additional conservation measures must be documented in consultation with BCS and the Planning Secretary.	Section 8.5, 8.6
E25	Impacts to plant community types and species credit species must not exceed those identified in the documents listed in Tables in SCHEDULE 1 and SCHEDULE 2 of APPENDIX C and the corresponding number and class of ecosystem and species credits as set out in the BAM Biodiversity Credit Report which forms part of Condition A1(c).	Section 8.5, 8.6
E27	On the discovery of potential or actual impacts to any threatened communities or species not listed in SCHEDULE 1 or SCHEDULE 2 of APPENDIX C, 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. This condition does not permit additional impacts to Threatened Species and Threatened Ecological Communities that were not assessed as part of the CSSI.	Section 8.5, 8.6
E46	Cleared native vegetation and other landscape features must be reused as part of the CSSI, including for re-snagging of waterways, in consultation with DPI Fisheries. If reuse is not practicable, consultation with the relevant council(s), landcare groups and relevant state agencies must be undertaken to determine if: (a) hollows, tree trunks, mulch, bush rock and root balls; and	Section 8.5, 8.6

CoA No.	Condition Requirements	Document Reference
	(b) collected plant material, seeds and/or propagated plants; can be used by others in habitat enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.	
E78	Unless an EPL is in force in respect to the CSSI and that licence specifies alternative criteria, discharges from construction water treatment plant(s), where required, to surface waters must not exceed: (a) the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018 (ANZG 2018) default guideline values for toxicants at the 95 per cent species protection level; (b) for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000; and (c) for bioaccumulative and persistent toxicants, the ANZG 2018 values at a minimum of 99 per cent species protection level. Where the ANZG 2018 does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG 2018 for deriving guideline values, using interim guideline values and/or using other lines of evidence such as international scientific literature or water quality guidelines from other countries, must be used.	Section 8.6
E80	In addition to the requirements of Condition E79, prior to construction, the Proponent must prepare a register (the Register) of all farm dams within 100m upstream and 500m downstream of the rail alignment. The Register must include: (a) property, location within property and owner; (b) approximate surface area, depth and volume; (c) alignment of dam inflow and outflow for 500m upstream and 100m downstream of the dam; (d) identification of all contour banks, drains or other water diverting structures that influence the water supply yield of existing farm dams; (e) catchment area feeding the dam; (f) identification of all surface water and groundwater sources supplying the dam; and (g) a map showing the items in (a) to (f) above. The components of the Register must be compiled in consultation with the landowner. Copies of parts of the register and supporting documentation that relate to a landowners' property must be provided to the landowner prior to construction. A copy of the Register must be provided to the Planning Secretary at the same time as submission of the Flood Design Verification Report.	Section 8.6
E86	Construction traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C7 and C8. Local or privately owned roads used for access to ancillary facilities, construction sites, and temporary accommodation must be identified in the Construction Traffic, Transport and Access Management Sub-plan required by Condition C13.	Section 6.3, 8.6
E94	The Proponent must consult with all landowners where the project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. This consultation must include, but not be limited to: (a) safe and convenient stock and machinery movement across the rail corridor, including provision and maintenance of livestock holding pens;	Section 6.3, 8.6

CoA No.	Condition Requirements	Document Reference
	(b) the safe and efficient operation of agricultural aerial activities; (c) provision and maintenance of fencing of a type suited to stock and livestock husbandry operations conducted on the property (including barrier fencing where appropriate); and (d) relocation of farm infrastructure necessitated by the CSSI. Details of consultation and agreed management measures must be included in the Individual Property Management Plans required by Condition E95.	
E95	Individual Property Management Plans must be prepared to document the results of consultation with landowners identified to be consulted by Condition E94 with and agreed outcomes. The Proponent must implement all reasonable measures proposed by landowners. A copy of the Individual Property Management Plan must be provided to the landowner. A copy of each agreement must also be provided to the Planning Secretary upon request.	Section 8.6
E97	The Proponent must maintain existing access to properties during the entirety of work where practicable. Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed standard determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Section 8.6
E101	Before any local road is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for subject roads and bridges, and interfaces with regional roads. A copy of the Road Dilapidation Report must be provided to the relevant road authority(ies) within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the CSSI for endorsement by the roads authority.	Section 8.6
E102	The Road Dilapidation Report shall provide measures to ensure: (a) roads deemed unsafe for the use of heavy vehicles are upgraded and repaired prior to use; (b) roads used can safely accommodate heavy vehicle haulage based on volume, types and duration of use; and (c) road repair is undertaken periodically before and during construction. Where the road is not up to standard due to condition, width, pavement type, and road geometry, the Proponent must upgrade the road to a service level equal to (or better than) the level it was being maintained immediately prior to construction and before heavy haulage commences, at no cost to the owner.	Section 8.6
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): (a) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E101; or (b) compensate the relevant road authority(ies) for the damage so caused. The amount of compensation may be agreed with the relevant road authority(ies), but compensation must be paid even if no agreement is reached; or (c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements. Damage to roads that affects road safety or trafficability as a result of the construction of the CSSI must be rectified by the Proponent as soon as practicable after the damage is identified, at no cost to the owner.	Section 8.6

CoA No.	Condition Requirements	Document Reference
E111	Temporary workforce accommodation facilities must be completed prior to commencement of construction. The accommodation facilities must be designed to ensure sufficient capacity to house the peak workforce and operate to ensure for the surrounding community and accommodation facility occupants: (a) environmental amenity, particularly in relation to noise, air quality and lighting; and (b) security, in particular for vulnerable community members and workers.	Section 8.6
E115	On site utilities including water, wastewater and electricity must be designed and located in accordance with Council specifications and relevant standards, in consultation with Council.	Section 8.6
E116	Telecommunications upgrades undertaken for the Accommodation facilities must consider the ability to provide long-term improvements to mobile telephone and internet capacity in surrounding areas.	Section 8.6
E120	The Proponent must minimise the fire risks of the development, including managing vegetation fuel loads within and adjacent to the corridor during construction of the CSSI, and ensure that the development: (a) (i) complies with the relevant asset protection requirements in the RFS's Planning for Bushfire Protection 2019 (or equivalent) and Standards for Asset Protection Zones; (ii) incorporates the recommendations of a fire risk assessment as per TfNSW design standards; and (iii) is suitably equipped to respond to any fires on site, including provision of a 20,000 litre water supply tank fitted with a 65 mm Storz fitting and a FRNSW compatible suction connection located at each at locations identified by the fire risk assessment (including all weather access to the water supply tanks for Category 1 tankers); and (b) develop procedures to manage fire hazard and potential fires on site, in consultation with the RFS and FRNSW; (c) assist the RFS, FRNSW and emergency services as much as practicable if there is a fire in the vicinity of the site; and (d) notify the relevant local emergency management committee following completion of construction of the development, and prior to commencing operations.	Section 8.6
E125	The CSSI must be constructed and operated so as to minimise light spillage on residences. All lighting associated with the construction and operation of the CSSI must be consistent with the requirements of Australian Standard 4282-2019 Control of the obtrusive effects of outdoor lighting. Mitigation measures to manage any residual night-lighting impacts to residences must be undertaken in consultation with affected landowners.	Section 8.6
E128	The Proponent must not wilfully harm, modify, or otherwise impact human remains uncovered during the construction of the CSSI. Where identified, remains must be managed through the Unexpected Heritage Finds and Human Remains Procedure required by Condition E143.	Section 8.4, 8.6 Appendix 5
E130	All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects, Aboriginal values or Aboriginal places except as authorised by this approval.	Section 8.4, 8.6 Appendix 5
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.	Section 8.4, 8.6 Appendix 5

CoA No.	Condition Requirements	Document Reference
E144	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of Work.	Section 8.4, 8.6 Appendix 5
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.	Section 8.6
E146	After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition E145 of this approval must be undertaken by a structural engineer. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than three (3) months following the completion of construction.	Section 8.6
E147	The Proponent, where liable, must rectify any property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation at no cost to the owner. Alternatively the Proponent may pay compensation for the property damage as agreed with the property owner.	Section 8.6
E150	Erosion and sediment controls must be installed and maintained, as a minimum, in accordance with the publication Managing Urban Stormwater: Soils & Construction (4th edition, Landcom 2004) commonly referred to as the 'Blue Book'.	Section 8.3, 8.6 Appendix 7
E161	An Unexpected Finds Procedure for Contamination must: (a) be prepared prior to the commencement of Work and must be followed should unexpected contamination or asbestos (or suspected contamination) be excavated or otherwise discovered; (b) include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved; (c) be reviewed by the Site Auditor and interim audit advice or a Section B Site Audit Statement provided certifying that the Unexpected Finds Procedure is appropriate; (d) be provided to the Planning Secretary and the EPA upon request with a copy of the interim audit advice or Section B Site Audit Statement attached; and (e) be implemented throughout work.	Section 8.4, 8.6 Appendix 5
E162	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all practicable measures must be implemented to minimise the emission of dust, odour and other air pollutants during the construction and operation of the CSSI.	Section 8.6
E163	Waste generated during construction and operation is to be dealt with in accordance with the following priorities: (a) waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced; (b) where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered in accordance with the requirements of the *Protection of the Environment Operations Act 1997* and its regulations; and (c) where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed of in accordance with Condition E165.	Section 8.6
E164	The importation of waste and the storage, treatment, process, reprocessing or disposal of such waste must comply with the conditions of the current EPL	Section 8.6

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	for the CSSI, or be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the *Environment Operations (Waste) Regulation 2014*, as the case may be.	
E165	Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any site meeting applicable legislation and regulations, or to any other place that can lawfully accept such waste.	Section 8.6
E166	All waste generated during construction and operation must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	Section 8.6

2.1.3 Revised Mitigation Measures

Revised mitigation measures (RMMs) from the Submissions Report relevant to this SEMP are provided in Table 2-3.

Table 2-3 – RMMs requirements

Reference	Issue	Mitigation measure	Document Reference
BD-3	Managing the potential for biodiversity impacts during construction	Pre-clearing surveys would be undertaken prior to construction, by a suitably qualified ecologist, in accordance with the biodiversity management plan. Specific surveys would include: • surveys for roosting microbats and birds in structures, including telegraph poles and buildings that are proposed to be removed • searches for nest trees • identification of hollow-bearing trees and logs requiring fauna management during removal • aquatic fauna salvage in watercourses or residual pools within 50 m of the construction footprint and in areas that would be enclosed by silt curtains (e.g. piling locations).	Section 8.5, 8.6
BD-4	Managing the potential for biodiversity impacts during construction	Clearing extents/site boundary/limit of works would be consistent with proposal extents defined in a condition of approval.	Section 8.5, 8.6
BD-5	Managing the potential for biodiversity impacts during construction	The clearing extents/site boundary/limit of works would be clearly defined with flagging or marking tape, signage or other suitable means to delineate no-go areas. This delineation and marking process would align with the project proposal flagging/marking tape process and specifications.	Section 8.5, 8.6
ABD-1	Vegetation clearance management	The proposed access tracks in the northeast and southeast of the accommodation camp site would be located within existing disturbed areas/exotic grassland areas where possible. Surveys would be conducted within PCT 76 (Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions) during detailed design to ensure the siting of the access tracks avoids impacts on PCT 76 as far as possible. If impact on PCT 76 is unavoidable, tree clearing would be minimised by locating access tracks in vegetation gaps visible within aerial imagery, and the existing mapping and refined upon site inspection,	Section 6.1, 8.6

Reference	Issue	Mitigation measure	Document Reference
		targeting areas of previous disturbance/exotic grassland to minimise potential impacts to derived native grassland.	
HF-2	Construction water supply	Construction water supply options would continue to be explored during detailed design and would include: • ongoing consultation with Goldenfields Water (or an equivalent commercial water supply operator) to access the local reticulated network • investigation of options to utilise recycled water from sewage treatment plants • access to groundwater bores where it can be bought on-market • investigation into the use of farm dams for water harvesting and storage.	Section 8.6
WQ-1	Water quality	The construction impact zone defined for the proposal would allow sufficient room for provision of temporary and permanent erosion and sediment control measures/pollution control measures where required based on consideration of overland flow paths and flood risk. Water quality control measures would be designed to capture and treat the 80th percentile five-day rainfall event and any other requirements as outlined in the Blue Book.	Section 8.6 Appendix 7
AH-8	Avoiding and minimising impacts on Aboriginal heritage	Clearing extents/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.	Section 8.5, 8.6
NV-1	Managing the potential for construction noise and vibration impacts	Location and activity-specific construction noise and vibration impact statements would be prepared based on a more detailed understanding of the construction methods, including the size and type of construction equipment, duration and timing of works, construction traffic associated with the proposal, and detailed reviews of local receivers as required.	Section 8.6
LP-3	Acquisition and property impacts	Individual property plans would be developed in consultation with landowners/occupants, with respect to the management of construction on or immediately adjacent to private properties, where appropriate. These would detail any required adjustments to fencing, access, farm infrastructure, and relocation of any impacted structures as required.	Section 8.6
LP-4	Impacts of construction on private properties	Property owners and occupants would be consulted in accordance with the project-specific communication management plan to ensure that owners/occupants are informed about: • the timing and scope of activities in their area • any potential property impacts/changes, particularly in relation to potential impacts on access, services, or farm operational arrangements • activities that have the potential to impact on livestock.	Section 8.6, 9.3
LV-1	Minimising the potential for visual and landscape impacts	Detailed design and construction planning would seek to minimise the construction and operation footprints and avoid impacts on mature native vegetation as far as reasonably practicable.	Section 8.5, 8.6
SC-3	Contamination (waste)	Any hazardous or dangerous waste (e.g. asbestos, chemicals, oils) would be correctly stored and managed onsite, and if necessary, disposed of by a licensed contractor or facility and in accordance with the relevant state occupation health and safety legislative, and	Section 8.6

Reference	Issue	Mitigation measure	Document Reference
		regulatory obligations. This includes wastes generated as a result of demolition.	
SC-5	Erosion and sedimentation control	Where practical, vegetation clearing and ground-disturbing works should be staged sequentially/across the project to minimise areas exposed to erosion and sediment risk.	Section 8.5, 8.6 Appendix 7
SU-1	Sustainable procurement	Procurement would be undertaken in accordance with the Inland Rail Sustainable Procurement Policy (ARTC, 2018c), the Sustainable Procurement Guide (Commonwealth of Australia, 2021) and the NSW Government Resource Efficiency Policy (OEH, 2014b).	Section 8.6
HS-3	Bushfire	Detailed design and construction planning would maintain appropriate access during construction and operation, ensuring local roads allow emergency access, first-response firefighting, access to water supply for firefighting purposes and safe evacuation routes.	Section 8.6
ABD-2	Light disturbance	Lighting of the accommodation camp would be designed in accordance with best practice design to limit impacts on wildlife and minimise light spill to woodland area. including AS/NZS 4282:2019 (Outdoor Lighting Obtrusive Effects). 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.	Section 8.6
T-6	General impacts of construction activities on traffic flow	Traffic control would be engaged to maintain vehicle flow and safe access where required on construction and diversion routes and at construction accesses. This would include at the Hibernia Street and Dudauman Street intersection, to prevent queuing across the existing rail line	Section 8.6
AT-2	Road safety	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.	Section 8.6
AT-3	Site access	The design of the two-way access points to the accommodation camp would be undertaken with regard to relevant standards and guidelines, and in consultation with the Cootamundra-Gundagai Regional Council.	Section 8.6
AT-5	Road safety	Swept path analysis would be undertaken for access from Grogan Road with consideration of bus and service vehicle movements during detailed design.	Section 8.6
AT-6	Road safety	Route analysis, including an assessment of clearance heights, bridge weight limits and swept path analysis would be undertaken for Oversize Overmass (OSOM) load-carrying vehicles used in the establishment of the accommodation camp.	Section 8.6
HF-5	Flooding impacts	Construction planning and the layout of construction work sites and compounds would be undertaken with consideration of overland flow paths and flood risk, avoiding flood prone land and flood events where practicable. Prior to construction, a flood warning system will be established in the Dudauman Creek catchment, upstream of construction areas for use during construction, with reference to Bureau of Meteorology forecasts. Following development of the construction methodology, critical stages of the works would be identified and tested in the flood model to identify potential construction phase flooding impacts. The tests should	Section 6.7, 8.6

Reference	Issue	Mitigation measure	Document Reference
		simulate the following in the model for a number of construction phase scenarios as required: • key stages of temporary embankment opening during demolition/reconstruction that could pass additional flow downstream • location and level of long term construction facilities (such as compounds, access tracks and stockpiles) that could obstruct and divert flows • location and level of temporary works in waterways and overland flow paths during bridge and culvert construction that could obstruct and divert flows. The construction phase flood modelling should be iterated through sufficient scenarios to inform planning of the works such that construction phase flood impacts are identified and managed accordingly. The outcomes of the modelling should be used to inform the construction phase flood emergency response plan (mitigation measure HS-4). The flood warning system outputs should be used to set trigger levels and associated actions in the flood emergency response plan.	
AHF-1	Hardstand areas	Minimising hard stand areas in the vicinity of camp buildings to minimise increases in runoff.	Section 8.6
AHF-2	Site drainage	Site drainage of the accommodation camp would be installed in accordance with the recommendations in Managing Urban Stormwater: Soils and construction - Volume 1 (Landcom, 2004)	Section 8.6 Appendix 7
AHF-3	Stormwater management	Stormwater drainage infrastructure would be included under proposed access tracks and roads to maintain existing local overland flows to the farm dam to the north of the accommodation camp site	Section 8.6
AHF-4	Flood management	A stormwater detention basin would be constructed at the accommodation camp (indicative location would be in the northern portion of the lot) to capture stormwater runoff from the car park during the 10% AEP flood event and will be designed in accordance with the Soil and Water Management Plan (refer to WQ- 3).	Section 8.6 Appendix 7
AHF-5	Wastewater management	Accommodation camp wastewater would be collected and removed off-site for treatment and disposal at a licenced wastewater treatment facility.	Section 5, 8.6
AHF-6	Reuse of rainwater	Capture of all rainwater from the roofs of camp buildings across the accommodation camp site for suitable reuse within the site.	Section 5, 8.6
AH-11	Unexpected finds	An unexpected finds procedure would be developed and included in the Aboriginal cultural heritage management plan to provide a consistent method for managing any unexpected Aboriginal heritage items discovered during construction, including potential heritage items or objects and a flow chart of the procedure on the findings of skeletal remains.	Section 8.4, 8.6
NAH-4	Unexpected finds including human skeletal remains	An unexpected finds procedure would be developed as part of the CEMP to provide a consistent method for managing any unexpected heritage or archaeological items and unexpected human skeletal remains. Non-Aboriginal awareness training (mitigation measure NAH-32) is to include a flow chart of the procedure on the findings of skeletal remains.	Section 8.4, 8.6
NV-7	Impacts of out-of-hours work	An out-of-hours work (OOHW) protocol would be developed to define the process for considering, approving and managing OOHW, including implementation of feasible and reasonable measures and	Appendix 5

Reference	Issue	Mitigation measure	Document Reference
		communication requirements to separately address the following situations: • works that routinely occur within the construction hours generally proposed for the proposal but outside Interim Construction Noise Guideline standard hours • works (such as evening and night works during rail possessions) that would occur outside the construction hours proposed for the proposal Measures would be aimed at pro-active communication and engagement with potentially affected receivers, provision of respite periods and/or alternative accommodation for defined exceedance levels. All work outside the proposal construction hours would be undertaken in accordance with the Inland Rail NSW Construction Noise and Vibration Management Framework and in accordance with the OOHW protocol. The protocol would provide guidance for the preparation of OOHW plans for each construction work location and for key works, and guidance around mitigating impacts to receivers at Stockinbingal. OOHW plans would be prepared in consultation with key stakeholders (including the NSW Environment Protection Authority) and the community and incorporated into the construction noise and vibration management plan (mitigation measure NV-6).	
ASE-2	Increased demand on local social and health services, and potential impacts on capacity	Local physical and mental health care service providers would be consulted prior to construction of the accommodation camp.	Section 8.6
ASE-3	Increased demand on local social and health services, and potential impacts on capacity	The construction contractor would develop appropriate processes and measures to manage potential increased demand on health and emergency services, including: • the camp would be designed to incorporate recreation facilities within the accommodation camp • workforce training and education would be provided to construction workers regarding mental health, wellbeing, and potential risks associated with fly-in-flyout and drive-in-drive-out work.	Section 8.6
WM-3	Waste management	All waste generated would be classified in accordance with the Waste Classification Guidelines (EPA, 2014a) and disposed of in accordance with the relevant requirements of the Protection of the Environment Operations (Waste) Regulation 2014.	Section 8.6
WM-4	Waste management	Waste collection and recycling systems of the accommodation camp would be developed to ensure safe handling of waste on site before being transported off site and disposed of at an approved or licenced materials recycling or waste disposal facility.	Section 8.6
AQ-2	Construction activities and earthworks that may cause dust impacts	Where sensitive receptors are located within the study area (350 m from construction footprint and 50 m of the route(s) used by construction vehicles on public roads, up to 500 m from the site access points) determined for each key activity, or visible dust is generated from vehicles using unsealed access roads, road watering and/or other stabilising approaches would be implemented.	Section 8.6

Reference	Issue	Mitigation measure	Document Reference
HS-6	Bushfire	The construction contractor would develop procedures to manage hot work/high fire-risk activities, including observation of local fire authorities and emergency services directives, checking extent of worksite vegetation prior to hot work, and ensuring appropriate firefighting equipment and trained personnel are available. The construction contractor procedures would comply with the ARTC Safety Management System.	Section 8.6
HS-7	Bushfire	The construction contractor would ensure that appropriate firefighting equipment, including fire extinguishers, water carts and hoses, are available at the accommodation camp.	Section 8.6
AHR-1	Fire risk management	The construction contractor would ensure that appropriate firefighting equipment, including fire extinguishers, water carts and hoses, are available at the accommodation camp.	Section 8.6
AHR-2	Health and emergency services	The construction contractor would ensure that trained first aid personnel are available to treat minor injuries or other minor health issues.	Section 8.6
AW-1	Waste management	Waste collection and recycling systems of the accommodation camp would be developed to ensure safe handling of waste on site before being transported off site and disposed of at an approved or licenced materials recycling or waste disposal facility.	Section 8.6

2.2 Definitions and Abbreviations

Definitions and abbreviations to be applied to the SEMP are listed in Table 2-4.

Table 2-4 – Definitions and abbreviations

Term/Abbreviation	Definition
AEP	Annual Exceedance Probability
AHIMS	Aboriginal Heritage Information Management System
AMS	Activity Method Statement
ARTC	Australian Rail Track Corporation
ASRIS	Australian Soil Resource Information System
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
BoM	Bureau of Meteorology
CCS	Community Communication Strategy
CEMP	Construction Environmental Management Plan as defined in Conditions C12 and C13.
CLM Act	*Contaminated Land Management Act 1997*
CoA	Conditions of Approval
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

Term/Abbreviation	Definition
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.
CPESC	Certified Professional in Erosion and Sediment Control
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.
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DPHI	Department of Planning, Housing and Infrastructure
DPI	Department of Primary Industries
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)
EHC Act	*Environmentally Hazardous Chemicals Act 1985*
EIS	Environmental Impact Statement
EMS	Environmental Management System
Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings.
EPA	NSW Environmental Protection Agency
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPBC Act	*Commonwealth Environment Protection and Biodiversity Conservation Act 1999*
EPL	Environmental Protection License 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
ESCP	Erosion and Sediment Control Plans
EWMS	Environmental Work Method Statements
FM Act	*Fisheries Management Act 1994*
GMR	Global mandatory requirements

Term/Abbreviation	Definition
Highly noise intensive works	Work which is defined as annoying under the Interim Construction Noise Guideline including: (a) use of 'beeper' style reversing or movement alarms, particularly at night-time; (b) use of power saws, such as used for cutting timber, rail lines, masonry, road pavement or steel work; (c) grinding metal, concrete or masonry; (d) rock drilling; (e) line drilling; (f) vibratory rolling; (g) bitumen milling or profiling; (h) jackhammering, rock hammering or rock breaking; (i) impact piling; and (j)rail track tamping.
I2S	Inland Rail - Illabo to Stockinbingal Project
ICNG	Interim Construction Noise Guideline
IMS	John Holland Integrated Management System
IRPL	Inland Rail Pty Ltd
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.
I2S	Illabo to Stockinbingal
JHGG	John Holland Group
km	Kilometre
LGA	Local Government Area
LIW	Low Impact Work as defined by Table 1 of the CoA (CSSI-9406)
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 (b) 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).
NCA	Noise Catchment Area
NCR	Non-compliance Report
NGER Act	*National Greenhouse and Energy Reporting Act 2007*
NML	Noise Management Level
NPW Act	*National Parks and Wildlife Act 1974*
NSW	New South Wales
OOHW	Out-of-Hours-Work
OOHWP	Out-of-Hours Work Protocol
OSOM	Oversized-overmass
PCT	Plant Community Type
PDCA	Plan-Do-Check-Act
PIRMP	Pollution Incident Response Management Plan

Term/Abbreviation	Definition
Plan	This SEMP
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 Environmental Operations Act 1997*
RAPs	Registered Aboriginal Parties
RBL	Residual Background Level
Relevant Councils	Cootamundra Gundagai Reginal Council; Junee Council
RMM	Revised Mitigation Measures
ROLs	Road Occupancy Licenses
SAP	Sensitive Area Plan
SEARs	Secretary's Environmental Assessment Requirements
SEMP	Site Establishment Management Plan
SEP	Site Environment Plan
SMART	Specific, Measurable, Achievable, Realistic and Timely
SQE	Safety, Quality and Environment
SRZ	Structural Root Zone
TEC	Threatened Ecological Community
TfNSW	Transport for New South Wales
The 'Blue Book'	*Managing Urban Stormwater – Guidelines published by Landcom, 2004* and used for industry best practice erosion and sediment control planning and management
TPZ	Tree Protection Zone
TRA	Task Risk Assessment
TSR	Travelling Stock Route
TWAF	Temporary workforce accommodation facility
TAFMP	Temporary Accommodation Facility Management Plan
WARR Act	*Waste Avoidance and Resource Recovery Act 2001*
WM Act	*Water Management Act 2000*
Work	Any physical work for the purpose of the CSSI including construction and low impact work but not including operational maintenance work
WQO	Water Quality Objectives
WRA	Workplace Risk Assessment

3 Introduction

This Site Establishment Management Plan (SEMP) has been prepared for the establishment of the temporary workforce accommodation facility (TWAF) for the Project. This SEMP will address all relevant requirements associated with the CoAs (CSSI-9406), the measures listed in the Environmental Impact Statement (EIS) as amended by the Submissions Report (known as RMMs), EPBC Controlled Action Approval (EPBC Referral 2018/8233) and all applicable legislation, guidelines, standards and specifications.

3.1 The Project

The Project is located in south-western New South Wales (NSW) in the Riverina region (refer to Figure 3-1). Illabo is a small town located at the southern end of the alignment 16 kilometres (km) north-east of Junee in the Junee Local Government Area (LGA). Stockinbingal 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 (I2S). 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 I2S 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:

- Single track standard gauge on a combination of existing ground level embankments and within cuttings
- New bridges and road overpasses
- Crossing loop and maintenance siding
- New level crossings, stock crossings and upgrades to existing level crossings
- New major stormwater diversion and minor drainage works associated with installation and upgrades to culverts.

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 the Project. Key features of the Project are shown on Figure 3-2.

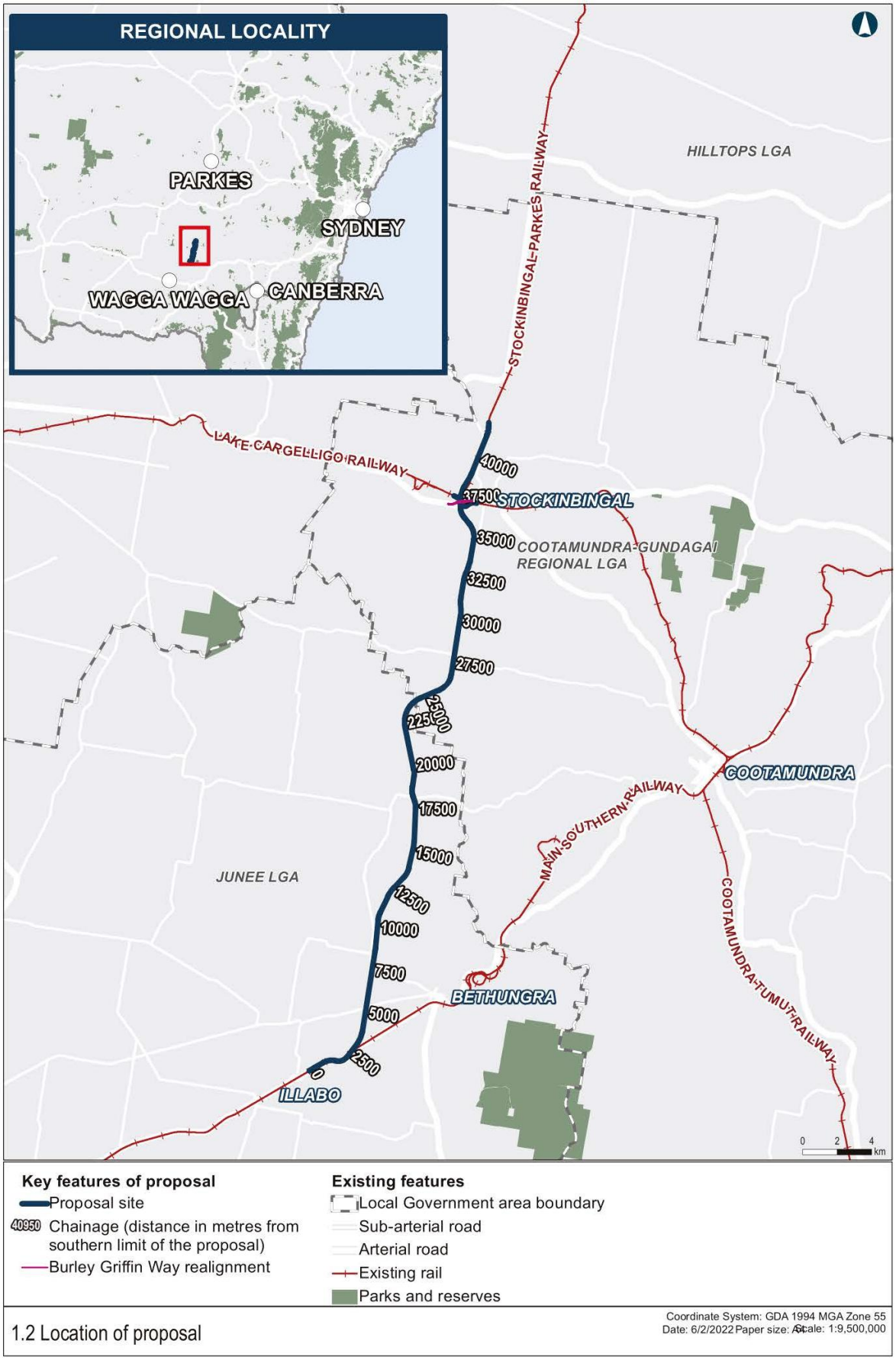

Figure 3-1 – Location of the Project

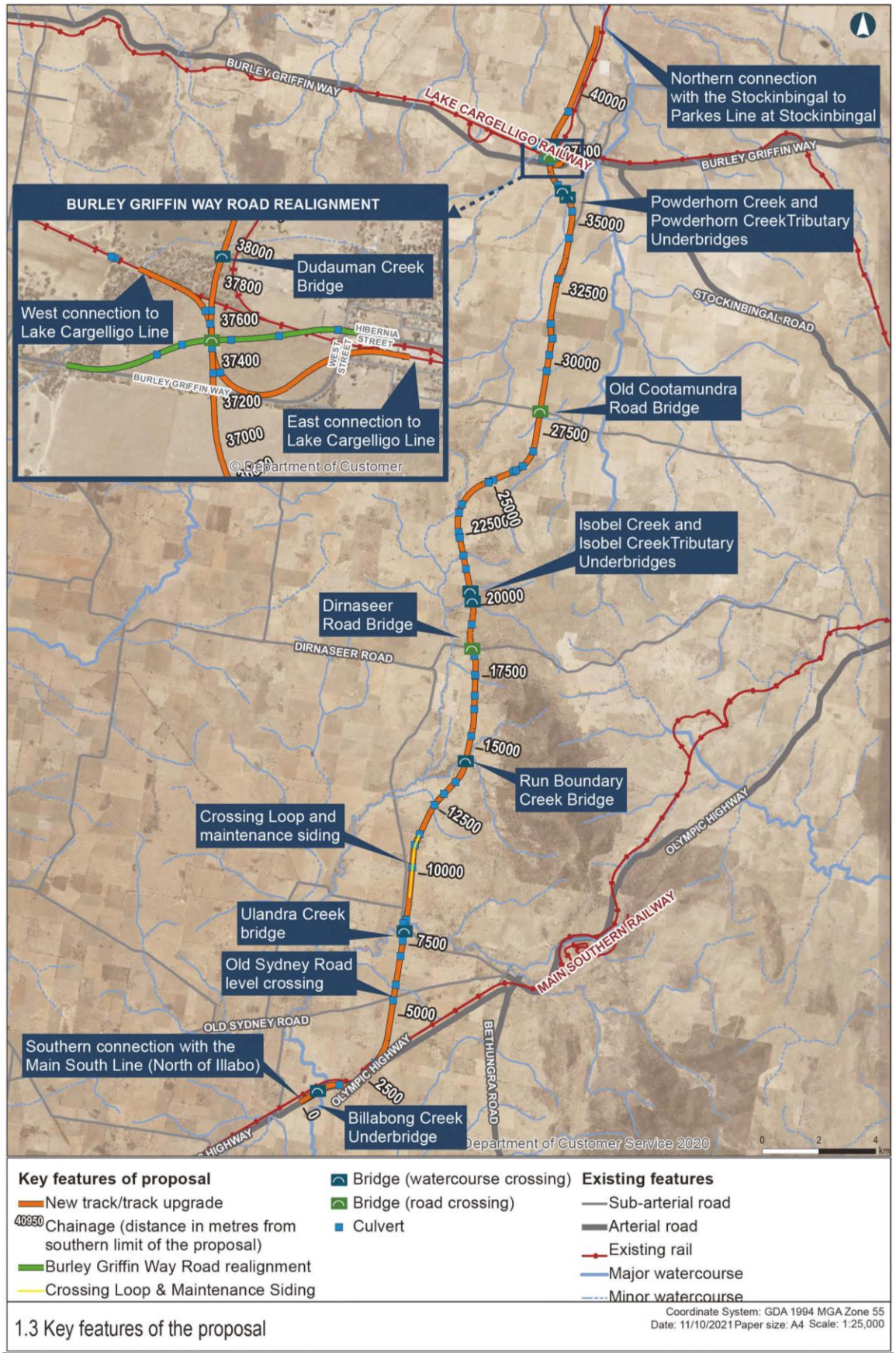

Figure 3-2 Key Project features

3.2 Statutory Context

The Project was declared to be Critical State Significant Infrastructure (CSSI) in 2021, requiring approval under Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). In accordance with the Secretary's Environmental Assessment Requirements (SEARs) (dated 30 April 2021), an EIS was prepared by Australian Rail Track Corporation (ARTC) in August 2022. The EIS was exhibited by the Department of Planning, Housing and Infrastructure (DPHI) for a period of six (6) weeks, commencing on 14 September 2022 and concluding on 26 October 2022.

Following public exhibition of the EIS, ARTC prepared a Submissions Report to respond to Submissions and describe Project design refinements.

Approval for the Project was granted on 4 September 2024 by the Minister for Planning (application number CSSI-9406) and was subject to a number of CoA.

As discussed in the EIS, under the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), proposed 'actions' that are likely to significantly impact on matters of national environmental significance or the environment on Commonwealth land, or that are being carried out by an Australian Government agency and are likely to significantly impact the environment, are 'controlled actions' and need the approval of the Australian Government Minister for the Environment under the EPBC Act. On 6 August 2018, the Project was determined to be a controlled action under the EPBC Act (EPBC Referral 2018/8233). The Project received controlled action approval from Department of Climate Change, Energy, the Environment and Water (DCCEEW) (EPBC Referral 2018/8233) on 28 October 2024.

3.3 Purpose and Scope

This SEMP has been prepared in accordance with CoA C5 for the construction of the TWAF which will support delivery of the Project. This SEMP will also address all relevant site establishment requirements of the Infrastructure Approval (CSSI-9406), the measures listed in the EIS as amended by the Submissions Report (known as RMMs), EPBC Controlled Action Approval (EPBC Referral 2018/8233) and all applicable legislation, guidelines, standards and specifications in relation to site establishment. This SEMP will provide a centralised strategy through which all potential environmental impacts will be managed for the establishment of the TWAF.

This SEMP will constitute the key environmental management document until such time the Project Construction Environmental Management Plan, as required under CoA C12, is prepared and approved by the Planning Secretary. Upon approval of the Project CEMP and commencement of construction, the SEMP will cease to have effect, and all works will be in accordance with the CEMP (with exception to operation of the Workers Accommodation Facility which will be operated in accordance with the TWAFMP).

This SEMP does not include operation of the TWAF will be undertaken in accordance with the Temporary Workforce Accommodation Facility Management Plan (TWAFMP) as required by CoA A18.

This SEMP is applicable to all activities during establishment of the TWAF for the Project, including all areas where physical works will occur, or areas that may be otherwise impacted by the establishment works, and under the control of John Holland Group (JHG). All JHG staff and subcontractors are required to comply with the requirements of this Plan.

The SEMP will outline how the Project will minimise environmental risks and achieve environmental outcomes associated with establishment of the TWAF and includes the following in accordance with CoA C5.

- A description of activities to be undertaken during establishment of the TWAF (including indicative scheduling and duration of work to be undertaken at the site);
- Figures illustrating the proposed operational site layout/s;
- Details of planned communication with the community consistent with the requirements of CoA B2;
- A program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment work;
- Details of how the site establishment activities described in subsection (b) of this condition will be carried out to:
  - Meet the performance outcomes stated in the documents listed in CoA A1, and
  - Manage the risks identified in the risk analysis undertaken in subsection (d) of this condition; and
- A program for monitoring the performance outcomes consistent with the requirements of CoA C17 and C27.

3.4 Objectives and Performance Outcomes

The objective of this SEMP is to ensure that all avoidance, mitigation and management measures relevant to establishment/construction of the TWAF are adopted and implemented in accordance with the following documents.

- The EIS prepared for the Project
- The Submissions Report prepared for the Project, including the RMMs provided in Table 2-3
- Infrastructure Approval (CSSI-9409) and associated CoA provided in Table 2-2
- Commonwealth EPBC Controlled Action Approval (EPBC 2018/8233) and requirements provided in Table 2-1
- IRPL Specifications as detailed in Table 4-1
- Relevant legislative requirements, procedures, guidelines and other applicable documentation as provided in Table 4-1.

Project design and establishment will be prepared in consideration of the 'desired performance outcomes' provided in the SEARs. Project-specific performance outcomes are further defined in Chapter 27 (Table 27.7) of the EIS. The environmental performance outcomes directly related to the establishment of the TWAF are included in Table 3-1. The implementation of this SEMP will ensure these performance outcomes are achieved.

Table 3-1 – SEMP performance outcomes

Item	I2S Specific Environmental Performance Outcomes	Where addressed
Biodiversity	The proposal is designed to minimise the surface footprint and avoid and minimise impacts on biodiversity	Section 6.1, 8
Traffic and transport	Impacts to traffic and transport are minimised Motorist, pedestrian and cyclist safety will be maintained or improved	Section 6.3, 8
Flooding, hydrology and geomorphology	Site establishment works are undertaken in a manner that minimises the potential for adverse flooding impacts as far as practicable, through staging of works and the implementation of mitigation measures	Section 6.7, 8.6

Item	I2S Specific Environmental Performance Outcomes	Where addressed
Water – hydrology and quality	Opportunities to reuse water resources are considered during the design process. Water discharged does not exceed the ANZG 2018 guidelines for protection of aquatic ecosystems or water quality trigger values Impacts to water quality during establishment and operation are minimised as far as practicable.	Section 6.7, 8.6
Noise and vibration – structural	The proposal minimises impacts to structures as far as practicable by controlling vibration at the source, controlling vibration on the source to receiver transmission path, and implementing feasible and reasonable measures to minimise vibration impacts of establishment activities on structures.	Section 6.4, 8.6
Noise and vibration – amenity	The proposal minimises impacts to the local community as far as practicable by controlling construction and operational noise and vibration at the source, controlling construction and operational noise and vibration on the source to receiver transmission path, and implementing feasible and reasonable measures to minimise the noise and vibration impacts of construction and operational activities on local sensitive receivers.	Section 6.4, 8.6
Economic, land use and agriculture	Impacts to land use and properties are minimised as far as practicable The proposal is appropriately integrated with adjoining land uses, and access to private properties is maintained	Section 6.6, 8.6
Social	The proposal minimises impacts to the local community and businesses.	Section 6.6, 8.6
Visual amenity	The proposal is designed to have regard to the surrounding landscape and visual environment as far as practicable	Section 6.8, 8.6
Waste	Waste is managed in accordance with the POEO Act and the Waste Avoidance and Resource Recovery Act 2001 (NSW) (WARR Act). Waste is assessed, classified, managed, and disposed of in accordance with the Waste Classification Guidelines (EPA, 2014a)	Section 6.11, 8.6
Climate change and sustainability	Sustainability considerations are integrated throughout the design, establishment and operation phases of the proposal	Section 8.6

3.5 Environmental Management System Overview

The Project Environmental Management System (EMS) is based on the ISO 14001 accredited John Holland EMS, which itself forms part of the overall John Holland Integrated Management System (IMS), tailored to satisfy Project-specific requirements. It provides a framework to ensure an integrated approach to meeting Project requirements and defines how the Project will minimise impacts to the environment. It comprises a combination of governance documentation, Project-specific management plans (including this CEMP), procedures and tools.

The basis for the EMS is the concept of Plan-Do-Check-Act (PDCA), as shown in the figure below in Figure 3-3.

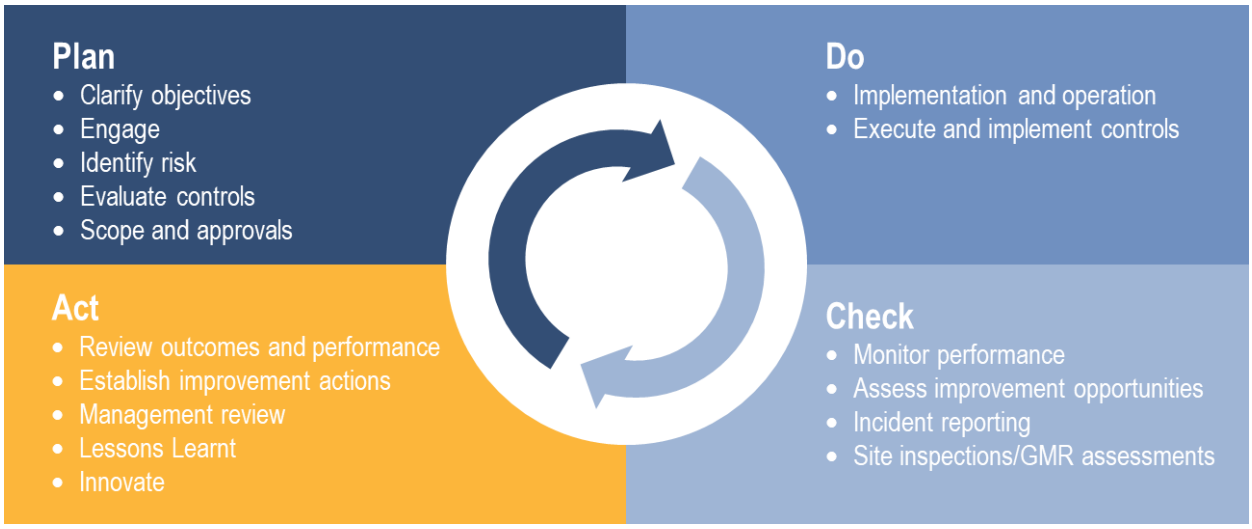

Figure 3-3 – PDCA model

The PDCA model provides an iterative process to achieve continual improvement. The framework introduced in ISO14001 is integrated into a PDCA model within the EMS and in turn this Project SEMP. As applied to the Project environmental processes, it can be briefly described as follows:

- Plan: Establish environmental objectives and processes necessary to deliver results in accordance with the John Holland environmental policy.
- Do: Implement the environmental processes as planned.
- Check: Monitor and measure processes against the environmental policy, including its commitments, environmental objectives, and operating criteria, and report the results.
- Act: to continually improve the environmental processes.

This SEMP comprises one part of a suite of documents that form the Project EMS, comprising:

- JHG's Environment Policy
- JHG's Environment Management Manual (describes the Environmental Management Framework that is the basis of the EMS);
- Global mandatory requirements (GMR) GMRs that are applied to all JHG projects and are a suite of environmental requirements developed and implemented to address the organisation's key operational environmental risks and issues, and establish the minimum operational environmental standards);
- Project CEMP, sub-plans; and
- JHG project environmental procedures, tools and knowledge.

In accordance with the JHG Environmental Policy (refer to Appendix 1), the Project will:

- Continually improve the EMS to enhance performance, through management review and revisions of relevant EMS documents, including this SEMP where required
- Maintain third party certification of the overarching EMS to ISO 14001 with independent verification of implementation and effectiveness.

The EMS provides structure to environmental management of the Project and covers areas such as training, record management, inspections, objectives, and policies. This SEMP has been prepared as part of the EMS using JHG documentation as the basis for some documents (see Figure 3-4).

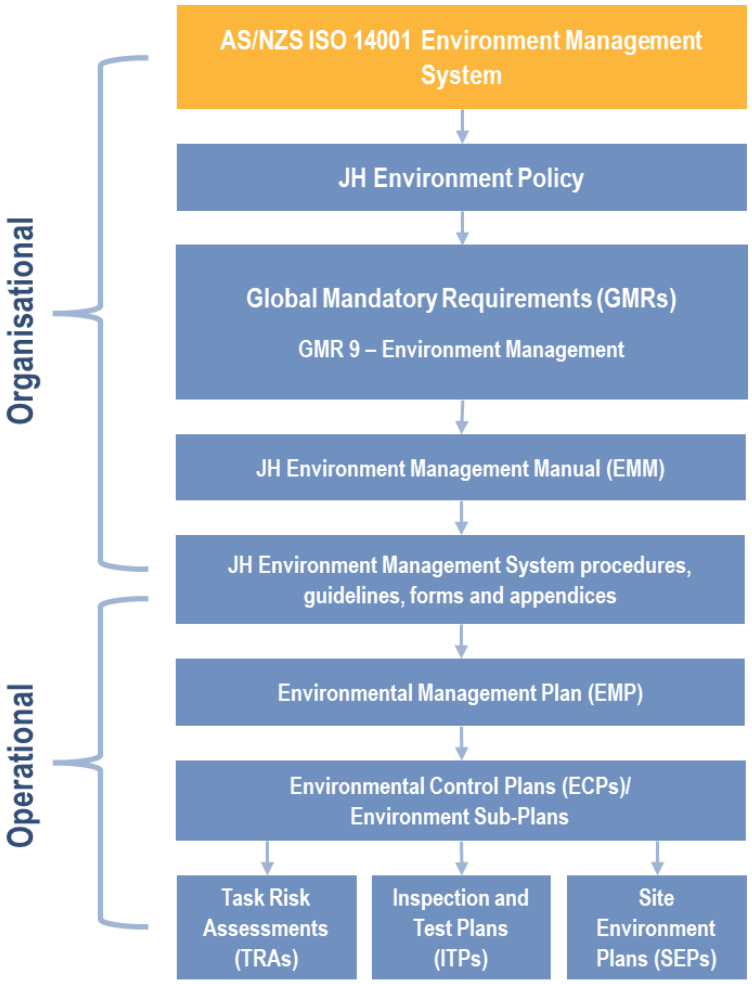

Figure 3-4 – EMS structure

The EMS contains policies, standards, manuals, plans, procedures, processes, and other documents that enable the Project to achieve its objectives through planned and controlled processes.

3.6 Consultation & Engagement

3.6.1 Agency Consultation

In accordance with CoA C5 of the Infrastructure Approval (CSSI-9406), the SEMP must be prepared in consultation with the relevant council and state agencies. Following the completion of the TWAF risk assessment (Section 7 and Appendix 3), JH has determined that the following councils and state agencies require consultation for the following reasons.

- Cootamundra Gundagai Regional Council – works are located within the Cootamundra Gundagai LGA and establishment of the TWAF will require driveway construction and tie-in to Grogan Road which is managed by Cootamundra Gundagai Regional Council. Given the residual risk rating (C) associated with earthworks, consultation will also detail soil and water management measures.
- Biodiversity, Conservation and Science Division of the Environment and Heritage Group of the NSW Department of Climate Change, Energy, the Environment and Water (BCS) – The TWAF is located immediately adjacent to Threatened Ecological Communities (TECs) which will require management as detailed in Section 6.1 and 8. Given the residual risk rating (C),

associated with earthworks, consultation will also detail soil and water management measures.

In accordance with CoA C10, a Consultation Summary Report which summarises the consultation with the above agencies has been prepared and provided in Appendix 2.

It's noted that significant consultation was undertaken in 2022 with landowner, Cootamundra Gundagai Regional Council and number of Registered Aboriginal Parties (RAPs) during the EIS phase of the Project as detailed in Appendix I – Workforce Accommodation Camp Assessment, of the EIS.

3.6.2 Community Consultation

In accordance with CoA B2, the site will be established in alignment with the Community Communication Strategy. The community will be notified prior to any site establishment work occurring, in accordance with timeframes and methods outlined in the Strategy.

Communication with the community, in accordance with CoA C5(c) is provided in Section 9.3.

The Community Communication Strategy is provided in the Project website – https://inlandrail.com.au/wp-content/uploads/2024/10/i2s-community-communication-strategy-4.pdf

Specific community consultation requirements relevant to the establishment of the TWAF will be provided in a Communications Action Plan which will be approved by IRPL and implemented prior to the establishment of the TWAF. This will detail specific notification requirements which may include letterbox drops, phone calls, community education sessions etc.

3.6.3 Notification and Contact Details

Where further information or notification is required to the local community and stakeholders such as Cootamundra Gundagai Regional Council, these groups and individuals will be contacted in accordance with Project CSS.

In the event of an Unexpected Find for contamination, heritage or ecological aspects associated with site establishment, the Project team will notify the relevant parties (i.e. EPA, DPHI, Heritage NSW, BCS) in accordance with the Unexpected and Incidental Finds Protocol as approved under Condition A17.

In the event of a severe weather event (i.e. storms, flooding, bushfire etc) the Project team will liaise with the following groups as required:

- Rural Fire Service- Southwest Slopes (02 6386 1700)
- Cootamundra Gundagai Regional Council (1300 459 689)
- State Emergency Service (132 500).

3.7 SEMP Approval and Endorsement

In accordance with CoA C5, this SEMP will be reviewed and endorsed by the Environmental Representative (ER) and then submitted to the Planning Secretary for approval at least one month prior to the establishment of the TWAF. It's noted that consultation with the relevant Council and state agencies is also required as detailed in Section 3.6. Any updates to the SEMP will require additional endorsement by the ER and approval by the Planning Secretary in accordance with CoA C5.

DPHI must be notified in writing of the dates of commencement of Work, including TWAF establishment, at least one (1) month before commencement.

4 Environmental Requirements

4.1 Relevant Legislation and Guidelines

The primary legislation, guidelines and standards relevant to the SEMP are presented in Table 4-1.

Table 4-1 – Relevant principal legislation and guidelines

Legislation	• *Environment Protection Biodiversity Conservation Act 1999 (*EPBC Act) • *Environmental Planning and Assessment Act 1979* (EP&A Act) • *Water Management Act 2000* (WM Act) • *Water Act 1912* • *Protection of the Environment Operations Act 1997* (POEO Act) • *Biodiversity Conservation Act 2016* (BC Act) • *Biosecurity Act 2016* • *Fisheries Management Act 1994* (FM Act) • *Contaminated Land Management Act 1997* (CLM Act) • *Environmentally Hazardous Chemicals Act 1985* (EHC Act) • *Pesticides Act 1999* • *Heritage Act 1977* • *National Parks and Wildlife Act 1974* (NPW Act) • *Dangerous Goods (Road and Rail Transport) Act 2008* • *Rural Fires Act 1997* • *National Greenhouse and Energy Reporting Act 2007* (NGER Act)
Guidelines and Specifications	• *Australian and New Zealand Guidelines for Fresh and Marine Water Quality* (ANZECC and ARMCANZ 2000). • *Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018* (ANZG 2018) • *Approved Methods for the Sampling and Analysis of Water Pollutants in NSW* (NSW EPA, 2004) • AS/NZS 5667.1.1988 (R2016) *Water quality Sampling Guidance on the design of sampling programs, sampling techniques and the preservation and handling of samples* • *Managing Urban Stormwater: Soils and Construction 4th Edition, Volumes 1 and 2* (the "Blue Book") (Landcom, 2004) • *Best Practice Erosion and Sediment Control* (IECA, 2008) • *Bunding & Spill Management. Insert to the Environment Protection Manual for Authorised Officers - Technical section "Bu"* (DEC, 1997). • *Environmental Best Management Practice Guideline for Concreting Contractors* (DEC, 2004); • *Bunding and Spill Management Guidelines contained within EPA Environmental Protection Manual for Authorised Officers* (NSW EPA, 1995) • *Storage and Handling of Dangerous Goods Code of Practice* (WorkCover NSW, 2005) • *ARTC Contamination, Spoil and Waste Strategy* (0-0000-900-EEC-00-ST-0002) • *ARTC – Legislation, Guidelines and Policies -Soil and Water Guideline* (5-0000-902-EEC-00-GU-0006) • *Riverina Regional Strategic Weed Management Plan 2023-2024* • *Factsheet: Vehicle Biosecurity Kit – Plant Industries* (Department of Primary Industries, 2012) • *Noxious and Environmental Weed Control Handbook, 4th Edition, NSW Industry & Investment Management Guide* • *Australian Weeds Strategy 2017–2027* • *Australian Standard AS 4373 Pruning of Amenity Trees* • *Australian Standard 4970 – 2009 Protection of Trees* • *NSW WorkCover Code of Practice for the Amenity Tree Industry* (1998)

	• *ARTC Inland Rail Program Biosecurity Strategy* (0-0000-900-EEC-00-ST-1000) • *ARTC NSW – Legislation, Guidelines and Policies - Flora and Fauna Guideline* (5-0000-902-EEC-00-GU-0003) • *Interim Construction Noise Guideline (Department of Environment and Climate Change (DECC)*, NSW, 2009) • *NSW Road Noise Policy* (NSW EPA, 2011)

4.2 Infrastructure Approval, Commonwealth Approval and RMMs

A compliance roadmap is provided in Section 2 which details all SEMP relevant requirements from the Infrastructure Approval (CSSI-9406), Commonwealth Approval (EPBC 2018/8233), RMMs sourced from the Submissions Report and any external licenses, permits and approvals.

4.3 External Permits, Approvals and Licenses

The following external permits, approvals and/or licenses are relevant to the SEMP.

- **EPL** – Establishment of the TWAF is not considered to be 'scheduled development work' under the POEO Act and therefore an EPL will not be required. This has been discussed and confirmed with the EPA on 07/03/2025 and in subsequent correspondence on 2-3/06/2025.
- **s138 approval** – s138 approval Road Occupancy License (ROL) under the *Roads Act 1993* will be required for establishment of any driveways from adjacent public roads. The ROL will be issued by Cootamundra Gundagai Regional Council.

5 Temporary Workforce Accommodation Facility

5.1 TWAF Location and Description

The TWAF will be established north of the township of Stockinbingal which is located within the Cootamundra-Gundagai Regional Council local government area (LGA). The TWAF site is located within Lot 1, DP1093937 and covers an area of 7.7ha and is bounded by the Stockinbingal to Parkes railway along its western boundary and Grogan Road along its eastern boundary, as shown in Figure 5-1. The land on which the TWAF is located is zoned as RU1 Primary Production under the *Cootamundra Local Environmental Plan 2013* and is cleared rural land used for grazing. The TWAF site is privately owned and would be leased by the Project as detailed in Section 3.1 of the EIS, Appendix I.

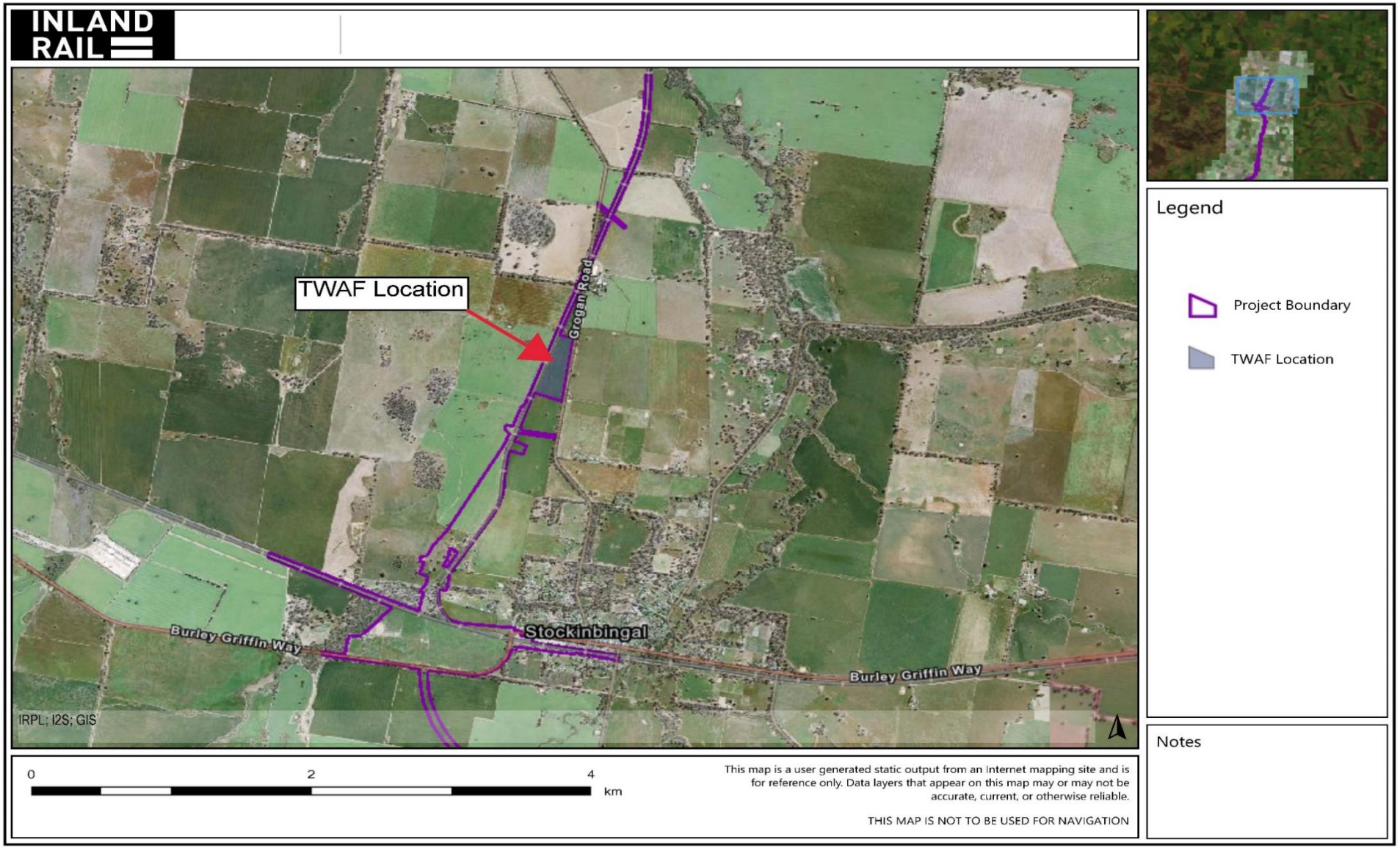

Figure 5-1 – Location of the TWAF

The TWAF has been designed to accommodate up to 350 people and in accordance with the Inland Rail Program Accommodation Principles, relevant council development codes and guidelines. The TWAF may include the following facilities/items:

- Reception / office / convenience store
- Kitchen / dining
- Accommodation (350 beds)
- First aid room
- Ablutions building
- Recreation area / ice room / wet mess
- Gym
- Laundry / linen
- Security hut
- Bin/waste storage area
- Generator / fuel store
- Water treatment plant
- Wastewater treatment plant
- Stormwater detention basin
- Communication room
- Refrigeration storage
- BBQ Area
- Locker room
- Shower change room
- Activity area
- Car park
- Bus drop off/pick up points
- Driveway
- Laydown areas

The TWAF would be typical demountable construction. Areas of hardstand would be needed for the accommodation camp car park, access road to the car park and footpaths to and between buildings.

The following details the required services/utilities required for the TWAF.

- **Potable Water** - Potable water will either be sourced directly from the mains, or trucked in and stored onsite pending final design. A Drinking Water Quality Assurance Program will be established in accordance with Section 25 of the *Public Health Act 2010* prior to operation of the TWAF and will incorporate the entire site water supply system. Water sources and treatment methodologies will be identified including any associated contamination risks. The Drinking Water Quality Assurance Program will be developed and provided in the TWAMP.

Sewerage/wastewater – In the interim/short-term, sewage waste and waste water will be stored in onsite tanks and trucked offsite to licensed waste facilities. However, JHG is planning to progress with the construction of a sewage treatment plant located onsite to manage all

sewage waste and wastewater subject to any additional approvals required including Section 68 (Part C, Items 5 and 6) approvals under the Local Government Act 1993. Further details on the approach to managing sewage/wastewater will be confirmed in the Temporary Workforce Accommodation Facility Management Plan in accordance with CoA C18, along with any relevant approvals required. Any relevant approvals related to waste sewage management will be obtained prior to the operation of the TWAF. Where sewage/wastewater will be discharged at a Council treatment facility, consultation with the operator will be undertaken to ensure the treatment facility has capacity to accept and treat the sewage/wastewater.

- **Electricity** - Onsite generators to power the TWAF.
- **Telecommunications** – Installation and operation of Starlink.
- **Waste** – General waste would be managed on site via onsite waste collection and recycling facilities, and then transported to a licenced landfill facility. Facilities for recycling of paper, plastic and metal would be in operation during TWAF operations.

The TWAF would be accessed from Grogan Road via a northern and southern entry point (refer to Figure 5-2). Grogan Road is a two-way local road of approximately 6m width. It has a speed limit of 100kms per hour, which currently reduces to 80kms per hour near a level crossing located approximately 600m to the north of the TWAF. An internal road network provides circulation around the accommodation camp and access via two locations onto Grogan Road. The internal road network is proposed to be formed for one-way traffic with parking bays. A car park is proposed at the northern end of the site with direct access to Grogan Road. The car park would be sized to accommodate up to 450 private light vehicles and 24 buses. The buses would utilise a designated bus pick-up and drop-off zone within the camp.

During operation, workers would generally be transported between the worksites and the accommodation camp via shuttle buses to help minimise potential traffic impacts on the local roads.

An indicative layout of the TWAF is provided in Figure 5-2 noting that this is subject to change pending progression of design. It is noted that the scope of this SEMP covers the activities required to establish the TWAF while the layout and operation of the associated features being established as part of the works in the scope of this SEMP will be assessed as part of the TWAF Management Plan. The TWAF Management Plan will describe the operations of the site in further detail and confirm that these activities are in line with the proposal as defined in the EIS while also describing the key mitigation measures in order to run the camp throughout operations. It is noted that an indicative boundary is shown in the figure below. Some site establishment activities may be required outside of this boundary These include:

- Installation of access to Grogan Road,
- Traffic calming and control measures (e.g. signage, speed limit changes, traffic control) to be confirmed with consultation being undertaken with Cootamundra Gundagai Shire Council
- Connection to public utilities (potable water, communications etc)
- Stormwater controls and connections to stormwater running off from the TWAF.

The contractor establishing the TWAF will install a small number of initial accommodation blocks/facilities which be utilised as a fly camp to accommodate contractor personnel during establishment of the TWAF. This will reduce pressure on local accommodation services and reduce any traffic movements on local roads. An occupation certificate will be provided for those initial accommodation blocks/facilities prior to occupation. The fly camp will have a small potable water tank which will be periodically refilled via truck, portaloo’s (portable toilet) which will be pumped out as required and powered using a small generator.

5.2 Establishment Methodology

Key site establishment activities and their methodologies associated with the establishment of the TWAF that could result in potential impacts to the environment or community are provided in Table 5-1.

Table 5-1 – Establishment methodology and staging for the TWAF establishment

Work Scope	Description
Early works	Survey set out, service location/protection, installation of environmental controls, utility relocation/protection, establishment of fly camp
Clearing and grubbing	Clearing and grubbing vegetation where required
Topsoil stripping	Strip topsoil (approximately 300mm) and stockpile between TWAF and railway line (for noise attenuation) which will be used for rehabilitation following decommissioning of the TWAF (refer to TWAFMP) for further details.
Foundation treatment	Undertake treatment per geotechnical design
Cut to fill	Undertake cut to fill works, including any detention basins
Install drainage	Install drainage network as per civil design
Install conduits and services	Install services conduits and services including power, water and gas
Subgrade treatment	Treat the subgrade
Pavements	Spread, place, compact and trim pavements
Kerb and gutter	Install kerb and guttered drainage
Asphalt	Undertake surfacing
Public road connection	Construction of public road connections
Signage and line mark	Sign installation and line marking along Grogan Road approaching the TWAF in both directions.
Lighting install	Install external camp lighting
Building foundations and footings	Installation of temporary screw piers, form, reinforce and pour foundations and footings for camp structures
Building/structures install	Install demountable/semi-permanent buildings
Internal services installation – electrical, water, sewer	Install services conduits and services including power, water and gas
Fencing	Install perimeter fence
Fit out and furniture	Install furniture, fridges, TV's, showers, toilets etc. in rooms where required
Public service connections	Connect to water and power networks.
Landscaping	Undertake landscaping of the site

Commissioning	Test and commission electrical, plumbing and water services

5.3 Plant and Equipment

Plant and equipment expected to be used for the establishment of the TWAF include (but are not limited to) the following.

- Excavators (various sizes)
- Flatbed trucks
- Dump truck
- Dozer
- Generator
- Lighting towers
- Paving/profiling machine
- Hand and power tools
- Forklift
- Light vehicles
- Vacuum truck
- Roller (various)
- Tub grinder
- Light vehicles
- Water tanker
- Mobile cranes
- Front end loader
- Grader
- Tools
- Backhoe
- Line marking equipment
- Bobcat
- Plate compactor
- Chainsaw
- Compactor
- Concrete agi
- Concrete pump
- Concrete saw

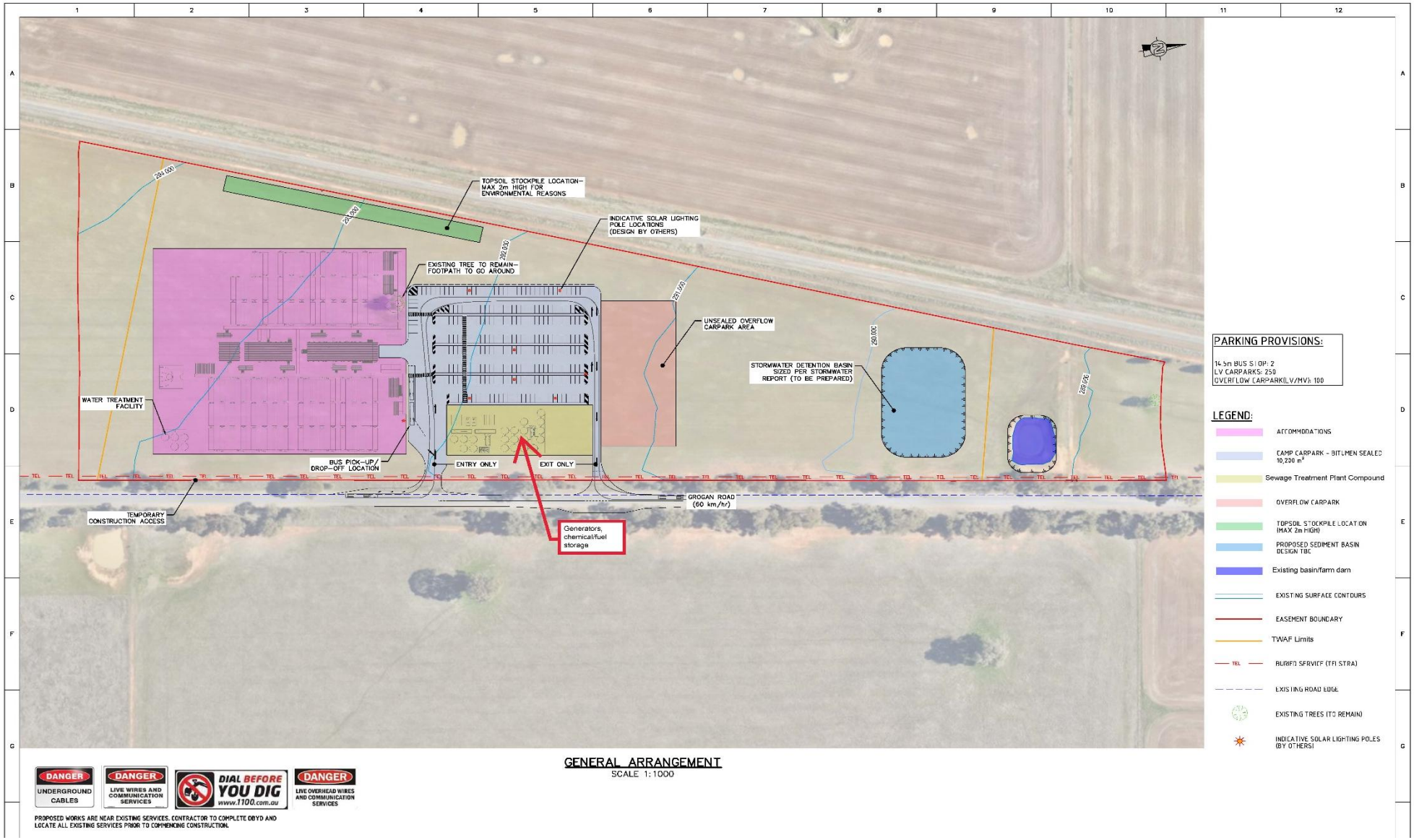

Figure 5-2 Site establishment footprint (key deliverables for the TWAF).

5.4 Timing and Program

The establishment of the TWAF will occur predominantly during standard construction hours defined in Section 6.5.1, however, some works may be required outside these hours in accordance Section 6.5.2. For example, work outside of standard construction hours or out-of-hours work (OOHW) may be needed during site establishment for activities such as for the delivery of oversized-overmass (OSOM) items and where works may be subject to traffic or safety restrictions such as in the case of utility connections.

Site establishment duration is expected to take approximately 18 weeks to complete which is scheduled to commence approximately in mid 2025, subject to approval of this SEMP. A high-level indicative program is provided in Table 5-2.

Table 5-2 – Indicative program of key activities

Work Scope	Approximate Duration
Preparation works, survey, clearing, setup environmental controls, fly camp	1 week
Earthworks and drainage	3 weeks
Installation of accommodation and core facilities	8 weeks
Installation of carpark	6 weeks
Decommissioning and removal of accommodation camp	3 weeks

5.5 Working Hours

5.5.1 Approved working hours

In accordance with CoA E1 of the Infrastructure Approval, the approved working hours for the Project, including establishment of the TWAF are as follows.

- 7:00 am to 6:00 pm Monday to Friday
- 7:00 am to 6:00 pm Saturday
- At no time on Sunday or public holidays.

As required by CoA E4, highly noise intensive works that result in an exceedance of the applicable Noise Management Level (NML) at the relevant receiver must only be undertaken:

- Between 8:00 am to 6:00 pm Monday to Friday (excluding public holidays)
- Between 8:00 am to 1:00 pm Saturday
- In continuous blocks not exceeding three hours each with a minimum respite of at least one hour between each block of highly noise intensive work.

‘Continuous’ includes any period during which there is less than a one-hour respite between ceasing and recommencing any work.

5.5.2 Out-of-Hours Work

Works associated with the establishment of the TWAF, may be undertaken outside the hours of work identified in Section 5.5.1. in the circumstances provided in Table 5-3. The pathway to allow works to be undertaken outside the standard construction hours will be one of the following:

- Meet the criteria in E3(b) or
- Meet the requirements of E3(a) or E3(c)(iii) or,
- Will be undertaken in accordance with the Projects OOHW Protocol.

Works undertaken outside the standard construction hours detailed in Section 6.5.1, which result in an exceedance of the relevant NML will be undertaken in accordance with the Projects OOHW Protocol as approved by the Planning Secretary in accordance with CoA E5. All OOHWs will be assessed and justified in consultation with IR and the ER.

Reasons and circumstances where OOHW are required is provided in Table 5-3.

Table 5-3 – Justification for undertaking OOHW

Category	OOHW Justification
Safety or emergency work (CoA E3a)	• For the delivery of materials required by the NSW Police Force or other authority for safety reasons • Where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm. On becoming aware of the need for emergency work, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. The Proponent must use best endeavours to notify as soon as practicable all noise and/or vibration affected sensitive land uses of the likely impact and duration of those work.
Low noise work (CoA E3b)	Low impact noise activities include: i. Construction that causes LAeq(15 minute) noise levels: • no more than 5 dB(A) above the rating background level at any residence in accordance with the Interim Construction Noise Guideline (ICNG), and • no more than the 'noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land uses; and ii. construction that causes LAFmax noise levels no more than 15 dB(A) above the rating background level at any residence during the night period as defined in the Noise Policy for Industry (EPA, 2017); and iii. construction that causes: • continuous or impulsive vibration values, measured at the most affected residence, are no more than the preferred values for human exposure to vibration specified in Table 2.2 of Assessing vibration: A technical guideline (DEC, 2006), or intermittent vibration values, measured at the most affected residence, are no more than the preferred values for human exposure to vibration, specified in Table 2.4 of *Assessing vibration: A technical guideline* (DEC, 2006).
Other out-of-hours works (ICNG)	i. works which could result in a high risk to construction personnel or public safety, based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009 "Risk Management – Principles and Guidelines" ii. work undertaken in a rail possession for operational or safety reasons. iii. where the relevant road network operator has advised the Proponent in writing that carrying out the works and activities could result in a high risk to road network operational performance

	iv. where the TfNSW Transport Management Centre (or other road authority) has advised the Proponent in writing that a road occupancy licence is required and will not be issued for the works or activities during standard construction hours v. where the relevant utility service operator has advised the Proponent in writing that carrying out the works and activities could result in a high risk to the operation and integrity of the utility network Any other reasonable reason as determined by the ER.
Negotiated agreement (CoA E3(c)	Where negotiated agreements with directly affected residents and sensitive land uses have been reached
Other reasons detailed in the ARTC NSW Construction Noise and Vibration Framework Specification – Section 2.2	i. The delivery of oversized plant or structures that police or other authorities have determined requires special arrangements to transport along public roads; ii. Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm; iii. Works that do not exceed the noise management level adopted in the Construction Noise and Vibration Management Plan at the nearest receiver; iv. Works that do not exceed the 'preferred' human exposure vibration level adopted in the Construction Noise and Vibration Management Plan at the nearest receiver; v. Where agreement is reached between the Contractor and/or ARTC and potentially affected sensitive receivers. Agreements must be made in writing (refer to Section 7.2.2 of the ICNG for further guidance); vi. Works to ensure construction personnel, road user or public safety; vii. Works that cannot be undertaken during the day due to ambient daytime temperatures that may be carried out during the night; viii. Rail tamping where the stress-free temperature of the rail cannot be achieved during the Standard Program Working Hours; and ix. Works required to be conducted during a track possession.

6 Environmental Aspects and Impacts

6.1 Biodiversity

The biodiversity values and impacts associated with the establishment of the TWAF have been identified from the EIS, Chapter 10 and are summarised in this section. Relevant biodiversity values are also illustrated in the Sensitive Area Plans (SAPSs) provided in Appendix 4.

6.1.1 Existing Environment

The majority of the accommodation camp site (7.18ha which makes approximately 93% of the total land area) is assessed to contain disturbed, exotic grassland, which has been used for pasture and cropping. This vegetation type is not considered to be of conservation value and development in this area is unlikely to impact on any threatened entities.

Native vegetation within the accommodation camp site is limited to one scattered tree in the centre of the site, and the native woodland in the road reserve which borders the east of the site and overlaps with the site boundary to a small extent (refer to Figure 6-1). Details of each are provided below.

- This woodland is classified as '*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 are equivalent to Threatened Ecological Communities (TEC) under both the BC Act (*Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Peneplain, Nandewar and Brigalow Belt South Bioregions*) and the EPBC Act (*Grey Box (E. microcarpa) Grassy Woodlands and Derived Native Grasslands of South-Eastern Australia*). This also provides potential habitat for six threatened species, and 29 migratory species under the BC Act and EPBC Act. The Superb Parrot (*Polytelis swainsonii*), listed as Vulnerable under the BC Act and EPBC Act was recoded in PCT 76 vegetation immediately adjacent to site.
- Though isolated, the scattered tree within the site is also considered to be of conservation value. This tree (*Callitris glaucophylla*) was identified as a Class 3 scattered tree with no hollows. Scattered trees are known to be an important component in agricultural landscapes as they provide habitat and connectivity for fauna (particularly woodland birds), contribute to soil and ecosystem viability and may contribute to the conservation of certain woodland communities.

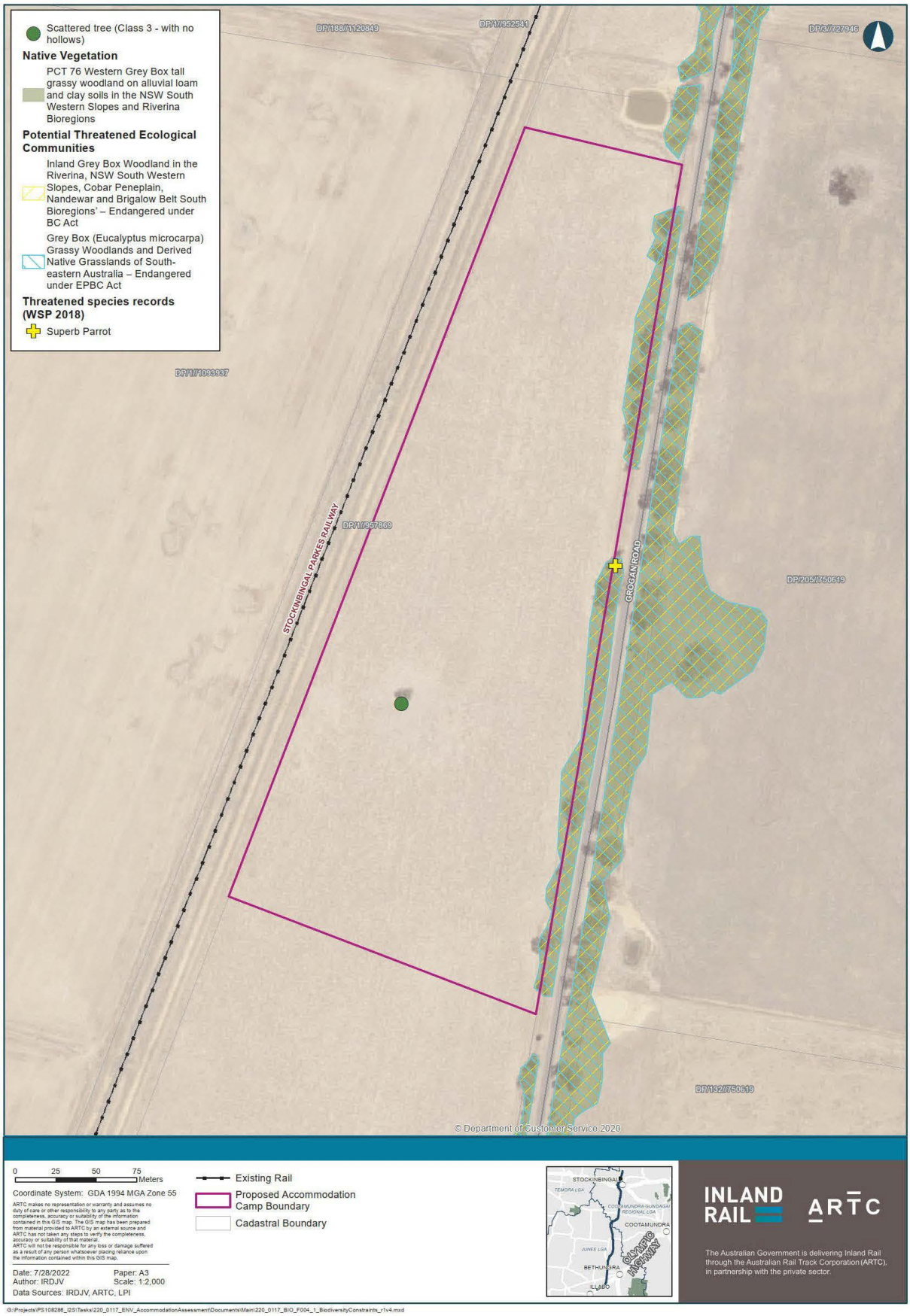

Figure 6-1 – Biodiversity values within and adjacent to the TWAF site

A site inspection undertaken on 11/02/2025 verified the mapping described in the EIS (see Figure **6-2** below).

6.1.2 Impacts

The trees within the patch of PCT 76 in the western edge of the Grogan Road reserve, and marginally within the eastern edge of the TWAF boundary, and the isolated scattered tree in the centre of the accommodation camp boundary will not be removed for establishment. Access tracks from Grogan Road are proposed for establishment however these tracks would be located in disturbed areas where possible to minimise potential impacts to derived native grassland, or located in between areas mapped as PCT 79 and/or TECs. As a result, direct impacts to the biodiversity values will be avoided. Access and egress will be within existing gaps in the vegetation to ensure that no impacts to biodiversity values are caused during site establishment works. Potential impacts from the accommodation camp will mostly be limited to indirect impacts on the identified biodiversity values.

Indirect impacts on adjacent vegetation along Grogan Road can include soil disturbance, introduction of weeds, erosion, sedimentation and enriched run-off. In addition, noise, dust, light and contaminant pollution are indirect impacts that may be associated with the establishment phase of the TWAF.

The site for the TWAF was chosen based on minimal environmental impact. The layout of the accommodation camp will be designed to avoid impacts on identified biodiversity values, including the narrow strip of native remnant woodland along the eastern boundary of the site (consisting of a TEC and providing potential habitat for threatened species) and the scattered tree in the centre of the site. Mitigation measures to appropriately manage these biodiversity impacts are provided in Section 7. An image of the TWAF site (taken on 11/02/2025), showing the low risk nature of the works, is provided in Figure **6-2**, Further, the TWAF risk assessment in Section 7 and Appendix 3 confirms that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to biodiversity is ‘minor’.

Figure 6-2 – Image of the TWAF site taken on 11/02/2025 facing southwards towards the TWAF site (Grogan Road behind the tree line).

6.2 Heritage

The heritage aspects and impacts associated with the project have been identified from the EIS, Chapter 15 and are summarised in this section. The information provided in the EIS and associated

heritage studies have been used as a background to provide data that is useful for this further assessment of impacts associated with the TWAF. Relevant heritage values are also illustrated in Appendix 4 (SAPs).

6.2.1 Existing Environment

The surrounding area has undergone significant changes over time including vegetation clearance, establishment of roads, tracks, dams, fences, and ploughing for crops. Some areas have also been used for stock grazing, which has a less obvious impact to zones of potential archaeological sensitivity, although still creates impacts through erosion. The TWAF site has likely been subject to a number of these disturbances.

6.2.1.1 Aboriginal

An ACHAR was produced as part of the ACHAR process. The extent of the original study area was wider than the final EIS boundary. As such and as part of the EIS process, this area of the TWAF was assessed for archaeological potential as part of the early investigation works during the reporting process. The area was not considered to be an area of archaeological sensitivity due to landform features and disturbance.

A search of the Aboriginal Heritage Information Management System (AHIMS) database was conducted as detailed in the EIS, Appendix I and Chapter 15 which confirmed that no sites have previously been recorded within the TWAF site. Updated AHIMS searches have been undertaken by IR on 9/01/2025. The searches have identified that a total of five recorded Aboriginal heritage valid sites are within a 2km radius of the TWAF site, with the nearest being the Burley Griffin Way Stockinbingal Scar Tree 1 (AHIMS50-2-0058) approximately 1.3kms to the south. No Aboriginal places of heritage significance are listed in the Cootamundra Local Environmental Plan 2013 (Cootamundra LEP). Further, the TWAF site is not among any areas identified as having any specific cultural values

Based on the outcomes of existing assessments and the review of background information, there is a low potential for Aboriginal sites and objects within the TWAF site.

6.2.1.2 Non-Aboriginal

Searches of registers including the State Heritage Register, s170, Cootamundra LEP and Junee LEP did not identify any publicly recorded built heritage, historical archaeological, or heritage conservation areas within the TWAF site. As a result, there is no risk of impacts to known heritage sites.

The TWAF area is located within a field. While the field has undergone ploughing and other agricultural activities, it is undeveloped. A search of historical aerials and 1900s parish maps indicate that no structures or other significant features have been constructed within the area.

The 1916 and 1930 historical parish maps of Stockinbingal identifies that the lot was part of a larger property owned by James Noonan, a sheep farmer. Other portions of the Noonan property (as well as similarly utilised farming land owned by other pastoralists) also fall within Project areas which was assessed as part of the EIS. In these similar areas, the report concluded there was low potential for archaeological features and historical relics. Given that the TWAF area is clearly comparable to these other areas in regard to historical land use, it could be concluded that the TWAF site also holds low potential.

6.2.2 Impacts

The proposed works would impact the ground surface across the TWAF site. Excavation of the ground surface would be minimised as far as possible, however, some areas would be subject to earthworks.

There is a low potential for Aboriginal objects and sites to be identified within the TWAF site due to landform types of disturbance. Moreover, there are no registered sites within or in close proximity to the work site. There are no anticipated impacts from the establishment and operation of the accommodation camp. Potential accidental impacts may result from harm to unexpected finds.

The TWAF site has a low potential for non-Aboriginal archaeological remains and built heritage features. As a result, there is no anticipated impacts from the establishment and operation of the accommodation camp. Potential accidental impacts may result from harm to unexpected finds.

Mitigation measures to appropriately manage potential heritage impacts are provided in Section 7.

Refer to the TWAF risk assessment in Section 7 and Appendix 3 which further assesses and and assigns risk to heritage impacts as described in this section.

6.3 Traffic, Transport and Access

6.3.1 Existing Environment

The TWAF is located north of the township of Stockinbingal within the Cootamundra- Gundagai Regional Council LGA. The site is bounded by the Stockinbingal to Parkes railway on the west and Grogan Road on the east.

The TWAF would be accessed from Grogan Road. Grogan Road is a two-way local road of approximately 6m width. It has a speed limit of 100kms per hour, which reduces to 80kms per hour near a level crossing located approximately 600m to the north of the TWAF. An internal road network provides circulation around the TWAF and access via several locations onto Grogan Road. A Travelling Stock Route (TSR) is located along Grogan Road, extending before and beyond the TWAF.

6.3.2 Impacts

The establishment of the TWAF would be undertaken over approximately 18 weeks. During establishment, there would be typically 30 workers on site at its peak, who would be expected to travel by light vehicles to the TWAF. It's estimated that during peak hours (morning between 6:30am-7:30am; afternoon between 4:30pm and 5:30pm), up to 30 vehicle movements (approximately 25 light vehicle, 5 heavy vehicle) would occur per hour. It's estimated that a total of 120 vehicle movements (approximately 100 light vehicle, 20 heavy vehicle) per day will be generated during TWAF establishment. The addition of light construction vehicles would have very minimal impacts on the surrounding road network. Driveways connecting to Grogan Road will need to be constructed and will require Section 138 approval under the *Roads Act 1993*.

Deliveries of plant and materials, as well as the accommodation units, would be made over the course of the establishment program and would not be expected to have a significant adverse traffic impact. Access routes of oversized loads would need to be reviewed to check for appropriate clearance heights, turning movements and bridge weight limits. Grogan Road is not a NSW OSOM Load Carrying Vehicle approved road so an access permit would be required from the National Heavy Vehicle Regulator or Cootamundra- Gundagai Regional Council.

Light vehicle and heavy vehicle access to the TWAF from the north will be via Grogan Road, from the east and west will be via Burley Griffin Way (turning onto Grogan Road) and from the south will from either Dudauman Road or Stockinbingal Road turning onto Burley Griffin Way and then onto Grogan Road. Vehicle movements through other streets in the township of Stockinbingal should be minimised as much as practicable.

The assessment of potential impacts to TSR within the project area including the TWAF is included in the project EIS. Potential impacts to the TSR would be mitigated through community consultation with

relevant land owners who utilise the TSR. In addition, project inductions and workforce awareness in the form of toolbox talks and alerts would be implemented during the project for awareness of TSRs.

Mitigation measures to appropriately manage traffic, transport and access impacts are provided in Section 7.

The TWAF risk assessment in Section 7 and Appendix 3 confirms that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to heritage is ‘minor’.

6.4 Noise & Vibration

A Noise and Vibration Impact Assessment was prepared for the Project, which included establishment of the TWAF, which can be found in the EIS, Chapter 15 and Technical Paper 8. The plant, equipment, locations, methodologies and subsequent impacts detailed in the Noise and Vibration Impact Assessment are considered to be consistent with those outlined in this SEMP and therefore, the Noise and Vibration Impact Assessment is appropriate for use.

6.4.1 Existing Environment

The location of the TWAF and the surrounding noise sensitive receivers are presented in Figure 6-3. In general, land use is predominantly rural farmland with only a small number of dwellings (approximately 5) within 1km of the TWAF. The nearest sensitive receiver is located approximately 450m away from the TWAF.

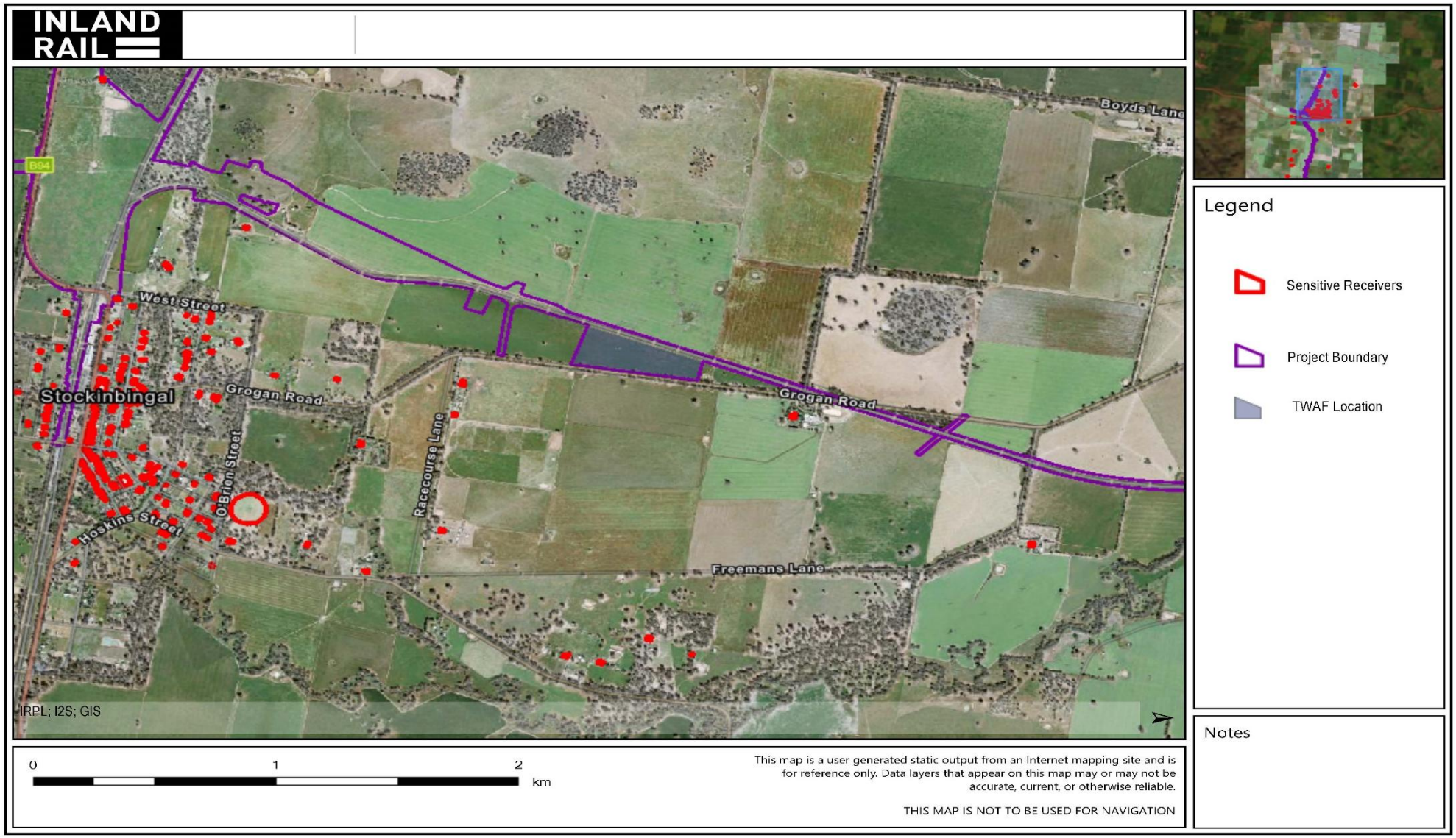

Figure 6-3 – Noise receivers within 2.5km of the TWAF

Noise criteria relevant for residential and non-residential sensitive receivers within the TWAF Noise Catchment Area (NCA) are provided in Table 6-1 and Table 6-2 respectively.

Table 6-1 – RBLs and NMLs for residential receivers

Time[2]	RBL (dBA[1])	NML (dBA $L_{eq, 15min}$)	Highly noise affected level (dBA $L_{eq, 15min}$)
Standard hours[2]	35	45	75
Out-of-hours – Day[3]	35	40	N/A
Out-of-hours – Evening[3]	30	35	
Out-of-hours – Night[3]	30	35	

1) Background levels are below the minimum assumed rating background noise levels outlined in the Noise Policy for Industry (EPA, 2017) (NPfI) at all measurement locations along the proposed corridor, as such, they have been adjusted to 35dBA during the day period, and 30dBA during the evening and night periods in accordance with the NPfI (see Noise and Vibration Impact Assessment for detail on measurement of existing environment).

2) Standard hour and Out-of-hours as defined in Section 5.5.

Table 6-2 – NMLs for non-residential receivers

Land use	NML (dBA $L_{eq, 15min}$)[1]
Educational	55
Commercial (offices, retail outlets)	70
Commercial (industrial)	75
Active Recreation	65

1) An internal to external correction of +10dB has been applied as per the Interim Construction Noise Guideline (DECC, 2009) (ICNG)

6.4.2 Impacts

Establishment of the TWAF may result in noise impacts through the use of machinery, delivery of materials and installation of site sheds, fencing and other activities as detailed in Section 5. For the purposes of the Noise and Vibration Impact Assessment, establishment of the TWAF has been broken into four separate scenarios which are based on the expected establishment methodology and likely plant and equipment that will be used which is provided in Table 6-3.

Predicted noise impacts to sensitive receivers, during standard construction hours, are provided in Figure 6-4. These impacts are based on the 'Earthworks and drainage' scenario utilised in the Noise and Vibration Impact Assessment and shown below in Table 6-3. This scenario has been used as it is considered the most noise intensive and therefore represents the worse-case scenario during site establishment.

Table 6-3 – establishment scenarios, plant and SWLs

Construction Scenario	Plant	Sound Power Level (SWL)
Clearing and preparation works	Chainsaw	110
	D6 dozer	115
	30T excavator	108

Construction Scenario	Plant	Sound Power Level (SWL)
Earthworks and drainage	Padfoot roller	109
	140h grader	115
	D6 dozer	115
	Water carts	107
	Smooth drum roller	107
	20T excavator	108
Pavement	Padfoot roller	109
	140h grader	115
	Water carts	107
	Smooth drum roller	107
Installation of structures	Flatbed truck	100
	Crane	98
	Concrete truck	107
	Hand tools	110

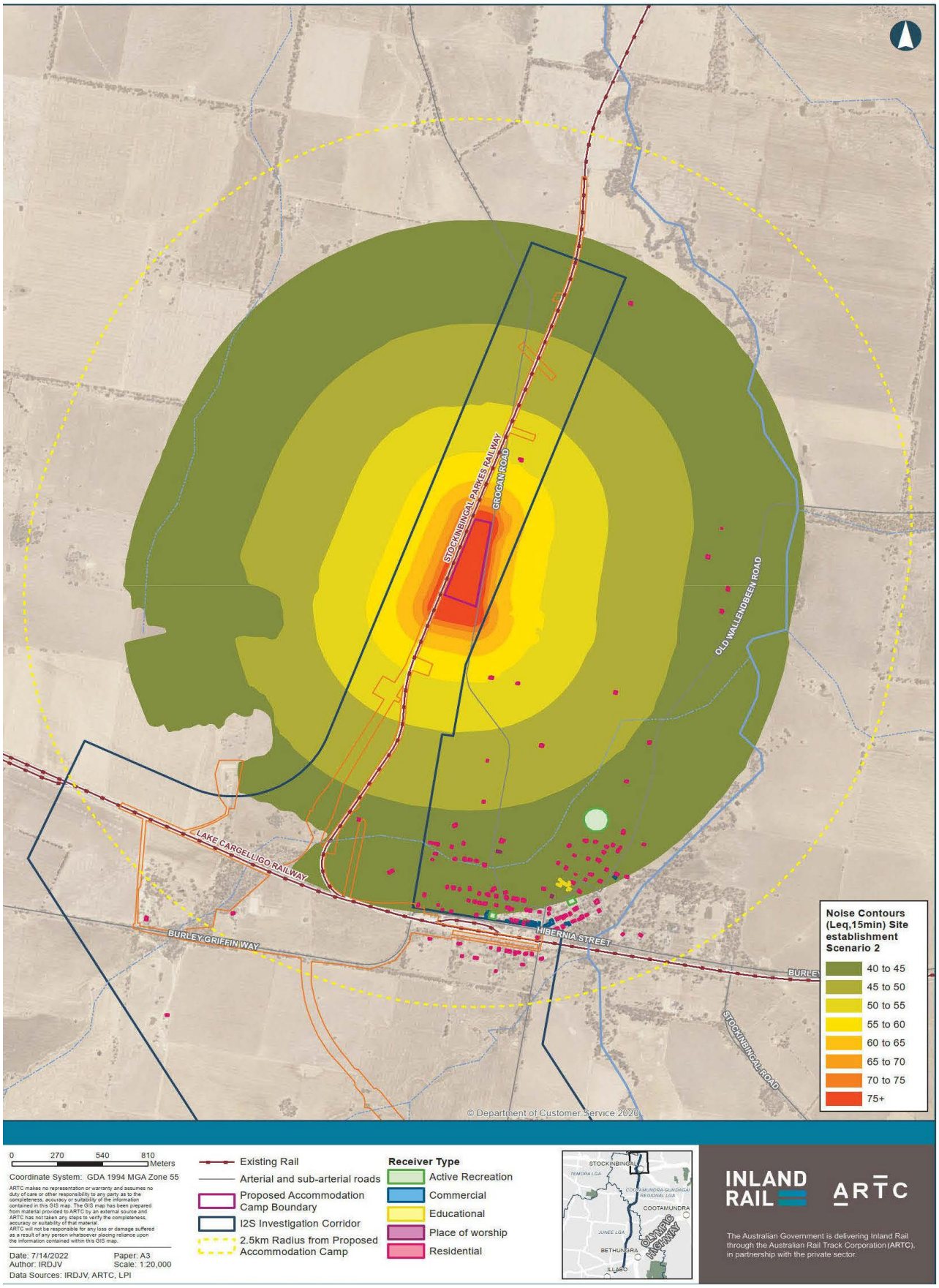

Figure 6-4 – Predicted noise impacts (worst case scenario)

As shown in Figure 6-4, the Noise and Vibration Impact Assessment identifies that there are seven sensitive receivers located near to the TWAF where NMLs would be exceeded. Noise impacts to four of these receivers will be <5dB above the NML, while three receivers will be between 5-15dB above the NML during standard daytime hours. There are no exceedances of NMLs predicted for commercial, educational, active and passive recreation receivers.

Establishment of the TWAF will occur predominantly during standard construction hours, however, some works may be required outside these hours in accordance Section 5.5. For example, work outside of standard construction hours or OOHW hours may be needed for the delivery of OSOM items and where works may be subject to traffic or safety restrictions such as in the case of utility connections or driveway establishment to Grogan Road.

Where works are undertaken outside the standard construction hours, which results in an exceedance of the criteria in CoA E3(b) or are not subject to the requirements of E3(a) or E3(c)(iii), they will be undertaken in accordance with the Project OOHW Protocol as per CoA E5. Where OOHW is required, additional modelling will be undertaken through the Project's noise tool (i.e. KNOWnoise) and an activity specific Noise and Vibration Impact Assessment will be prepared in accordance with the OOHW Protocol.

Vibration impacts are considered negligible due to the large distances between the accommodation camp and sensitive receivers.

The TWAF risk assessment in Section 7 and Appendix 3 confirms that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to noise and vibration heritage is 'minor'.

6.5 Contamination

The contamination aspects and impacts associated with the establishment of the TWAF have been identified from the EIS, Chapter 20 and is summarised in this section. Relevant contamination items are also illustrated in Appendix 4 (SAPs).

6.5.1 Existing Environment

A summary of the background information pertaining to the TWAF was undertaken to identify any known of likely environmental concerns. The results are provided in Table 6-4 which indicate there are no known areas of contamination or environmental concern.

Table 6-4 – Existing heritage environment

Item	Results
Historical and current aerial photographs	Historical aerial photographs taken in 1961, 1978, 1991, 2007, 2016, and the latest aerial photograph in 2019 were reviewed along with the current imagery available on Google Earth. In 1961, the site is undeveloped with sparse vegetation. The surrounds include a water body (assumed farm dam) present immediately to the north of the site. Several residential building structures are present in surrounding areas to the north and east. Crops are visible in the aerial photograph, indicating the surrounding land is likely used for rural residential, farming and agricultural purposes, except for the vacant land in the western area with sparse vegetation. The Grogan Road is visible adjacent to the eastern site boundary. The site immediately to the west is a developed railway line. The former Stockinbingal Train Station is located approximately 2km to the south of the site.

	The site and surrounding land remain unchanged in subsequent aerial photographs. The colour photography available from 2007 show that the entire site is vegetated with grass cover. No indication of dumping was noted from the historical and latest aerial imagery on Google Earth, noting that the clarity of the photographs is not sufficient to completely discount the occurrence of illegal dumping.
EPA POEO Act public register and contaminated land record database	Online searches of the EPA POEO Act public register and the NSW EPA contaminated land record database indicated that no licences or notices were recorded for the site or other properties within a one-km radius of the site.
EPA PFAS investigation program	A search of the EPA PFAS Investigation Program indicated that there are no PFAS sites within 1km of the TWAF.
UXO database review	A search of the Department of Defence Unexploded Ordnance database indicated that the TWAF site does not have any areas where unexploded ordinance is known to occur.
Cattle dips	A search of the Department of Primary Industries Cattle Dip Site Locator indicated that no cattle dips were identified within the site area.
Heritage search	A search of the NSW State Heritage Inventory online database, s170 register, Cootamundra LEP and Junee LEP did not identify any heritage items within or near the accommodation camp site.
Geology	The local soils are described on the DPHI eSPADE website as belonging to a combination of the Oakville and Nurraburra Soil Landscapes. A review of available regional soil mapping for the study area indicates that the soil landscapes present within the TWAF site may contain erosion risk.
Salinity	The DPE Soil and Land Information System contains data points identifying evidence of soil salinity where soils have been sampled previously. A review of the database undertaken which identified that no salting was evident at sample locations within the site or surrounding area.
Acid sulfate soils	A review of acid sulfate soil risk maps in the Australian Soil Resource Information System (ASRIS) indicated that soils underlying the accommodation camp site are mapped as having a low/very low probability of occurrence of acid sulfate soils. Nevertheless, it is possible that acid sulfate soils may be present surrounding the unnamed water body (assumed farm dam) located near the northern boundary of the site given that sulphides may be laid down in sediments over time.

6.5.2 Impacts

Establishment of the TWAF will have the potential to disturb the underlying soil will be limited to vehicle movement, topsoil stripping and utility works. The exposure of soils during establishment of the accommodation camp would be temporary and short-term in duration. The potential risk associated with unexpected contamination finds (including potential uncontrolled filling) would be managed in accordance with an Unexpected and Incident Finds Protocol (Appendix 5). Given identified potential sources of contamination are discreet and attributed to surface sources, the migration of contamination to groundwater is considered low risk.

Other potential establishment impacts include contamination associated with any leaks and accidental spills of construction plant and equipment. The requirement for an intrusive soil assessment to inform the proposed future land use is considered low. Soil sampling and analysis will be required to complete waste classification of any materials to be removed offsite and disposed during

establishment in accordance with the EPA Waste Classification Guidelines or applicable EPA resource recovery exemption.

Mitigation measures to appropriately manage potential contamination impacts are provided in Section 7.

The TWAF risk assessment in Section 7 and Appendix 3 confirms that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to contamination is 'minor'.

6.6 Social Impact

Social impacts associated with establishment associated with the TWAF will largely be related to traffic and transport (refer to Section 6.3), noise and vibration (refer to Section 6.4), air quality (refer to Section 6.10), landscape character and visual impacts (Section 6.8), and land use and property (refer to Section 6.9). RMMs ASE-2 and ASE-4 are related to social impact are provided in Section 8.6 however it's noted that many RMMs are not applicable to this SEMP, but instead will be implemented during operation of the TWAF and the Temporary Workforce Accommodation Facility Management Plan (CoA A18).

The TWAF risk assessment in Section 7 and Appendix 3 confirms that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to social impact is 'minor'.

6.7 Flooding, Hydrology and Water Quality

The flooding, hydrology and water quality aspects and impacts associated with the establishment of the TWAF have been identified from the EIS, Chapter 12 and 13 and is summarised in this section. Relevant flooding, hydrology and water quality items are also illustrated in Appendix 4 (SAPs).

6.7.1 Existing Environment

A summary of the existing environment is provided in Table 6-5.

Table 6-5 - Existing flooding, hydrology and water quality environment

Aspect	Description
Hydrology and waterways	The TWAF is located in the Lachlan River catchment. The nearest watercourse is Dudauman Creek which is located about 1.2km to the south. Dudauman Creek joins Bland Creek which is located about 1.8kms to the east of the camp which then flows to the north. The TWAF site slopes from the south to the north. The existing Stockinbingal to Parkes rail line has a higher elevation on the west but Grogan Road to the east is generally at a lower elevation than the TWAF site. The topographic data indicates there is a minor overland flow path adjacent to the road that conveys local runoff towards the farm dam to the north of the TWAF site.
Flooding	The flooding within the TWAF site is minor due to the distance to Dudauman Creek and Bland Creek and therefore the site is not subject to flooding from a waterway. The flood modelling indicates the TWAF site is subject to shallow overland flooding with depths averaging 30mm during the 1% Annual Exceedance Probability (AEP) flood event which correlates to the flood planning level as detailed in the Stockinbingal Floodplain Management Study and Plan (SMEC, 2002) Cootamundra Local Environmental Plan 2013. A few isolated areas with flood depths up to 250mm are predicted to occur along the eastern edge of the TWAF site immediately adjacent to the road, but these areas are less than 5m in width.

	For the 10% AEP flood event, flood depths of 20mm are predicted, with flood depths up to 205mm predicted in the overland flow path in the east of the TWAF site.
Stormwater	There is currently no known stormwater drainage under Grogan Road running along the eastern border of the TWAF site and therefore it is anticipated that flows from the accommodation camp site are likely to remain within the site and not interact with overland flows to the east. All water from the existing paddock falls to the north-east corner of the proposed TWAF into an existing farm dam. All water that overflows this dam then spills into an existing swale that runs along the western edge of Grogan Road.
Water quality	The water quality of the broader Lachlan catchment is varied, with good to fair values for turbidity, salinity and pH and poor values for nutrients. Sources of pollution, particularly nutrient pollution in the catchment are diffuse, but given the land uses in the area and at the TWAF site, agricultural activities are likely to be the largest pollutant source. Common pollutants from agricultural land include sediments from disturbed land, nitrogen and phosphorus from use of pesticides and herbicides for weed control and pathogens and bacteria from animal activity.

6.7.2 Impacts

As presented in Appendix F, the TWAF site is largely flood free and only subject to local overland flows with limited areas of the site affected. The impacts to flooding will therefore not be significant and can be managed through the design of the TWAF.

Potential impacts however, from the establishment of the TWAF include potential displacement or redistribution of overland flows and therefore changes to the timing and duration of overland flows reaching the farm dam just north of the TWAF.

Potential impacts from the establishment of the TWAF include:

- increased runoff of sediment due to scour or sediment mobilisation from topsoil disturbance for roads during establishment causing sedimentation and turbidity.
- increased volume or velocity of runoff from increase in impervious surfaces potentially causing scour
- increased runoff from impervious areas which may contain sediment, traces of fuel, dissolved metals, and other contaminants used during operation activities
- impacts on water quality from release of nutrients or contaminants present in soils on the TWAF site
- impacts on water quality from chemicals or oils as a result of any accidental spills or leaks
- impacts on water quality from release of gross pollutants and litter to watercourses
- runoff could include increased levels of nutrients and harmful chemicals, which could affect human health through direct contact.

Potential impacts on water quality would be minimised with adequate implementation of standard water quality mitigation measures and erosion and sedimentation management measures, including a sediment basin, during establishment and operation of the TWAF.

Mitigation measures to appropriately manage potential hydrology, flooding, stormwater and water quality impacts are provided in Section 7.

The TWAF risk assessment in Section 7 and Appendix 3 confirms that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to flooding, hydrology and water quality is predominantly ‘minor’, with a ‘moderate’ risk for degradation of soil quality during earthworks.

6.8 Landscape Character and Visual Impacts

6.8.1 Existing Environment

The nearest town to the TWAF site is Stockinbingal. The landscape character of this community has historically been rail-related since the late 1800s with development within these communities being low scale and not an intrusive element in the region’s landscape character. Stockinbingal represents the only area of the proposal with an urbanised (village) character. Stockinbingal had a population of 374 in the 2016 census. There are some elements of non-Aboriginal heritage within the town of Stockinbingal, and the village character largely reflects its Federation-era development.

The TWAF site and the broader surrounding area is predominantly comprised of rural land and rural communities of various sizes in the broader landscape. The landscape character of the TWAF site consists primarily of substantially cleared agricultural land with scattered isolated patches of native vegetation, in an undulating topography. The landscape also includes scattered residences and farm buildings. The site comprises disturbed, exotic grassland, which is used for pasture and cropping with a single scattered tree in the centre of the site with biodiversity value, and native woodland in the road reserve which borders the eastern boundary of the site and overlaps with the site boundary to a small extent.

6.8.2 Impacts

During the establishment of the TWAF, there would be discernible changes in the landscape character and existing views due to establishment activities and the presence of plant and equipment on agricultural land consisting mostly of grassland, and construction traffic using the local road network.

Potential impacts on landscape character and visual amenity are expected to be moderate considering the nearest residential properties along Grogan Road and Racecourse Lane are located about 500m away and impacts would be temporary in nature for the duration of establishment. The existing native woodland along the eastern boundary of the site would also filter views of the accommodation camp from nearby residences and road users traveling along Grogan Road and other local roads nearby.

Mitigation measures to appropriately manage landscape character and visual impacts are provided in Section 7.

The TWAF risk assessment in Section 7 and Appendix 3 confirm that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to landscape character and visual impacts is ‘minor’.

6.9 Land Use and Property

The TWAF site is freehold land used for pasture and cropping.

Establishment works and associated land requirements for the TWAF would have the following potential impacts:

- temporary lease of private land for the establishment of the TWAF, which is currently classified as ‘grazing and cropping’ land
- traffic impacts and road safety risks for local transport as a result of an increase in traffic volumes on local roads and associated intersections, specifically Grogan Road.

The potential impacts on land use are expected to be minor, considering the current land use of the TWAF site (cropping and grazing) and the temporary nature of site establishment activities.

The TWAF risk assessment in Section 7 and Appendix 3 confirms that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to land use and property is 'minor'.

6.10 Air Quality

The main industrial and non-industrial air emission sources contributing to air quality in the broader area are:

- traffic using the local road networks
- railway operations on the existing rail line adjoining the site at its western side
- dust from paved and unpaved roads
- nearby agricultural activities.

The key potential impacts on air quality during establishment of the TWAF are provided below.

- Dust as a result of ground disturbance (earthworks), vegetation clearing and grubbing, removal stockpiling of soil.
- Dust as a result of importation and placement of aggregates for hardstand
- Dust due to the storage of equipment and materials
- Dust due to vehicle access on non-hardstand areas
- Emissions due to the use of plant, machinery, and vehicles
- Odour associated with asphalting and topsoil stripping
- Greenhouse gases in relation to the site establishment activities at the site will be relatively minor, and typically associated with the use of plant, vehicles, and electricity use.

Mitigation measures to appropriately manage air quality are provided in Section 7.

The TWAF risk assessment in Section 7 and Appendix 3 confirms that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to air quality is 'minor'.

6.11 Waste Management

The following establishment related waste streams are likely to be generated during the establishment of the TWAF.

- Vegetation waste from the removal of trees, shrubs, and ground cover
- Spoil comprising virgin excavated natural material or excavated natural material, however this material would be reused/reinstated onsite where appropriate after demolition of the accommodation site
- Potentially contaminated soils (including asbestos-containing materials)
- Waste metal/timber posts from fencing.
- General construction waste including timber formwork, scrap metal, steel, concrete, plasterboards, and packaging material (crates, pallets, cartons, plastics and wrapping material)
- Surplus construction material including fencing, sediment, gravel/crushed rock, asphalt, concrete, steel, aggregate, formwork, asphalt, landscaping material and sand bags

- General waste including putrescibles, paper, cardboard, glass, site litter, cigarette butts, and sewage waste
- Clean up waste in the event of an accidental spill of fuel or chemicals.

Mitigation measures to appropriately manage waste are provided in Section 7.

The TWAF risk assessment in Section 7 and Appendix 3 confirms that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to waste management is ‘minor’.

6.12 Hazard and risk

6.12.1 Health and safety

During the establishment of the TWAF, the following health and safety related risks could occur, if inadequately managed:

- storage and handling of dangerous goods and hazardous materials, which could cause leaks and spills, with resultant contamination and health impacts
- potential rupture of underground utilities during excavation or collision of plant and equipment with aboveground services
- public and worker health and safety risks during establishment
- impacts to emergency vehicle movements from disruption of traffic and access.
- The TWAF site is located on Category 3 bushfire prone land. While the surrounding lands are predominantly cropping lands and existing rail line along the western boundary, the risk of bushfire still exists.
- Temporary hoardings, barriers, traffic management and signage could pose a physical hazard to construction workers and visitors at the establishment site. These hazards would be removed when no longer required.

Mitigation measures to appropriately manage hazard and risk are provided in Section 7.

The TWAF risk assessment in Section 7, and Appendix 3 confirms that the residual risk (after all mitigation measures detailed in Section 8.5 are implemented) to social impact is ‘minor’. The mitigation measures outlined in Section 8.6 associated with bushfire risk also take into account the surrounding grasslands and will provide controls to manage a potential bushfire event.

7 Risk Assessment

7.1 Risk management procedure

The Project’s adopted Safety, Quality and Environment (SQE) Risk Assessment procedure involves preparing a series of progressively more in-depth risk assessments and method statements for Project activities including:

- **Project Workplace Risk Assessment (WRA)**: Strategic risk assessment conducted by all Projects to gauge SQE risks and optimise their management by applying the ‘hierarchy of controls’. Must be informed by Pre-Tender and Contract Award Safety, Quality and Environment (SQE) Reviews. Must engage relevant subject matter experts.
- **Activity Method Statement (AMS)**: A method statement and risk assessment for individual work elements in the WRA, details the specific methodology to be employed, the associated SQE risks and their controls. Must be informed by the WRA, must engage relevant subject matter experts and Client Representative

- **Task Risk Assessment (TRA):** A method statement and risk assessment for individual tasks in the AMS, details the specific methodology to be employed, the associated SQE risks and their controls. Must be informed by the AMS and be facilitated by supervision with the participation of the workforce. Must be completed prior to work commencing.
- **Site Environment Plans (SEPs)**: Site specific plan/ drawings, identifying environmental constraints, risks and key controls. These are also combined with SAPs.

Project WRA, AMSs, TRAs and SEPs are pivotal to the management of all activities during delivery. They allow operational controls to be developed and implemented, case by case, for all the different workplaces, activities and tasks that are encountered in the contracting industry. Project WRAs, AMSs, TRAs and SEPs are owned by Project Management, the Construction Manager, Area Managers, supervisory staff such as Forepersons, and the workforce.

Project subject matter experts act as advisors during the preparation of these documents ensuring that information from this SEMP are suitably incorporated and acted upon. Implementation of the Managing SQE Risk Procedure by the Project team, will allow the actions identified in relation to risks and opportunities, and the achievement of environmental objectives, to be incorporated and used to:

- Establish operating criteria
- Implement control, in accordance with the operating criteria.

The Project risk management process is maintained to *AS/NZS ISO 31000:2018 Risk Management – Principals and Guidelines*.

7.2 Environmental Risk Assessment

A risk assessment has been prepared to assess the key environmental risks associated with the TWAF establishment as described in Section 5. The risk assessment is provided in Appendix 3. The risk management process involved an assessment of all specific activities/aspects and resulted in the development of a list of environmental risks and a corresponding risk mitigation strategy and risk ranking. Each environmental risk was categorised based on the following:

- The environmental aspect
- Relative scale of the potential impact
- Type of potential impact
- Likelihood of occurrence.

The identification of risks included a review of the proposed works, CoA, RMMs and review of the environmental risks identified by the Environment Assessment Documentation. The likelihood, consequence and risk matrix methodologies used in the risk assessment are provided in Appendix 3.

The identification of risks included a review of the proposed works, Infrastructure Approval (CSSI-9406), Commonwealth Approval (EPBC 2018/8233), RMMs sourced from the Submissions Report and the environmental risks identified in the EIS.

7.2.1 Ongoing risk analysis

The Project team will review and, if necessary, update of the risk register on an ongoing process, including, as a minimum, when:

- A new significant risk has been identified
- There is a relevant and significant change in work systems, materials, equipment, practices, or procedures on site
- There is a reportable incident which requires an update to the risk assessment.

- New information about an environmental risk becomes available or where personnel raise concerns about the proposed management of an environmental risk.

8 Environmental Management

This section details environmental mitigation and management measures control measures associated with the establishment of the TWAF.

8.1 Environmental Work Method Statement

Environmental Work Method Statements (EWMS) will be prepared to manage and control high risk activities that have the potential to negatively impact on the environment including TWAF establishment. The EWMS will focus on high risk activities including earthworks, drainage and structure/building establishment and associated environmental aspects including soil and water management, biodiversity, noise etc.

The EWMS will incorporate appropriate mitigation measures and controls, including those identified in this SEMP. It will also identify key activity specific procedures to be used concurrently with the EWMS. EWMS are specifically designed to communicate requirements, actions, processes, and controls to construction personnel using plans, diagrams, and simple written instructions. The EWMS will include the following elements:

- Description of the work activity, including any plant and equipment to be used
- Outline of the sequence of tasks for the activity, including interfaces with other establishment activities
- Identification of any environmental and/or socially sensitive areas, sites, or places
- Identification of potential environmental risks/impacts due to the work activity
- Mitigation measures to reduce the identified environmental risk, including assigned responsibilities to site management personnel
- Process for assessing the performance of the implemented mitigation measures.

All construction personnel and sub-contractors undertaking a task governed by an EWMS must participate in training on the EWMS as detailed in Section 8.1 and acknowledge that they have read and understood their obligations by signing an attendance record prior to commencing work.

Regular monitoring, inspections and auditing of compliance with the EWMS will be undertaken by Project management, quality and environmental personnel, to ensure that all controls are being followed and properly implemented, to ensure its effectiveness and that any non-conformances are recorded, and corrective actions implemented. Where appropriate, improvements will be incorporated following reviews as described in Section 10.

8.2 Site Environment Plans

Establishment works may be located amongst and in proximity to environmentally sensitive areas and sites. To assist pre-construction planning and on-site construction management, these site environmental constraints are consolidated onto a Site Environment Plan (SEP) which covers the TWAF establishment area (see the indicative SEP for the site in Appendix 4). SEPs contain relevant information including (but not limited to) the following.

- Camp layout and key features including building locations, ERSED controls, access etc.
- TECs, including EPBC Act and BC Act listed TECs
- EPBC Act and TSC Act listed threatened flora and fauna species
- Actual and potential habitat for threatened species
- Areas of vegetation to be retained

- State forest/national parks/nature reserves/flora reserves
- Non-Aboriginal heritage items
- Aboriginal heritage sites including assessment boundaries, items, places, objects and sites
- Waterways, drainage lines and dams
- Noise sensitive receivers e.g. residential dwellings, educational institutions
- Potential or actual acid sulphate soil areas, as well as contaminated sites
- Exclusion zones

SEPs will be revised throughout works as necessary to reflect true ground conditions and the most up-to-date information available on environmentally sensitive sites. SEPs will be used in conjunction with EWMS, Erosion and Sediment Control Plan and various other documents to help identify key risk areas and to promote ongoing communication with site-based personnel.

8.3 Erosion and Sediment Control Plan

An erosion and sediment control plan (ESCP) has been prepared for the establishment of the TWAF site as provided in Appendix 7. The ESCP was developed in accordance with the *Managing Urban Stormwater: Soils and Construction Volume 1* (Landcom 2006) (the Blue Book) and endorsed by a Soil Conservationist or Certified Professional in Erosion and Sediment Control (CPESC). The ESCP includes the following information.

- Locations of erosion, sedimentation and water quality control measures, including sediment basins.
- Clean and dirty water flow paths, critical drainage infrastructure, waterways and site boundaries.
- Layout of the site cleared and protected areas and stockpiling areas.
- Establishment period and staging.

The ESCP will be updated as the Project progresses, and site conditions evolve. Updates to the documents would be made by the environmental team in consultation with the CPESC.

8.4 Unexpected and Incidental Finds Protocol

An Unexpected and Incidental Finds Protocol has been prepared to manage unexpected and incidental finds, related to the following aspects, during the establishment of the TWAF.

- Threatened species and threatened ecological communities
- Contamination, hazards and contaminated land
- Aboriginal cultural heritage
- Non-Aboriginal heritage.
- Human remains

The Protocol outlines stop-work procedures when an unexpected or incidental find is discovered to prevent further impact, along with steps for notifying relevant stakeholders and authorities through an established notification pathway.

The Unexpected and Incidental Finds Protocol already in place as per Conditions A17, E143 and E161 is provided in Appendix 5.

8.5 Vegetation clearing

The following process is to be followed for vegetation clearing associated with the TWAF establishment.

Pre-clearing survey

Pre-clearing surveys will be carried out by a suitably qualified and experienced ecologist prior to removal of the target vegetation, to confirm the vegetation to be cleared as part of the Project, identify the presence and location of any habitat features (including tree hollows, bird nests and/or potential bat roosts), identify weeds that may require management and identify any unexpected threatened flora and fauna species. This includes any structures, telegraph poles/buildings in the clearing area. Where suitable, any notable features will be marked by the ecologist.

Based on the level of risk associated with the works, the survey will confirm whether an ecologist is required to supervise the clearing/trimming works.

Delineate vegetation and tree protection

JHG will delineate vegetation which is to be cleared from vegetation which is to be retained with flagging, ribbons or other appropriate method. Where there are trees to be retained in the vicinity of trees to be cleared, appropriate tree protection measures are to be implemented. Any habitat trees or other notable ecological features will also be appropriately marked.

Hold Point

Flora and fauna no-go zones assessed and protected/delineated prior to commencing any relevant works must be submitted to IRPL for release at least 5 days prior to the planned works.

Pre-clearing inspection

A pre-clearing inspection will be undertaken by the JHG Environmental Manager, or delegate, within two days before the commencement of clearing, or as advised by the ecologist. Depending on the ecological impact/risk of the clearing, this inspection may need to be undertaken by an ecologist. This will be determined during the pre-clearing survey. The pre-clearing inspection would be undertaken to ensure no changes had occurred since the pre-clearing survey and would aim to:

- identify if any fauna has recently started residing in the vegetation.
- ensure clearing limits, trees to be cleared and any environmentally sensitive areas is clearly delineated and demarcated.
- identify whether there are any other factors/issues which require management during the clearing process.
- Ensure all mitigation measures/requirements, as detailed in the pre-clearing survey have been implemented.

Clearing permit

A clearing permit will be issued by the JHG Environmental Manager, or delegate, prior to the commencement of clearing/trimming works. Clearing permits will be signed off by the JHG Environment Manager, site supervisor and any operators.

Vegetation clearing

On the day of clearing/trimming, a prestart/toolbox will be undertaken to ensure that all relevant personnel are familiar with the requirements of the clearing permit. A walk-through will also be

undertaken with personnel involved in the works to familiarise vegetation clearing limits and other requirements. Once the JHG Environment Manager or delegate is satisfied that that all mitigation measures and requirements are implemented, the clearing permit will be issued. Vegetation clearing will be undertaken in accordance with the pre-clearing survey however the below will generally apply.

- All tree pruning and removal is to be carried out by an arborist with a minimum AQF Level 3 qualification in Arboriculture
- Where works within a trees Tree Protection Zone (TPZ) or Structural Root Zone (SRZ) that has the potential to impact the tree, advice must be sought, and if required, supervision provided by a AQF level 5 consulting arborist.
- An ecologist is only required to supervise the works if it was identified in the pre-clearing survey i.e. presence of habitat trees, nests etc.
- Only clear within delineated area. Where clearing or trimming is required outside the approved areas, this must be raised with the JHG Environmental Manager before the commencement of any activity to seek further approvals required.
- Weeds listed under the *Biosecurity Act 2015* or the Local Land Services (LLS) Regional Strategic Weed Management Plans will be appropriately managed via a program of works from the least infected areas to most infected areas, where practicable.
- If any fauna is identified in the vegetation subject to clearing/trimming, or in the immediate vicinity, works will immediately cease and advise is to be sought from the ecologist.
- No trees are proposed to be removed therefore a staged clearing approach is not required.
- Vegetation clearing documentation will be recorded
- A qualified fauna catcher will be identified and on call should any displaced or injured wildlife be found during the clearing activities.

8.6 Mitigation and Management Measures

In addition to measures outlined in Section 8.1-8.5, general mitigation and management are provided in Table 8-1.

Table 8-1 – Mitigation and management measures

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
General				
SEMP-1	All employees, contractors and subcontractors are to receive an induction prior to commencing work. See Section 9.2 for further details.	Prior to work	JHG Environment Manager	I2S Deed
SEMP-2	This SEMP is to be prepared in consultation with the relevant stakeholders and submitted to DPHI for approval a minimum of one month prior to the planned SEMP works.	Prior to work	JHG Environment Manager	CoA C5
SEMP-3	Develop Sensitive Area Plans and Site Environment Plans (SEPs) which should include showing all environmental constraints in the vicinity of the TWAF.	Prior to work	JHG Environment Manager	Good practice
SEMP-4	All incident and non-compliance are to be managed in accordance with Section 9.10.	At all times	All	I2S Deed CoA A34, A35, A36, A37
SEMP-5	Temporary workforce accommodation facilities must be completed prior to commencement of main works construction.	Prior to Construction	JHG Construction Manager	CoA E111
SEMP-6	All licences, permits and approvals will be obtained as required by law and maintained as required throughout the establishment of the TWAF.	At all times	JHG Environment Manager	I2S Deed
SEMP-7	Inspections and monitoring will be undertaken in accordance with Section 9.	At all times	JHG Environment Manager	2S Deed
SEMP-8	Boundary Screening will be erected between the temporary workforce accommodation facility, and visible from sensitive land use(s) (including occupied residences on agricultural properties) for the duration of the time that the accommodation facility is in use, unless otherwise agreed with the owner and occupier of the adjacent sensitive land use(s). Boundary screening will minimise visual impacts on adjacent sensitive land use(s) and not create a fire hazard.	During SEMP establishment	Environment Manager, Site Supervisor	CoA C10

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
Biodiversity				
SEMP-9	All vegetation clearing is to be undertaken in accordance with the procedure provided in Section 8.5 which includes pre-clearing surveys, delineating vegetation to be cleared and retained, pre-clearing inspections, clearing permits etc.	During SEMP establishment	JHG Environment Manager	RMM BD-3
SEMP-10	Clearing extents/site boundary/limit of works would be consistent with proposal extents defined in a condition of approval.	During SEMP establishment	JHG Environment Manager	RMM BD-4
SEMP-11	The clearing extents/site boundary/limit of works would be clearly defined with flagging or marking tape, signage or other suitable means to delineate no-go areas. This delineation and marking process would align with the Project proposal flagging/marking tape process and specifications.	During SEMP establishment	JHG Environment Manager	RMM BD-5 RMM AH-1 RMM AH-4
SEMP-12	The approval holder must not clear and construct outside of the Action area unless either of the following are met: a) such clearing and construction is limited to locations with no habitat of protected matters; b) such clearing and construction is limited to locations required to facilitate minor design adjustments and only as allowable under the NSW Approval, and the total extent of clearing for the Action will not exceed the limits specified in condition 2 of this approval and specified in condition E25 of the NSW Approval.	During SEMP establishment	JHG Environment Manager	EPBC CoA 1
SEMP-13	The approval holder must not clear more than the following for the entire Project: a) 16.77 hectares (ha) of Grey Box Woodlands b) 17.48 ha of Box-Gum Grassy Woodlands	During all Works	JHG Environment Manager	EPBC CoA 2
SEMP-14	Prior to the commencement of the Action, to compensate for the residual significant impacts of the Action on relevant protected matters, the approval holder must retire the number and types of biodiversity credits in accordance with conditions E26 and E28 of the NSW Approval.	Prior to Action (as defined in the EPBC approval)	JHG Environment Manager	EPBC CoA 11
SEMP-15	Detailed design and planning would seek to minimise the construction and operation footprints and avoid impacts on mature native vegetation as far as reasonably practicable.	SEMP design	JHG Design Manager JHG Construction Manager	RMM LV-1
SEMP-16	The clearing of native vegetation must be minimised to the greatest extent practicable with the objective of reducing impacts to threatened ecological communities, threatened species and their habitat.	SEMP design	JHG Design Manager JHG Construction Manager	CoA E23

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-17	Where practical, vegetation clearing and ground-disturbing works should be staged sequentially/across the Project to minimise areas exposed to erosion and sediment risk.	During SEMP establishment	JHG Construction Manager	RMM SC-5
SEMP-18	Trees at risk of being damaged due to works are to have TPZ established in accordance with the Australian Standard 'Protection of Trees on development sites' AS 4970-2009.	At all times	JHG Site Supervisor JHG Environment Manager	Good practice
SEMP-19	All tree pruning and removal will be carried out by a minimum AQF Level 3 qualification in Arboriculture and in accordance with AS 4373-2007, Pruning of Amenity Trees and NSW WorkCover Code of Practice for the Amenity Tree Industry (1998).	At all times	JHG Construction Manager JHG Environment Manager	Good practice
SEMP-20	Impacts to PCT must not exceed those identified in the documents listed in the Infrastructure Approval, unless otherwise approved by the Planning Secretary. A Clearing Tracker will be developed to track the proposed total volume of clearing, by PCT, to ensure that total volumes are not exceeded.	During SEMP establishment	JHG Environment Manager	CoA E25
SEMP-21	The relocation of fauna and associated management/offset measures, will be undertaken under the guidance of a suitably qualified and experienced ecologist.	At all times	JHG Environment Manager	Good practice
SEMP-22	The clearing of vegetation will not occur until a clearing permit has been issued by the Environment Team.	At all times	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-23	Cleared native vegetation and other landscape features will be reused, including for re-snagging of waterways, in consultation with Department of Primary Industries (DPI) – Fisheries. If reuse is not practicable, consultation with the relevant council(s), landcare groups and relevant state agencies will be undertaken to determine if items such as hollows, tree trunks, mulch, bush rock and root balls; and collected plant material, seeds and/or propagated plants can be used by others in habitat enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.	At all times	JHG Environment Manager	CoA E46
SEMP-24	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	At all times	JHG Environment Manager	CoA E25

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
	must not recommence until the relevant agencies have been consulted and any required management plans or approvals have been obtained.			
SEMP-25	The proposed access tracks in the northeast and southeast of the accommodation camp site would be located within existing disturbed areas/exotic grassland areas where possible. Surveys would be conducted within PCT 76 (Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions) during detailed design to ensure the siting of the access tracks avoids impacts on PCT 76 as far as possible. If impact on PCT 76 is unavoidable, tree clearing would be minimised by locating access tracks in vegetation gaps visible within aerial imagery and the existing mapping and refined upon site inspection, targeting areas of previous disturbance/exotic grassland to minimise potential impacts to derived native grassland.	SEMP Design	JHG Environment Manager JHG Construction Manager	RMM ABD-1
SEMP-26	Lighting would be designed in accordance with best practice design 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.	SEMP Design	JHG Design manager	RMM ABD-2
SEMP-27	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.	At all times	JHG Environment Manager JHG Site Supervisor	ARTC Biosecurity Strategy
SEMP-28	All weeds will be managed, treated and disposed of in accordance with the *Biosecurity Act 2015* and the ARTC Inland Rail Program Biosecurity Strategy (0-0000-900-EEC-00-ST-1000).	During SEMP establishment	JHG Environment Manager JHG Construction Manager	ARTC Biosecurity Strategy
SEMP-29	All works will generally be undertaken in accordance with the *ARTC NSW – Legislation, Guidelines and Policies - Flora and Fauna Guideline* (5-0000-902-EEC-00-GU-0003)	At all times	All	ARTC Flora and Fauna Guideline
SEMP-30	The approval holder must not commence the Action until the biodiversity credits for the protected matters have been retired in accordance with condition E28 of the NSW Approval.	Prior to Action	JHG Environment Manager	EPBC CoA 12

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-31	Within 5 business days of retiring any biodiversity credits in respect of protected matters, the approval holder must submit evidence in writing to the department demonstrating that the biodiversity credits have been retired in accordance with condition E28 of the NSW Approval and specify, in relation to each relevant protected matter, how many biodiversity credits were retired.	5 business days after retiring any biodiversity credits	JHG Environment Manager	EPBC CoA 13
SEMP-32	The approval holder must notify the department electronically of the date of commencement of the Action, within 5 business days following commencement of the Action.	5 business days prior to commencement of the Action	JHG Environment Manager	EPBC CoA 20
SEMP-33	The approval holder must ensure that any monitoring data, surveys, maps, and other spatial and metadata required under the conditions of this approval are prepared in accordance with the Guidelines for biological survey and mapped data, Commonwealth of Australia 2018, or as otherwise specified by the Minister in writing, and the Guidelines for biological survey and mapped data, Commonwealth of Australia 2018, or as otherwise specified by the Minister in writing.	At all times	JHG Environment Manager	EPBC CoA 25, 26
SEMP-34	The approval holder must submit all monitoring data, surveys, maps, other spatial and metadata and all species occurrence record data (sightings and evidence of presence) electronically to the department within 20 business days of the next anniversary of the date of this approval decision except where otherwise specified in a plan.	Within 20 business days of the EPBC approval anniversary date	JHG Environment Manager	EPBC CoA 27
Heritage				
SEMP-35	Where previously unidentified Aboriginal, non-Aboriginal objects or human remains are discovered or suspected, all work must immediately stop in the vicinity of the affected area. Unexpected Heritage Finds and Human Remains Procedure to comply with E143 and C23(f). The Unexpected and Incidental Finds Protocol (Appendix 5) will be implemented.	At all times	JHG Environment Manager JHG Construction Manager	RMM AH-11 RMM NAH-3 RMM NAH-4 CoA E143 CoA E144
SEMP-36	All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects, Aboriginal values or Aboriginal places except as authorised by this approval.	At all times	JHG Environment Manager JHG Construction Manager	CoA E130

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-37	Clearing extents/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.	At all times	JHG Environment Manager JHG Construction Manager	RMM AH-8
Traffic, Transport and Access				
SEMP-38	Before any local road is used by a heavy vehicle, including Grogan Road, for the purposes of establishment of the CCSSI, a Road Dilapidation Report must be prepared for subject roads and bridges, and interfaces with regional roads. A copy of the Road Dilapidation Report must be provided to the relevant road authority(ies) within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the establishment of the CCSSI for endorsement by the roads authority.	Prior to works	JHG Construction Manager	CoA E101
SEMP-39	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): (a) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E101; or (b) compensate the relevant road authority(ies) for the damage so caused. The amount of compensation may be agreed with the relevant road authority(ies), but compensation must be paid even if no agreement is reached; or (c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements. Damage to roads that affects road safety or trafficability as a result of the construction of the CSSI must be rectified by the Proponent as soon as practicable after the damage is identified, at no cost to the owner.	After completion	JHG Construction Manager	CoA E103
SEMP-40	Traffic control would be engaged to maintain vehicle flow and safe access where required on construction and diversion routes and at construction accesses.	During SEMP establishment	JHG Construction Manager	RMM T-6
SEMP-41	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.	During SEMP establishment	JHG Construction Manager	RMM AT-2

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-42	The design of the two-way access points to the accommodation camp would be undertaken with regard to relevant standards and guidelines and in consultation with the Cootamundra-Gundagai Regional Council.	SEMP Design	JHG Design Manager	RMM AT-3
SEMP-43	Swept path analysis would be undertaken for access from Grogan Road with consideration of bus and service vehicle movements during detailed design.	SEMP Design	JHG Design Manager JHG Construction Manager	RMM AT-5
SEMP-44	Route analysis including an assessment of clearance heights, bridge weight limits and swept path analysis would be undertaken for OSOM load carrying vehicles used in the establishment of the accommodation camp.	SEMP Design	JHG Design Manager JHG Construction Manager	RMM AT-6
SEMP-45	Establishment traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with CoA C7 and C8 as detailed below. • CoA C7 – Where possible, ancillary facilities must be accessed via existing public roads and/or the existing rail corridor. Where access via existing roads or the rail corridor is not possible, the Proponent may utilise existing private access tracks on private property but only with the written permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition C4. • CoA C8 – The Proponent must ensure that all roads / tracks that will be used to access ancillary facilities are to the standard necessary to provide access as agreed with landowners, asset owner(s) and/or the relevant roads authority (as applicable), including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	At all times	JHG Site Supervisor JHG Construction Manager	CoA E86 CoA C7 CoA C8
SEMP-46	A ROL or section 138 approval will be obtained by the relevant authority where required in accordance with the *Roads Act 1993*.	At all times	JHG Site Supervisor JHG Construction Manager	I2S Deed Good practice
Noise and Vibration				

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-47	The location of sensitive receivers in the vicinity of the Project will be shown on sensitive area plans and their location communicated to all site personnel prior to the commencement of works.	Prior to works	JHG Environment Manager	Good practice ARTC Noise and Vibration Strategy
SEMP-48	No swearing or unnecessary shouting or loud stereos / radios on site. Dropping of materials from height, throwing of metal items and slamming of doors will also be avoided and communicated to the workforce.	During SEMP establishment	JHG Site Supervisor All	Good practice ARTC Noise and Vibration Strategy
SEMP-49	The approved working hours for the Project, including establishment of the TWAF are as follows. • 7:00 am to 6:00 pm Monday to Friday • 7:00 am to 6:00 pm Saturday • At no time on Sunday or public holidays. Any works undertaken outside these hours will be managed in accordance with the OOHW protocol and any required OOHW Permits. See Section 5.5 for further details.	At all times	JHG Site Supervisor JHG Construction Manager	CoA E1 RMM NV-7 ARTC Noise and Vibration Strategy
SEMP-50	As required by CoA E4, highly noise intensive works that result in an exceedance of the applicable NML at the relevant receiver must only be undertaken: • Between 8:00 am to 6:00 pm Monday to Friday (excluding public holidays) • Between 8:00 am to 1:00 pm Saturday • In continuous blocks not exceeding three hours each with a minimum respite of at least one hour between each block of highly noise intensive work. 'Continuous' includes any period during which there is less than a one-hour respite between ceasing and recommencing any work. See Section 5.5 for further details.	During SEMP establishment	JHG Site Supervisor JHG Construction Manager	CoA E4 ARTC Noise and Vibration Strategy
SEMP-51	Where reasonable and feasible, noise and vibration impacts will be reduced through the selection of less noise intensive equipment and methods.	During SEMP establishment	JHG Site Supervisor JHG Construction Manager	Good practice

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-52	Plant will not be left idling for extended periods of time, or warm up outside standard construction hours unless approved via and OOHW Permit. Operate vehicles at low speed/power if possible.	During SEMP establishment	JHG Site Supervisor JHG Construction Manager	Good practice
SEMP-53	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.	During SEMP establishment	JHG Site Supervisor JHG Construction Manager	Good practice
SEMP-54	Non-tonal reversing beepers (or an equivalent mechanism) must be fitted and used on all relevant construction vehicles and mobile plant regularly used on site and for out of hours work. Consider the use of ambient sensitive alarms that adjust output relative to the ambient noise level. This does not apply to plant/equipment which require tonal alarms as per relevant safety legislation/guidelines i.e. Elevated Work Platforms, cranes etc.	During SEMP establishment	JHG Site Supervisor JHG Construction Manager	CNVG
SEMP-55	JHG will endeavour to identify non-Project construction works, and coordinate/consult with them to avoid cumulative noise impacts to sensitive receivers as required.	During SEMP establishment	JHG Environment Manager JHG Construction Manager	Good practice
SEMP-56	Noise monitoring will be undertaken in accordance with Section 9.5.	During SEMP establishment	JHG Environment Manager JHG Construction Manager	Good practice
SEMP-57	Daily site-specific briefings for all employees and contractors will include: • Site specific noise management measures; • Location of nearest noise sensitive receivers; • Construction employee parking areas; • Behavioural practices (e.g. avoid swearing, shouting, dropping materials from heights); and • Designated loading/unloading areas and procedures.	During SEMP establishment	JHG Site Supervisor JHG Construction Manager JHG Environment Manager	Good practice I2S Deed

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-58	Work compounds, storage areas, parking areas, unloading/loading areas and other semi-permanent construction sites should be located away from noise sensitive receivers. Where this is not possible, the orientation and layout of the work site shall consider noise impacts, and opportunities to shield receivers from noise through the use of site buildings and stockpiles should be considered.	During SEMP establishment	JHG Site Supervisor	Good practice
SEMP-59	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.	During SEMP establishment	JHG Site Supervisor	Good practice
SEMP-60	In order to reduce the impact of noise from plant and equipment, the following principles will be enacted onsite, communicated to staff and checked through site inspections: • The offset distance between noisy plant and noise sensitive receivers will be maximised. • The number of vehicle trips to and from site will be optimised. • Regularly inspect and maintain equipment to ensure it is operating correctly. • Avoid the simultaneous operation of noisy plant within discernible range of noise sensitive receivers where possible. • Use of non-tonal reversing alarms for all permanent mobile plant • Where available, equipment selection will favour the use of quieter and less vibration emitting construction methods.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-61	Location and activity-specific construction noise and vibration impact statements would be prepared based on a more detailed understanding of the construction methods, including the size and type of construction equipment, duration and timing of works, construction traffic associated with the proposal, and detailed reviews of local receivers as required.	Prior to works	JHG Environment Manager	RMM NV-1
SEMP-62	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.	At all times	JHG Environment Manager JHG Community and Stakeholder Manager	Good practice I2S Deed
SEMP-63	JHG must coordinate work with other Inland Rail projects, including any work to relocate or connect utilities conducted under any approval pathway, to minimise cumulative and consecutive noise and vibration impacts and maximise respite for affected sensitive receivers	At all times	JHG Environment Manager JHG Construction Manager	CoA E9

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
Hydrology, flooding and water quality				
SEMP-64	Establishment planning and the layout of construction work sites and compounds would be undertaken with consideration of overland flow paths and flood risk, avoiding flood prone land and flood events where practicable.	SEMP Design	JHG Design Manager JHG Construction Manager	RMM HF-5
SEMP-65	A stormwater detention basin would be constructed (indicative location would be in the northern portion of the lot) to capture stormwater runoff from the car park during the 10% AEP flood event and will be designed in accordance with the Soil and Water Management Plan which is provided to Council (and other relevant external authorities) as part of the CoA C17 consultation process.	SEMP Design	JHG Design Manager JHG Construction Manager	RMM AHF-4
SEMP-66	Site drainage would be installed in accordance with the recommendations in Managing Urban Stormwater: Soils and construction - Volume 1 (Landcom, 2004) and as detailed in the ESCP (Appendix 7).	SEMP Design	JHG Design Manager JHG Construction Manager	RMM AHF-2
SEMP-67	Stormwater drainage infrastructure would be included under proposed access tracks and roads to maintain existing local overland flows to the farm dam to the north of the accommodation camp site.	SEMP Design	JHG Design Manager JHG Construction Manager	RMM AHF-3
SEMP-68	Minimising hard stand areas in the vicinity of camp buildings to minimise increases in runoff.	SEMP Design	JHG Design Manager JHG Construction Manager	RMM AHF-1
SEMP-69	Wastewater would be collected and removed off-site for treatment and disposal at a licenced wastewater treatment facility.	SEMP Design	JHG Construction Manager	RMM AHF-5
SEMP-70	Capture of all rainwater from the roofs of camp buildings across the accommodation camp site for suitable reuse within the site.	SEMP Design	JHG Construction Manager	RMM AHF-6
Soil and Water				
SEMP-71	An ESCP has been developed for the TWAF and designed in accordance with the *Managing Urban Stormwater – Soils and Construction, Volume 1 (Landcom 2004) and Volume 2D (NSW Department of Environment, Climate Change and Water 2008)*, commonly referred to as the 'Blue Book'. The ESCP will be endorsed by the Project CPESC. See Appendix 7 for the ESCP.	Prior to works	JHG Environment Manager JHG Site Supervisor	CoA E150, RMM SC-6, Good practice

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-72	Erosion and sediment control measures will be implemented and maintained in accordance with the Blue Book and the ESCP (Appendix 7). Erosion and sediment control decisions will be made to encompass reasonable and practical prevention, and will consider the receiving environment, water quality objectives, quality and quantity of water, location and accessibility, and other requirements and will include: • Temporary erosion and sediment controls to be identified and implemented in anticipation of an extreme wet weather event, in consultation with the Environmental team. • ERSED controls that are damaged or otherwise rendered ineffective will be immediately replaced. • Clean rock is to be used for ERSED controls and scour protection • Site will be left as stable as reasonably practicable at the end of each day. • All equipment, personnel and materials shall be sufficient and available on site to respond to wet weather events and regular maintenance of erosion and sediment controls is to be completed pre and post wet weather events	During SEMP establishment	JHG Environment Manager JHG Site Supervisor JHG Construction Manager	CoA E150, RMM SC-6, Good practice
SEMP-73	The establishment impact zone defined for the proposal would allow sufficient room for provision of temporary and permanent erosion and sediment control measures/pollution control measures where required based on consideration of overland flow paths and flood risk. Water quality control measures would be designed to capture and treat the 80th percentile five-day rainfall event and any other requirements as outlined in the Blue Book.	SEMP Design	JHG Design Manager	RMM WQ-1
SEMP-74	A CPESC will be engaged by JHG for the duration of construction of the Project to provide advice on the planning and implementation of erosion and sediment control including review of ESCPs.	Prior to works	JHG Environment Manager	RMM WQ-1
SEMP-75	JHG will record weather conditions using various nearby weather stations and site weather stations (where required).	At all times	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-76	Stockpiles will be managed in accordance with the ESCP (Appendix 7) however will typically include the following: • Locate stockpiles outside of the tree protection zone of trees or native vegetation identified for retention.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	CoA E150, RMM SC-6, Good practice

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
	• Minimise the height of stockpiles to 2m where possible. If higher, additional controls and CPESC advice may be required. • Locating stockpiles away from drainage lines, waterways and areas where they may be susceptible to wind erosion • Stabilising stockpiles, establishing appropriate sediment controls and suppressing dust as required. • All topsoil stockpiles must not exceed 2m in height • Ensure stockpiles are appropriately segregated i.e. topsoil, subsoil, weed infested, contaminated etc. • Implement measures to minimise the growth of weeds in topsoil stockpiles. • Subsoil and topsoils shall be segregated (see *Landscape and Rehabilitation Framework (0-0000-900-ELE-00-GU-0001*). A minimum of 300mm of topsoil must be stripped, or to the subsoil profile. If all topsoil cannot be removed, geofabric and appropriate material (e.g. crushed rock) can be installed on top or an alternative acceptable solution to minimise risk of soil inversion • Definition and management of temporary stockpiles are to be agreed with ARTC in writing prior to works for the stockpile commencing		JHG Construction Manager	Good practice
SEMP-77	Mobile plant and vehicles, including deliveries must use designated travel routes, site access routes, site access tracks and lay down areas. Whilst on site, vehicles to remain on the designated roadways (where reasonable) and observe the site speed limits. Spotters and excavator operators to monitor the loading of spoil trucks to make sure they are not being overloaded	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-78	Site entry/exit points are to be appropriately stabilised to minimise mud tracking onto public roads e.g. rumble grid, rock, stabilised road base etc. Implement wash down bays, rumble grids or other devices to remove soil and other debris prior to departing site when in wet/muddy environments	During SEMP establishment	JHG Environment Manager JHG Site Supervisor JHG Construction Manager	CoA E150, RMM SC-6, Good practice
SEMP-79	Hard stand areas in the vicinity of camp buildings will be minimised to reduce the amount of runoff and potential ERSED issues.	During SEMP establishment	JHG Environment Manager	RMM AHF-1

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
			JHG Site Supervisor	
SEMP-80	Discharges from construction water treatment plant(s), where required, to surface waters must not exceed: (a) the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018 (ANZG 2018) default guideline values for toxicants at the 95 per cent species protection level; (b) for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000; and (c) for bioaccumulative and persistent toxicants, the ANZG 2018 values at a minimum of 99 per cent species protection level. Where the ANZG 2018 does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG 2018 for deriving guideline values, using interim guideline values and/or using other lines of evidence such as international scientific literature or water quality guidelines from other countries, must be used.	During SEMP establishment	JHG Environment Manager	CoA E78
SEMP-81	A water discharge permit is required for all water discharges which will be issued by the Environment Team following testing. A permit will only be issued once water quality criteria (in accordance with any relevant discharge criteria if required) have been met. Dewatering permit system including water quality requirements and a register maintained of all permits. A new permit will be required after each rainfall event, or if the pump is moved to a new location. The dewatering permit is to be stored by the pump when actively dewatering All water to be pumped into water dissipation devices	During SEMP establishment	JHG Environment Manager	CoA E78 Good practice
SEMP-82	Any farm dams within 100m upstream and 500m downstream of the rail alignment must be added to the farm dam register.	Prior to works	JHG Construction Manager	CoA E80
SEMP-83	Construction water supply options would continue to be explored during detailed design and would include: • ongoing consultation with Goldenfields Water (or an equivalent commercial water supply operator) to access the local reticulated network • investigation of options to utilise recycled water from sewage treatment plants • access to groundwater bores where it can be bought on-market investigation into the use of farm dams for water harvesting and storage. All sourced water will have flow meters and source/usage data provided to IRPL.	Prior to works	JHG Construction Manager JHG Design Manager	RMM HF-2

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-84	The Unexpected and Incidental Finds Protocol will be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during construction.	Prior to works	JHG Construction Manager JHG Environment Manager	CoA E161
SEMP-85	A contamination consultant will undertake an inspection of the TWAF site prior to earthworks to confirm/identify the presence of contamination, including asbestos. If contamination is discovered, it will be managed in accordance with the Unexpected and Incidental Finds Protocol and any advice by contamination consultant.	Prior to earthworks	JHG Construction Manager JHG Environment Manager	Best practice
Chemical, fuels and spill management				
SEMP-86	The transport of dangerous goods will be undertaken in accordance with the Dangerous Goods (Road and Rail Transport) Regulation 2009 and the Australian Code for the Transport of Dangerous Goods by Road & Rail (National Transport Commission, 2017).	At all times	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-87	All fuels, chemicals, and liquids must be stored in bunded and secure areas and not located within or directly adjacent to drainage lines or areas prone to inundation. Concrete washouts to be at least 100m from watercourses and drainage paths unless otherwise approved by a suitably qualified person. All slurry to be captured and prevented from entry into waterways.	At all times	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-88	Safety Data Sheets must be obtained for dangerous goods and hazardous substances stored onsite before their arrival.	At all times	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-89	Spill kits will be located to allow for timely response to uncontained spills. Adequate quantities of suitable material to counteract spillage will be readily available.	At all times	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-90	Spill prevention and response will comply with: • Relevant legislation and Australian Standards	At all times	JHG Environment Manager	Good practice

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
	• EPA “Bunding and Spill Management Guidelines” contained within EPA Environmental Protection Manual for Authorised Officers” • TfNSW “Code of Practice for Water Management”.		JHG Site Supervisor	
SEMP-91	Refuelling of plant and equipment undertaken within designated areas with appropriate controls. Refuelling to be supervised at all times. Refuelling shall occur in designated hardstand areas or over appropriate bunds wherever practical and shall take place on level ground, an appropriate distance from watercourses and shall be supervised at all times, and spill kit located nearby.	At all times	JHG Environment Manager JHG Site Supervisor	Good practice
Air Quality				
SEMP-92	All practicable measures must be implemented to minimise the emission of dust, odour and other air pollutants during the construction and operation of the CSSI.	During SEMP construction	JHG Environment Manager JHG Site Supervisor	CoA E162
SEMP-93	Dust generation will be minimised during establishment where possible. Where practicable, specific measures will include (but not be limited to): • Regularly watering exposed and disturbed areas including stockpiles and haul roads, especially during inclement weather conditions • Adjusting the intensity of activities based on measured and observed dust levels, weather forecasts and the proximity of and direction of the works in relation to the nearest identified sensitive receivers • Minimising the extent of disturbed and exposed surfaces • Progressive stabilisation of exposed areas with mulch, hard stand, polymer, revegetation, geofabric etc.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-94	Ensuring loads are covered, and any loose materials/debris are removed before vehicles exit the site.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-95	Vehicles, plant and equipment will be switched off when not in use to minimise GHG emissions.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	Good practice

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-96	Vehicles, plant and equipment will be operated and maintained in an efficient manner, including to maximise fuel efficiency	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-97	Plant will be inspected prior to use as part of pre-start checks and monitored during establishment as part of regular inspections to ensure that the plant is in good working order, and to ensure that there are no continuous visible emissions for longer than 10 seconds as per the *POEO Clean Air Regulation*.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	Good practice
SEMP-98	Where sensitive receptors are located within the study area (350 m from construction footprint and 50 m of the route(s) used by construction vehicles on public roads, up to 500 m from the site access points) determined for each key activity, or visible dust is generated from vehicles using unsealed access roads, road watering and/or other stabilising approaches would be implemented.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	RMM AQ-2
Social and economic				
SEMP-99	Local physical and mental health care service providers would be consulted prior to establishment of the accommodation camp.	At all times	JHG Community & Stakeholder Manager	RMM ASE-2
SEMP-100	Construction workers would be encouraged to access Cootamundra-based services when possible.	At all times	JHG Community & Stakeholder Manager	RMM ASE-4
SEMP-101	Procurement would be undertaken in accordance with the Inland Rail Sustainable Procurement Policy, the Sustainable Procurement Guide and the NSW Government Resource Efficiency Policy.	At all times	JHG Sustainability Manager	RMM SU-1
Waste management				
SEMP-102	Waste collection and recycling systems would be developed to ensure safe handling of waste on site before being transported off site and disposed of at an approved or licenced materials recycling or waste disposal facility.	During SEMP establishment	Site Supervisor	RMM AW-1
SEMP-103	Waste collection and recycling systems of the accommodation camp would be developed to ensure safe handling of waste on site before being transported off site and disposed of at an approved or licenced materials recycling or waste disposal facility.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	RMM WM-4

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-104	Waste generated during establishment is to be dealt with in accordance with the following priorities: (a) waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced; (b) where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered in accordance with the requirements of the *Protection of the Environment Operations Act 1997* and its regulations; and (c) where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed at an appropriately licensed facility.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	CoA E163
SEMP-105	The importation of waste and the storage, treatment, process, reprocessing or disposal of such waste must be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	CoA E164
SEMP-106	Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any site meeting applicable legislation and regulations, or to any other place that can lawfully accept such waste.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	CoA E165
SEMP-107	All waste generated during establishment and operation must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	CoA E166 RMM WM-3
SEMP-108	Any hazardous or dangerous waste (e.g. asbestos, chemicals, oils) would be correctly stored and managed onsite, and if necessary, disposed of by a licensed contractor or facility and in accordance with the relevant state occupation health and safety legislative, and regulatory obligations.	During SEMP establishment	JHG Environment Manager JHG Site Supervisor	RMM SC-3
Community and stakeholder management				
SEMP-109	All community and stakeholder management will be undertaken in accordance with Section 9.3. This includes the development and implementation of the Communications Action Plan which provides specific communication/notification requirements required for the TWAF e.g. letterbox drops, phone calls etc.	At all times	JHG Community and Stakeholder Manager	I2S Deed CCS

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-110	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).	At all times	JHG Community and Stakeholder Manager	I2S Deed CCS
SEMP-111	Local physical and mental health care service providers would be consulted prior to establishment of the accommodation camp.	Prior to works	JHG Community and Stakeholder Manager	RMM ASE-2
SEMP-112	JHG will consult with the landowner where the Project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated.	Prior to works	JHG Community and Stakeholder Manager	CoA E94 CCS
SEMP-113	An Individual Property Management Plans will be prepared to document the results of consultation with landowners identified to be consulted by Condition E94 with and agreed outcomes. A copy of the Individual Property Management Plan must be provided to the landowner. A copy of each agreement must also be provided to the Planning Secretary upon request.	Prior to works	JHG Community and Stakeholder Manager	CoA E95 RMM LP-3 CCS
SEMP-114	Property owners and occupants would be consulted in accordance with the Project-specific communication management plan to ensure that owners/occupants are informed about: • the timing and scope of activities in their area • any potential property impacts/changes, particularly in relation to potential impacts on access, services, or farm operational arrangements activities that have the potential to impact on livestock.	At all times	JHG Community and Stakeholder Manager	RMM LP-4 CCS
SEMP-115	JHG will maintain existing access to properties during the entirety of work where practicable or unless agreements have been made with the landowner.	At all times	JHG Community and Stakeholder Manager	Good practice CCS
SEMP-116	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	Prior to works	JHG Construction Manager	CoA E145

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
	to the owners of the items surveyed, and no later than one month before the commencement of construction.			
SEMP-117	After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition E145 of this approval must be undertaken by a structural engineer. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than three (3) months following the completion of construction.	After completion	JHG Construction Manager	CoA E146
SEMP-118	The Proponent, where liable, must rectify any property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation at no cost to the owner. Alternatively the Proponent may pay compensation for the property damage as agreed with the property owner.	After completion	JHG Construction Manager	CoA E147
SEMP-119	On site utilities including water, wastewater and electricity must be designed and located in accordance with Council specifications and relevant standards, in consultation with Council.	SEMP design	JHG Construction Manager	CoA E115
SEMP-120	Telecommunications upgrades undertaken for the Accommodation facilities must consider the ability to provide long-term improvements to mobile telephone and internet capacity in surrounding areas.	SEMP design	JHG Design Manager	CoA E116
SEMP-121	All lighting associated with the establishment and operation of the CSSI must be consistent with the requirements of Australian Standard 4282-2019 Control of the obtrusive effects of outdoor lighting. Mitigation measures to manage any residual night-lighting impacts to residences must be undertaken in consultation with affected landowners.	SEMP design	JHG Design Manager	CoA E125
Hazard and risk				
SEMP-122	Detailed design and construction planning would maintain appropriate access during establishment and operation, ensuring local roads allow emergency access, first-response firefighting, access to water supply for firefighting purposes and safe evacuation routes.	At all times	JHG Safety Manager JHG Construction Manager	Good practice
SEMP-123	JHG would ensure that appropriate firefighting equipment, including fire extinguishers, water carts and hoses, are available at the accommodation camp.	At all times	JHG Safety Manager JHG Construction Manager	RMM AHR-1 RMM HS-7

Ref	Measure / Requirement	When to implement	Responsibility	Reference / Source
SEMP-124	JHG would develop procedures to manage hot work/high fire-risk activities, including observation of local fire authorities and emergency services directives, checking extent of worksite vegetation prior to hot work, and ensuring appropriate firefighting equipment and trained personnel are available. The construction contractor procedures would comply with the IRPL Safety Management System.	At all times	JHG Safety Manager JHG Construction Manager	RMM HS-6
SEMP-125	JHG would ensure that trained first aid personnel are available to treat minor injuries or other minor health issues.	At all times	JHG Safety Manager JHG Construction Manager	RMM AHR-2
SEMP-126	An occupation certificate will be provided for use of the fly camp prior to occupation.	Prior to use of fly camp	JHG Safety Manager JHG Construction Manager	Section 5.1

9 Compliance Management

9.1 Roles and responsibilities

Specific responsibilities for the implementation of environmental controls associated with this SEMP are detailed in Table 9-1. This includes personnel from JHG, IRPL and the ER.

Table 9-1 – Roles and responsibilities

Title	Roles, Responsibilities, and Authorities Relevant to this SEMP
JHG Project Director/Manager	• Ensure all works comply with relevant regulatory and Project requirements. • Ensure the requirements of this SEMP are fully implemented, and, that environmental requirements are not secondary to other construction requirements. • Endorse and support the Project Environmental Policy. • Liaise with Inland Rail, ER and other government authorities as required. • Participate and provide guidance in the regular review of this SEMP and supporting documentation. • Provide adequate resources (personnel, financial and technological) to ensure effective development, implementation, and maintenance of this SEMP. • Ensure that all personnel receive appropriate induction training, including details of the environmental and community requirements. • Ensure that complaints are investigated to ensure effective resolution. • Stop work immediately if an unacceptable impact on the environment is likely to occur. • Notify IRPL of incidents that have occurred including near misses • Notify the relevant regulatory agencies where JHG has hold the licence and permit
JHG Project Design Manager	• Communicate with all personnel regarding compliance with the site-specific environmental issues in design. • Coordinate the implementation of the SEMP design elements. • Ensure design personnel manage design work in accordance with statutory and approval requirements. • Support the Environment Manager in achieving the Project environmental objectives through detailed design. • Liaise with Inland Rail and other government authorities as required
JHG Project Construction Manager	• Plan construction work in a manner that avoids or minimises impact to environment. • Ensure the requirements of this SEMP are fully implemented. • Ensure construction personnel manage construction work in accordance with statutory and approval requirements. • Support the Project Environment and Sustainability Manager in achieving the Project environmental objectives. • Ensure environmental management procedures and protection measures are implemented. • Ensure all Project personnel attend an induction prior to commencing work. • Liaise with Inland Rail and other government authorities as required. • Stop work immediately if an unacceptable impact on the environment is likely to occur.
JHG Project Area Managers	• Plan construction work in a manner that avoids or minimises impact to environment. • Ensure the requirements of this SEMP are fully implemented. • Ensure construction personnel manage construction work in accordance with statutory and approval requirements.

Title	Roles, Responsibilities, and Authorities Relevant to this SEMP
	• Support the Environment Manager in achieving the Project environmental objectives. • Ensure environmental management procedures and protection measures are implemented. • Ensure all Project personnel attend an induction prior to commencing work. • Liaise with Inland Rail and other government authorities as required. • Stop work immediately if an unacceptable impact on the environment is likely to occur.
JHG Project Foreperson / Site Supervisor	• Communicate with all personnel and subcontractors regarding compliance with the SEMP and site-specific environmental issues. • Ensure all site workers attend an environmental induction prior to the commencement of works. • Coordinate the implementation of the SEMP. • Coordinate the implementation and maintenance of pollution control measures. • Identify resources required for implementation of the SEMP. • Support the Environment Manager in achieving the Project environmental objectives, including on ground implementation of the AMS and ESCP. • Report any activity that has resulted, or has the potential to result, in an environmental incident immediately to the Environment Manager / Environmental Advisor. • Coordinate action in emergency situations and allocate required resources. • Stop activities where there is an actual or immediate risk of harm to the environment and advise the Construction Manager and Environment Manager.
JHG Project Community and Stakeholder Manager	• Ensure that all community consultation activities are carried out. • Report any environmental issues to the Environment Manager raised by stakeholders or members of the community. • Communicate general Project progress, performance and issues to stakeholders including the community. • Maintain the 24-hour complaints hotline
JHG Project Environment and Sustainability Manager	• Overall responsibility for the implementation of environmental matters on the Project. • Report to Project Director and other senior managers on the performance and implementation of the SEMP. • Ensure management reviews of the SEMP are undertaken annually, documented and actions implemented. • Ensure environmental risks of the Project are identified and appropriate mitigation measures implemented. • Identify where environmental measures are not meeting the targets set and where improvement can be achieved. • Obtain and update all environmental licences, approvals and permits as required. • Liaise with ER and approval authorities. • Preparing reports monthly outlining the Project works undertaken and the achievements that have been met, as well as identifying those areas where improvements were made. • Oversee site monitoring, inspections, and audits. • Develop and facilitate induction, toolbox talks and other training programs regarding environmental requirements for all site personnel. • Notify Inland Rail and relevant authorities in the event of an environmental incident or environmental non-conformance and manage corrective action implementation and close-out of these.

Title	Roles, Responsibilities, and Authorities Relevant to this SEMP
	• Stop activities where there is an actual or immediate risk of harm to the environment, or to prevent environmental non-conformities, and advise the Project Director, Construction Manager, and Superintendent. • Provide the ER with documentation requested in order for the ER to perform their functions (including preparation of the ER monthly report as well as the complaints register and any compliance assessment).
JHG Project Environmental Advisor	• Assist in preparing and revising the SEMP and associated documentation in accordance with all relevant requirements. • Undertake site inspections, carry out monitoring activities and complete site checklists. • Ensure monitoring records are appropriately maintained, reviewed and any non-compliance issues addressed. • Assist all site staff with issues concerning Project environmental matters. • Assist in developing training programs regarding environmental requirements and deliver where required, including delivery of the environmental component of toolbox talks. • Stop activities where there is an actual or immediate risk of harm to the environment and advise the Construction Manager, Area Manager, Superintendent and the Environment Manager
JHG Wider Project team (including subcontractors)	• Comply with the relevant requirements of the SEMP, or other environmental management guidance as instructed by a member of the Project's management. • Participate in the mandatory Project/site induction program. • Report any environmental incidents to the Foreperson immediately or as soon as practicable if reasonable steps can be adopted to control the incident. • Undertake remedial action as required to ensure environmental controls are maintained in good working order. • Stop activities where there is an actual or immediate risk of harm to the environment and advise the Construction Manager, Area Manager, Superintendent or the Environment Manager.
Inland Rail I2S Project Director	• Effective interface management for the resolution of complex Project issues and challenges. • Manage the environmental aspects of the Project and working closely with the Inland Rail Principal Environment Advisor.
Inland Rail I2S Principal Environment Advisor	• Review any environmental management plans and related documents prepared for the Project. • Review and consider minor project refinements that are consistent with the Project EIS • Monitor the environmental performance of the Project. • Assist IRPL with its biodiversity offset obligations • Complete sit inspection as required and report on compliance • Interface with regulatory Authorities for IRPL Approvals • Notify DPHI and the relevant regulatory agencies where IRPL has hold the licence and permit
Inland Rail I2S Stakeholder Engagement Lead (I2S) / Communications Lead (Southern NSW)	• Ensure that all community consultation activities are carried out. • Assist in the completing of the Community Communication Strategy (CCS) • Report any environmental issues to the Inland Rail Principal Environment Advisor raised by stakeholders or members of the community. • Communicate general project progress, performance and issues to stakeholders including the community.

Title	Roles, Responsibilities, and Authorities Relevant to this SEMP
	• Maintain the 24-hour complaints hotline. • Maintain the complaint register.
Inland Rail I2S Environmental Officer / Advisor	• Monitor, evaluate and advise on compliance with DPHI environmental requirements. • Review and approve any environmental management plans for the Project or related activities that are not required to be approved by DPHI in consultation with the Inland Rail Principal Environment Advisor.
Environmental Representative (ER)	• For the duration of Work and for no less than twelve (12) months after the completion of construction of the CSSI, the approved ER must: • receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI. • consider and inform the Planning Secretary on matters specified in the terms of this approval. • consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community. • review documents identified in Conditions A11, A18, B1, C5, C12, C17, C27, and E109, and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so: • make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary) • make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department or are not required to be submitted to the Planning Secretary / Department); • provide a written statement / submission via the Major Projects portal to the Planning Secretary advising the documents which have been endorsed by the ER; • regularly monitor the implementation of the documents listed in Conditions A11, A18, B1, C5, C12, C17, C27, and E109 to ensure implementation is being carried out in accordance with the document and the terms of this approval; • as may be requested by the Planning Secretary, help plan, attend or undertake audits of the CSSI commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A28 of the CoA • as may be requested by the Planning Secretary, assist in the resolution of community complaints; • assess the impacts of minor ancillary facilities as required by Condition C9 of the CoA • consider any minor amendments to be made to the SEMP • prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information and make publicly available, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading “Environmental Representative Monthly Reports.” The Environmental Representative Monthly Report must be submitted within seven (7) calendar days following the end of each month for the duration of the ER’s engagement for the CSSI.

9.2 Training

All personnel performing environmental management activities for and on behalf of JHG will be appropriately trained, qualified and competent. Personnel performing specified assigned tasks shall be qualified on the basis of appropriate education, training, skills and/or experience, as appropriate.

All staff and subcontractors will undergo Project-specific induction training that includes relevant matters associated with the implementation of this SEMP that must be implemented and taken into account when planning and delivering the work. The induction will include, but not limited to, the following.

- Relevant details of the SEMP including purpose and objectives
- Key environmental issues, risks and environmental duty of care, including "No Go Zones", vegetation clearance and biosecurity requirements.
- Conditions of environmental licences, permits and approvals
- Specific environmental management requirements and responsibilities
- Mitigation measures for the control of environmental issues
- Incident response and reporting requirements
- Information relating to the location of environmental constraints.

A record of all environment inductions will be maintained and kept on-site. The JHG Environment Manager or delegate may authorise amendments to the induction at any time. Possible reasons for changes to the induction may be work modifications, legislative changes or amendments to this SEMP or related documentation.

Additional daily and task-specific training and awareness material may be delivered to relevant staff and workforce, in the form of toolbox talks (monthly) and pre-start meetings, to ensure that where detailed information is required, it is accessible to all involved with the Project.

9.3 Communication and Complaints Management

9.3.1 Internal Communication

Clear lines of communication within the Project is key to minimising environmental impacts and achieving continual improvements in environmental performance. This includes communication within the Project Environment and wider Project team.

The environmental team will meet regularly to discuss any issues with environmental management on-site, any amendments to plans that might be required or any new/changes to construction activities. Regular meetings may also be scheduled with the ER and relevant Inland Rail personnel. The purpose of these meetings will be to communicate ongoing environmental performance and to identify any issues to be addressed.

In addition, environment team members will participate in regular toolbox talks to communicate on environmental performance, advise on any upcoming sensitive environmental matters for future work areas and to receive feedback from on-site personnel.

Internal communication hierarchies will be developed and distributed to the Project Environment team, and updated if any changes occur, such as new staff members joining the team. The communication hierarchy will provide details of who to contact in the event of any environmental problems and/or pollution events and will include contact details of each team member.

9.3.2 Liaison with EPA, government authorities or other relevant stakeholders

The Environment Manager (or delegate) has the responsibility to report on the ongoing environmental performance of the Project to Inland Rail, ER, EPA, and other regulatory agencies. The Project Environment and Sustainability Manager (or delegate) will report regularly to inland Rail on progress and any key environmental matters and to the EPA, as required.

The Project Construction Manager and the Project Environment and Sustainability Manager (or delegate) are 24-hour contacts. They have the authority to halt the progress of the works if necessary. They are the key emergency response personnel during an environmental site emergency.

The Project Environment and Sustainability Manager (or delegate) is the authorised contact person for communications with the client and the EPA on environmental matters. Inland Rail will be immediately notified on each occasion that the site is visited by any government agencies including EPA.

9.3.3 Community Communication Strategy

Inland Rail has prepared a Community Communication Strategy (CCS) that meets the conditions of the CoA, specifically Conditions B1 – B17. The CCS is provided on the Project website – https://inlandrail.com.au/wp-content/uploads/2024/10/i2s-community-communication-strategy-4.pdf

The CCS was approved by the Planning Secretary on 12 August 2024, as required by NSW CoA Condition B3.

The CCS includes:

- Principles to guide the overall approach to community and stakeholder involvement
- Identification of the stakeholders and groups to be consulted during the Project
- identify details of the community and its demographics
- Procedures and mechanisms for the distribution of information about the Project, such as regular updates about establishment activities, the program for establishment activities and key milestone dates.
- Opportunities for the community to visit Project establishment sites
- A process for communication with adjacent/nearby developments for the management of potential cumulative impacts or emissions (noise, air or odour) from their sites
- Methods for involving establishment personnel in engaging with the local community
- Methods and tools for engaging with the local community, including community forums to discuss key environmental management issues of concern for the Project
- Procedures and mechanisms:
    - Detailing how the community can discuss or provide feedback in relation to the Project
    - Detailing how the Project team will respond to community enquiries and feedback
    - Describing how issues will be resolved or disputes meditated in relation to environmental management and establishment of the Project
    - identifying who will engage with the relevant stakeholders
    - Describing how to resolve any issues and mediate any disputes that may arise in relation to property and infrastructure impacts.

Where relevant, the Inland Rail Stakeholder Engagement Lead, Inland Rail Communications Lead (Southern NSW) and the Project Community Relations Manager will undertake consultation with proponents of other nearby developments to increase the overall awareness of Project / Project timeframes and impacts.

The CCS will be implemented for the duration of the Project through the implementation of the Project Communication Management Plan. John Holland will implement a Complaints Management System (CoA B6) which aligns with the CCS.

9.3.4 Complaints Management System

JHG will maintain a Complaints Register (CoA B8) for the Project within a specific application known as 'Consultation Manager', in accordance with the requirements of CoA B8.

Inland Rail has established a Project email (inlandrailenquiries@artc.com.au) and fee call number for Project enquiries and complaints (1800 732 761). Complaints from other agencies will also be monitored via this phone number. The phone number will be available 24/7, and all contact will be acknowledged, and responses provided in accordance with the timeframes outlined below in accordance with the approved CCS.

All complaints received during the Project will be actioned, recorded and used as an improvement opportunity for both John Holland and Inland Rail. Inland Rail has already established a Complaints Management Process in the lead-up to construction commencing on the Project. The Complaints Management Process will be maintained for the duration of construction and for a minimum of 12 months following completion of construction of the CSSI.

9.3.5 Complaints Response

John Holland will respond to complaints in accordance with the Inland Rail specification – '*Complaints Management Requirements'*.

Records of all complaints received will include the following details as minimum:

- Date and time of the complaint.
- Method by which the complaint was made.
- Personal details of the complainant provided by the complainant or, if no such details were provided, a note to that effect.
- Number of people in the household affected in relation to the complaint
- The nature of the complaint
- Means by which the complaint was addressed and whether resolution was reached, with or without mediation.
- If no action taken, reasons why.

Some complaints are classified as 'specific complaints' due to particular contractual or human resource related requirements. On receipt of a complaint, preliminary assessment will be undertaken to determine if it falls within a 'specific complaints' category.

Complaint issues and trends will be analysed and reported by the Project Environment Team in the and included in the Contractor's Monthly Report. Where required, complaints will be escalated to executive and senior managers I accordance with inland Rails complaints management process.

When entering complaint data into Consultation Manager, consideration will be given to the sensitivity of the issue and ensure that the privacy and confidentiality of affected parties is maintained as per the appropriate privacy laws.

9.3.6 Response Timeframes

Complaints and enquiries will be responded to in the timeframes discussed below.

Feedback and Enquiries

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

Complaints

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

9.3.7 Complaints Register

All complaints will be tracked and recorded in Consultation Manager. Upon the request of DPHI, a Complaints Register will be provided, within the timeframe stated in the request.

At the request of the Environment Representative, the details of complaints on the Project will be provided in a report format within the agreed time frame.

The Complaints Register provided to the Secretary, Environmental Representative will include the number of complaints received, the number of people affected in relation to complaint, the nature of each complaint, the timeframe in which the complaint was resolved, and if a resolution was reached and how it was reached. The Complaints Register will also note whether a complaint has necessitated independent mediation services

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

- The Complaints Register may be forwarded to Government Agencies such as DPHI to allow them to undertake their regulatory duties
- By providing personal information, the complainant authorises Inland Rail to provide that information to government agencies
- The supply of personal information by the complainant is voluntary
- The complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information.

9.3.8 Community Complaints Mediator

In accordance with CoA Condition B12 – B17, Inland Rail have engaged a Community Complaints Mediator that is independent of the design and construction and accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board. The Community Complaints Mediator has been approved by DPHI.

The role of the Community Complaints Mediator is to address any complaint where a member of the public is not satisfied with Inland Rail's response to issues raised through the Complaints Management System, including disputes regarding rectification and compensation. The mediation process will

review unresolved disputes relating to the environmental management and delivery of the Project where an acceptable resolution to both parties has not been achieved.

The Community Complaints Mediator will:

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

John Holland will assist Inland rail throughout the mediation process, if required, and will provide all necessary information to aid in resolving the complaint.

9.3.9 Project Website

A website has been established by Inland Rail for the Project:

https://inlandrail.com.au/where-we-go/projects/illabo-to-stockinbingal/

The website will be regularly maintained during construction of the Project. The website will be kept up to date with the latest Project information in accordance with CoA Condition B7 and B18, environmental assessments, and will include all community updates. The Project website includes methods for the community to provide feedback, enquiries and complaints related to the Project.

John Holland will provide information to inland Rail as required to assist in the management of the Project website, including:

- A copy of this CEMP and Sub-plans when developed
- This SEMP
- Documentation required to be published under the Infrastructure Approval
- Community notifications, including for OOHW
- Modifications to the Infrastructure Approval and consistency assessments
- Details of the telephone complaints line
- Other documents requested by Inland Rail.

John Holland will supply documents to Inland Rail required by the relevant CoA to be made publicly available, meeting Inland Rail and DPHI requirements including web-accessibility requirements.

Where the information/document relates to a particular work activity or is required to be implemented, it must be published before the commencement of the relevant work activity to which it relates or before its implementation.
Confidential information, which may include the location of threatened species, Aboriginal objects or places and personnel contact details, will be removed from all documents provided before being made available to the public.

9.4 Inspections

Regular monitoring and inspections will be undertaken in the lead up to, during and following establishment. Monitoring and inspections form a fundamental aspect of ongoing Project risk analysis and will include, but not be limited to those outlined in Table 9-2. Where aspect specific inspections are required (e.g. pre and post rainfall inspections) these will be covered in the specific Sub-Plans.

All environmental inspection reports are to be closed out in the agreed timeframes, actions are to be recorded in an action register. Copies of all reports are to be kept by the Project alongside the Project records.

If any maintenance and/or deficiencies in environmental controls or in the standard of environmental performance are observed, they will be recorded on the checklist form. Records will also include details of any maintenance required, the nature of the deficiency, any actions required and an implementation priority. Actions will be closed out in accordance with the identified priority and evidence of close out would be kept on file.

Table 9-2 – Environmental inspection requirements

Inspection Type	Frequency	Standards / Form	Reporting	Responsibility
Internal Inspections				
Environmental site inspection	Weekly inspections	Weekly Environmental Inspection Checklist	Closed out Weekly Environmental Inspection Checklist	Project Environment Team
Pre and Post rainfall inspections (>20mm in a 24 hour period)	Prior and post wet weather event	Environmental Checklist	Closed out Weekly Environmental Inspection Checklist	Project Environment Team
Plant / equipment inspections	Regularly or in accordance with manufacturer's specifications and Biosecurity Management Sub-plan	POEO Act Biosecurity Act	Plant and vehicle inspection logs Vehicle hygiene inspection checklist Vehicle Hygiene Register	Mechanical Supervisor and Operators
Visual surveillance	Daily during activities with high environmental risk	Project EMS	Foreperson's Logbook / Site Diary	Foreperson
Shutdown Environmental inspections	Prior to site shut down (e.g. Christmas period)	Project EMS	Inspection Checklist	Project Environment Team
Sustainability inspections	Weekly	Sustainability Checklist	Closed out Sustainability Checklist	Project Environment and Sustainability Team
Erosion and Sediment Control Inspection	Fortnightly or dependant on risk Monthly, and as required	ERSED Report	Construction Soil and Water Management Sub-plan	Project Environment team supported by a Certified Practitioner in Erosion and Sediment Control as required.
Pre and post clearing inspections	Prior to and following clearing activities	Vegetation Clearing Permit Post Clearing Report	Completed Vegetation Clearing Permits and Post Clearing Reports	Project Environment Team supported by an Ecologist as required
Post-flood inspection	Following a flood event	Environmental Checklist	Closed out Environmental Checklist	Project Environment Team

Inspection Type	Frequency	Standards / Form	Reporting	Responsibility
External Inspections				
EPA and other agency inspections	Determined by EPA and other agencies	Determined by EPA and other agencies	Determined by EPA and other agencies	EPA and other agencies as applicable
ER Site Inspection	Fortnightly or as determined based on risk level	Environmental Representative Protocol	ER Inspection Report ER Monthly Report	ER
Inland Rail Inspections	Fortnightly or as determined based on risk level	N/A	Environmental Inspection checklist / notes	Inland Rail

9.5 Monitoring

Monitoring will be undertaken to measure the effectiveness of environmental controls and implementation of the SEMP and to address approval requirements as outlined in Table 9-3.

Table 9-3 – Environmental monitoring requirements

Monitoring details	Frequency	Test Procedure
Noise and vibration		
Attended monitoring will be carried out at the commencement of site establishment activities to confirm the actual noise	Upon commencement of site establishment activities with the potential to involve high noise generating activities and/or are required to be carried outside of standard construction hours.	The testing method includes: • Sound level meter configured for “Fast” time weighting and “A” frequency weighting.
Should onsite generators be used to power the TWAF, a noise assessment, including attended noise monitoring, will be undertaken to confirm that noise levels at the nearest sensitive receivers do not exceed levels identified in the EIS, and to ensure the appropriate mitigation measures are implemented.	Following installation of the generators	
Attended vibration monitoring at the commencement of vibratory compaction work within 50 m of residential buildings and in response to complaints	When vibratory compact works are within 50 m of residential buildings or in response to a complaint where vibration monitoring is considered an appropriate response	The testing method includes: • Transducer to be affixed to ground or building in general accordance with ISO5348:2021 and ISO 14837-1:2005 • Monitoring to be conducted for at least three distances from the plant, including a representative distance for the nearest sensitive structures and/or receivers • The testing will be conducted at each location to obtain a suitable representation of the range of vibration levels that would occur from the tested plant • The plant will be tested in the settings in which it is expected to operate. For

Monitoring details	Frequency	Test Procedure
		vibratory rollers this may include both “High” and “Low” settings • PPV with sufficient temporal resolution to determine vibration impacts and the dominant frequency of the vibration will be recorded for assessment against the structural and cosmetic damage criteria. In situations in which human comfort is also of concern then a metric which is appropriate for calculating vibration does values. • Land Access Agreement will be attained prior to any access to sensitive receivers or the placement of any noise & vibration monitors.
Attended OOHW noise monitoring at sensitive receivers during evening, night and OOH (weekends/public holidays)	As required during OOHW	• Sound level meter height set at around 1.5 m above ground level. The test environment will be free from reflecting objects where possible • Tests will not be carried out during rain or when the wind speed at the test site exceeds 5 m/s • Conditions such as wind velocity, wind direction, temperature, relative humidity and cloud cover will be recorded. These may be obtained from the nearest Bureau of Meteorology monitoring station or on-site weather station/observations • The monitoring period should be sufficient such that the measured noise levels are representative of the noise over a 15-minute period • Selected monitoring periods should vary to cover the range of activities being undertaken, including the worst-case construction scenario • At a minimum Leq, Lmax, L10 and L90 levels will be measured and reported • If any noise intensive equipment is used, they should be factored into the quantitative assessment by adding 5 dB(A) to the predicted levels. Monitoring to be undertaken and the nearest sensitive receiver to the activity as indicated in the Site Environmental Plan (Appendix 4). The attended noise monitoring data will be compared to the NMLs and predicted noise levels. Observations will also be reported including audibility of construction noise, other noise in the environment and any discernible construction activities contributing to the noise at the receiver. Land Access Agreement will be attained prior to any access to sensitive receivers or the placement of any noise & vibration monitors.
Attended monitoring where a complaint is received, and monitoring is considered an appropriate response to determine if noise levels exceed predicted ‘worst case’ construction noise levels documented	Related to noise complaint	
Attended monitoring to confirm noise levels are no more than 5 dB(A) above night time RBL levels using the LAeq (15min) descriptor	On each occasion works undertaken in accordance with CoA E3	
Noise monitoring at nonsensitive receivers predicted to be impacted by moderate exceedances of the NML from work in standard hours	As required	

Monitoring details	Frequency	Test Procedure
Water quality		
Monitoring of offsite water discharges from the sediment basin with reference to water quality discharge criteria stated in the *NSW Water Quality Objectives* (CoA E76).	As required prior to discharge	In situ water quality parameters will be recorded and grab samples collected for laboratory analysis (as required). Water monitoring requirements to be undertaken in accordance with any relevant Project requirements.
Air quality		
Weather forecast (e.g. rainfall and wind) will be checked to allow for proactive dust management actions to be implemented	Daily	Weather forecasts and observations will be assessed from the BoM Liverpool weather station and communicated through pre-starts and other tools.
Visual surveillance for dust emissions or sediment tracking off-site	Daily/weekly	Visual surveillance will include daily site inspections by Site Supervisors, and fortnightly site inspection by the Environment Manager (or delegate) during establishment as a minimum.
Investigation in response to recurring or major complaints, or authorised agency request, regarding exceedance of air emissions	As required	Monitoring of air quality would be carried out at appropriate intervals and in response to complaints.
Biodiversity		
John Holland's Ecologist will undertake monitoring of vegetation clearing in such a way that works will avoid and minimise impacts to native flora and fauna species	As required	Conduct pre-clearing survey and provide clearing supervision. Conduct flora and fauna surveys, weed surveys, ecological constraints assessments, monitoring and trapping where required. Track the area of native vegetation cleared during site establishment.
Traffic		
John Holland's Traffic Manager will undertake monitoring of traffic movements to ensure that they are being undertaken in accordance with the relevant approved Traffic Management Plan and approvals from Cootamundra Gundagai Council.	Monthly	Review of traffic control set up, compliance with travel movements as described in the TMP, site specific traffic plan and associated speed limits in place for Grogan Road.
Compliance		
A compliance tracker will be maintained to track and manage compliance against all CoAs, RMMs, permits and licenses	At all times	Monitoring program will consider compliance against all CoAs, RMMs, permits and licenses.

9.6 Reporting

Various reports will be prepared to address the requirements of the Infrastructure Approval, commitments under the Environmental Assessment Documentation, Inland Rail D&C Specifications and other reporting needs. Table 9-4 sets out the overarching reporting requirements relevant to this SEMP.

John Holland will maintain accurate records substantiating all activities associated with the Project or relevant to the conditions of approval, including measures taken to implement all management plans.

Records will be made available to DPHI and DCCEEW upon request, within the timeframe nominated in the request.

Table 9-4 – Reporting requirements

Report	Requirement	Timing	Responsibility	Recipient
Inspection Reports (not related to CoA)				
EPA or any other agency inspection report (other than for arranged inspections	The report will detail the purpose, outcome and actions pertaining to the visit and will be submitted to the Inland Rail Project Manager.	Within three working days of the EPA or any other Authority visit, other than for arranged inspections	JHG Environment Manager	Inland Rail EPA
Inland Rail / ER Environmental Inspection Reports	Response to matters raised in Inland Rail / ER site inspections (see Section 9.4)	Typically, every two weeks but also as required.	JHG Environment Manager	Inland Rail ER
Reporting under the Commonwealth EPBC Approval				

Report	Requirement	Timing	Responsibility	Recipient
Annual Compliance Report	The report will include accurate and complete details of compliance and any non-compliance with the NSW approval and commitments made within each plan, a schedule of plans in effect and details of how each plan has been implemented during the reporting period. The report will also include details of any incidents that have occurred. This will include the vegetation clearing register to confirm clearing limits have not been exceeded. The compliance report will be developed consistent with the requirements of *Annual Compliance Report Guidelines, (Commonwealth of Australia 2023).*	Within 20 business days following the end of each Annual Compliance Reporting (ACR) period	Inland Rail with assistance from the JHG Environment Manager	Inland Rail ER DEECCW (for Approval)
Reporting under the NSW Infrastructure Approval				

Report	Requirement	Timing	Responsibility	Recipient
Unexpected and Incidental Finds Protocol	Manage and report unexpected and incidental finds. The Unexpected and Incidental Finds Protocol is detailed in CoA Condition A17. Further aspect specific procedures include: C20(f) - Unexpected Finds Threatened Species Protocol E143 - Unexpected heritage finds and human remains procedure E161 - Unexpected Finds Procedure for Contamination	Immediately to Project Forepersons, Area Manager and Environment and Sustainability Manager. As per Procedure / Protocol thereafter	JHG Environment Manager	All Staff (initial notifications) Project Environment and Sustainability Manager, Project Director, Construction Manager, and Area Manager thereafter.
ER Monthly Reports (NSW CoA A26(j))	Report of site environmental performance following routine inspections Refer to Section 9.6	Monthly, and submitted within seven days following the end of each month for the duration of the ER's engagement	ER	DPHI Other regulatory agencies Inland Rail (for information)
Independent Environment Audit Report (NSW CoA A32)	Refer to Section 9.8	Annually, starting within 12 months of commencement of construction Occur at intervals, no greater than 26 weeks from the date of the initial audit	Suitably qualified, experienced, independent team of auditors	DPHI (for information) Minister for DCCEEW
Notification of incident (NSW CoA A34)	Refer to Section 9.10.2	As early as possible and within 24 hours of the incident	Inland Rail JHG Environment Manager	DPHI DEECCW (for EPBC related incidents) ER (for information)
Non-Compliance Notification (NSW CoA A36 and A37)	Refer to Section 9.9 and Section 9.10.2	The Planning Secretary must be notified via the Major Projects Website within seven days after the Proponent becomes aware of any non-compliance.	Inland Rail JHG Environment Manager	DPHI ER (for information)

Report	Requirement	Timing	Responsibility	Recipient
Part B - Communication Information and Reporting				
Complaints Register (NSW CoA B8)	Refer to Section 9.3 and 9.3.7	One (1) request during construction (Planning Secretary) On the day complaints are received (Inland Rail and ER)	Inland Rail JHG Environment Manager	DPHI (for information) Inland Rail ER
Part C – Construction Environmental Management				
Site Establishment Management Plan (NSW CoA A18, C5)	Site Establishment Management Plans to be developed for Ancillary Facilities and Temporary Workforce Accommodation Facility Refer to this Plan.	One (1) month before the establishment of any ancillary facilities or temporary workforce accommodation facility	JHG Environment Manager	Planning Secretary (for approval)
Reporting to Inland Rail under the Deed				
Monthly Environmental Report	For incorporation in Project Monthly Reports including environmental statistics (i.e. incidents, regulatory action, complaints on environmental issues), regulatory and authority considerations, monitoring program performance, vegetation clearing register, compliance report and key environmental issues.	Monthly – within five (5) business days to the end of each month or otherwise agreed	JHG Environment Manager	Inland Rail
Complaint Reporting	Complaint management and reporting in accordance with the Communication Strategy.	As specified within Section 9.3 and the CCS	JHG Environment Manager JHG Community and Stakeholder Manager	Inland Rail
Sustainability Reporting	Provide monthly sustainability reporting to Inland Rail via the	Monthly	JHG Environment Manager	Inland Rail

Report	Requirement	Timing	Responsibility	Recipient
	I2S online reporting tool using inland Rail templates provided, including: • *0-0000-900-ESS-00-TE-0001_XLT Template - Monthly Construction Phase Sustainability Report;* • *3-0000-900-ESS-00-TE-0002_XLM Template - Detailed Design Monthly Sustainability Report;* • *c) 0-0000-900-ESS-00-TE-0004_XLT Template - Inland Rail Greenhouse Gas Assessment Tool.*			
Wet weather preparedness and response plan	Wet weather preparedness and response plan to be completed and provided to ARTC in August of each year unless an alternative timeframe is agreed with ARTC	August each year	JHG Environment Manager JHG Construction Manager	Inland Rail

9.7 Hold Points

Hold Points will be implemented on this Project for the purpose of minimising the likelihood of an incident when undertaking specific establishment activities that have a greater environmental risk. Construction Environmental Minimum Standards and Hold Points are included in the *Inland Rail Specification: Construction Environmental Management Framework – A2P (00-0000-900-EEC-00-SP-0002_2)* and have been adopted for the Project. Minimum Standards for construction works will be addressed in the respective Sub-plans. Hold Points that apply to activities are included in Table 9-5 – Hold point schedule.

Table 9-5 – Hold point schedule

Hold Point	Releasing Authority	Record
All Approvals required for commencement of early works or other works (as the case may be) have been obtained prior to commencing those works.	ARTC / Inland Rail Principal Environment Advisor (or Delegate)	Submission of evidence to ARTC 5 days before commencing works, including a list of applicable approval requirements (including under any CoA) and a statement of how those requirements have been satisfied
Outside Hours Work Permit for proposed out of hours works	ARTC / Inland Rail Principal Environment Advisor (or Delegate)	Submission of evidence to ARTC 5 days before commencing works
Relaxation of impact to sensitive receivers	ARTC / Inland Rail Principal Environment Advisor (or Delegate)	Submission of evidence to ARTC 5 days before commencing works
Flora and Fauna No Go Zones assessed and protected/delineated prior to commencing any relevant works	ARTC / Inland Rail Principal Environment Advisor (or Delegate)	Submission of evidence to ARTC 5 days before commencing works
Cultural Heritage No Go Zones have been assessed, protected/delineated and (where relevant) salvaged prior to commencing any works	ARTC / Inland Rail Principal Environment Advisor (or Delegate)	Submission of evidence to ARTC 5 days before commencing works
Disturbance footprint/Construction Impact Zone to be delineated by a surveyor before works commence.	ARTC / Inland Rail Principal Environment Advisor (or Delegate)	Submission of evidence to ARTC 5 days before commencing works

The works will not commence until the Hold Point has been approved or released by the releasing authority. All hold points submitted and released will be recorded on the site's Environmental Hold Points Register. It is noted that the Hold Point process provided above is a requirement between the contractor and the client to ensure a due diligence process for delivery of the I2S Project. These requirements have been included in this document to provide transparency on the internal process between the contractor and IRPL and are not a compliance requirement associated with the statutory obligations of the CSSI Approval.

9.8 Auditing

9.8.1 Independent audits

Independent audits, in accordance with CoA A28-A33 are not anticipated to be required during establishment of the TWAF. In accordance with the *Independent Audit Post Approval Requirements (DPIE, 2020)*, the first audit will occur within 12 weeks of the commencement of construction. The TWAF is anticipated to be completed prior to the commencement of construction.

9.8.2 Internal audits

Internal auditing will be undertaken generally on a six-monthly basis throughout the Project. The purpose of auditing is to verify compliance with:

- This CEMP and Sub-Plans.
- Approval requirements (CoA, RMMs).
- Any relevant legal and other requirements (e.g., licenses, permits, regulations, Inland Rail contract documentation).
- Implementation of AMS and ESCPs.

9.9 Non-compliances and Non-conformances

9.9.1 Non-compliances

An environmental non-compliance is defined as one or more of the following:

- An occurrence, set of circumstances or development that is a breach of the approval (CSSI-9406 Planning Approval Table of Terms and Definitions).
- For auditing purposes, the independent auditor has determined that one or more specific elements of the conditions or requirements have not been complied with within the scope of the audit.
- Failure to comply with any Commonwealth or NSW CoA, RMM, licence condition (where applicable), permit or any other statutory approval relevant to the activity and/or area where the activity occurs.
- Failure to comply or conform with the processes in this SEMP.

Where environmental non-compliances are identified, they will be communicated to the Project Environment Team. This will then be recorded in the Project database. An environmental action list will be developed and issued to the relevant the Project team personnel for implementation and close out. Actions will be assigned an implementation priority in a collaborative way by the Project Environment Team based on the environmental risk. Timeframes will be set to ensure any damage incurred is rectified and any chance of recurrence is eliminated as soon as practicable. Following corrective action, the Project Environment Team will close out the non-compliance.

In accordance with NSW CoA A36, the Planning Secretary must be notified via the Major Projects Website within seven days after the Proponent becomes aware of any non-compliance. The notification must identify the CSSI (including the project number and the name of the CSSI if it has one), set out the condition/s that is non-compliant, the nature of the breach; the reason for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.

The ER will also be informed of any non-compliance.

As specified in NSW CoA A37, a non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

The ER will also include environmental non-compliances within the ER Monthly Report.

9.9.2 Non-conformance

A non-conformance is the failure to comply with an environmental requirement, standard or procedure, but does not include non-compliances as defined in Section 9.9.1. A non-conformity is an established process under AS/NZS ISO14001 Environmental Management Systems and is defined therein as non-fulfilment of a requirement of the ISO14001 standard or additional EMS requirements that an

organisation establishes for itself. The JHG EMS is certified as complying with the requirements of AS/NZS ISO 14001:2016.

Non-conformances may be identified through the review of compliance, environmental auditing or incident management. Where non-conformances/improvement opportunities are identified, they will be communicated to the Project Environment Team. This will then be recorded in an environmental action list that will be issued to the relevant Project team personnel for action. Actions will be assigned an implementation priority in a collaborative way by the Project Environment Team based on the environmental risk. Timeframes will be set to ensure any damage incurred is rectified and any chance of recurrence is eliminated as soon as practicable. Following corrective action, the Project Environment Team will close out the non-conformance.

Where a non-conformance/opportunity for improvement is raised as part of an inspection, audit, or an incident or complaint investigation, the inspection, audit, incident, or complaint report will be used to close out the non-conformance/opportunity for improvement.

9.10 Emergency and Incident Management

An incident is defined by the CoA as ‘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’. An environmental emergency or incident may include:

- Pollution to land or water from a spillage or leak of a substance
- Unauthorised harm or damage to native flora and fauna
- Failure of erosion and sediment control devices leading to pollution of waterways
- Unexpected finds of hazardous materials or heritage (including human remains)
- Damage to heritage items or protected flora or fauna species
- Any contractual or compliance breaches.

Incidents will be documented and addressed during the Project’s life cycle and through the john Hollands procedures and policies. If an incident does occur, all Project personnel are required to cease works immediately and follow the processes in line with these procedures and notification and reporting requirements outlined in the below sections.

9.10.1 Project Incident Classification

In the event of an environmental incident, the Project will implement classification, notification, and reporting requirements in accordance with the IRPL/ARTC Event Management Process (Appendix 6). Consideration will also be given to the ARTC event severity matrix as well as the definition of an incident as provided by the CoA.

The JHG Environment Manager (or delegate) will be responsible for investigating, tracking, communicating, and closing out the incident, associated non-conformances, and implementing corrective and preventative actions. Higher level incidents will require the Project Director to review and close out. The IRPL Environmental Manager, JHG Environmental Team, and the ER, will provide supporting functions as required and agreed.

In the event of an incident, the Project will undertake notification requirements as detailed in Table 9-6.

Table 9-6 – Incident notification

Report only (where the incident is of minor nature and does not trigger the need to report externally in line with the IRPL incident classification matrix or the CSSI definitions).	Notifiable (where an incident is of a serious nature that requires notification in line with the definitions of a reportable event under the CSSI or other relevant permits or approval).
• Verbally notify Inland Rail of incidents immediately, followed by written notification to Inland Rail and the ER within 24 hours of the incident • If required, IRPL/ARTC will notify the EPA and relevant authorities immediately	• Refer to Section 9.10.2.

Environmental incident reports will include lessons learnt and proposed measures to prevent the occurrence of a similar incident. All efforts will be undertaken immediately to avoid and reduce impacts of incidents and suitable controls put in place. Incidents will be closed out as quickly as possible, taking all required action to resolve each environmental incident.

9.10.2 Incident Notification and Reporting

In accordance with CoA Condition A34, the Planning Secretary must be notified via the Major Projects Website immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one) and set out the location and nature of the incident.

Subsequent written notification of the incident will be provided to the Planning Secretary in accordance with CoA Condition A35 and Appendix A of the CoA as follows:

1. A written incident notification addressing the requirements set out below must be submitted to the Planning Secretary via the Major Projects website within seven days after the Proponent becomes aware of an incident. Notification is required to be given under this condition even if the Proponent fails to give the notification required under Condition A34 or, having given such notification, subsequently forms the view that an incident has not occurred.
2. Written notification of an incident must:
    a. identify the CSSI and application number;
    b. provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident);
    c. identify how the incident was detected;
    d. identify when the Proponent became aware of the incident;
    e. identify any actual or potential non-compliance with conditions of approval;
    f. describe what immediate steps were taken in relation to the incident;
    g. identify further action(s) that will be taken in relation to the incident; and
    h. identify a project contact for further communication regarding the incident.
3. Within 7 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Proponent must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.
4. The Incident Report must include:

a. a summary of the incident;

b. outcomes of an incident investigation, including identification of the cause of the incident;

c. details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and

d. details of any communication with other stakeholders regarding the incident.

The Project will maintain and provide all records of the environmental incidents and regulatory action to the Inland Rail Project team.

Inland Rail will notify the EPA of any pollution incidents on or around the site via the EPA Environment Line (telephone 131 555) in accordance with Part 5.7 of the POEO Act. The circumstances where this will take place include:

- Where the incident involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial; or
- Where the incident results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding $10,000 (or such other amount as is prescribed by the regulations).

In relation to the Commonwealth EPBC Controlled Action Approval (EPBC 2018/8233), JHG/IRPL must notify the DCCEEW electronically, within 2 business days of becoming aware of any incident. The approval holder must specify in each notification:

- any condition or commitment made in a plan which has not been, or may have not been, complied with,
- a short description of the incident, and
- the location (if applicable, including co-ordinates), date and time of the incident

JHG/IRPL must then provide DCCEEW in writing, within 12 business days of becoming aware of an incident, the details of that incident. The approval holder must specify:

- all corrective measures and investigations which the approval holder has already taken in respect of the incident,
- the potential impacts of the incident,
- the method and timing of any corrective measures that the approval holder proposes to undertake to address the incident, and
- any variation of these conditions or revision of a plan that will be required to prevent recurrence of the incident and/or to address its consequences.

9.10.3 Emergency Response

Pollution incidents will also be managed in accordance with a PIRMP. The PIRMP will be prepared and tested in accordance with Environmental guidelines: Preparation of pollution incident response management plans (EPA, 2012).

The Pollution Incident Response Management Plan (PIMRP) identifies the types of environmental emergencies which could occur on the Project during establishment and includes:

- A list of key emergency personnel including a list of internal personnel and external agencies names, numbers and specific responsibilities for emergency planning and response.
- Details of how staff are inducted into the emergency response procedures and Plan.
- Details of when the PIRMP will be implemented and who determines when an incident requires use of the PIRMP.
- Definition of incident, incident notification and reporting requirements associated with relevant approvals, permits and licences.
- Include the location of on-site information on hazardous materials including spill containment materials and safety data sheets
- Where appropriate, reference/include a Flood Emergency Management Plan.

The Project team will:

- Prepare to respond by planning actions to prevent or mitigate adverse environmental impacts from emergency situations.
- Respond to actual emergency situations.
- Take action to prevent or mitigate the consequences of emergency situations, appropriate to the magnitude of the emergency and the potential environmental impact.
- Periodically test the planned response actions, where practicable.
- Periodically review and revise the process and planned response actions, after the occurrence of emergency situations or tests.
- Provide relevant information and training related to emergency preparedness and response, as appropriate, to relevant interested parties, including persons working under its control.

The Project team shall maintain documented information to the extent necessary to have confidence that the process is carried out as planned. The Project will provide all records of the environmental emergencies and regulatory action to Inland Rail. All necessary contact numbers will be identified in advance and stored for immediate access should a pollution incident need to be notified. These contact numbers will also be identified in the PIRMP prepared for the Project.

Emergency planning and awareness training will be undertaken for the Project and will include but not be limited to development of a communication protocol, both internal and external, during emergencies, identified potential environmental emergencies that may occur on the Project, and the response procedures for these emergencies and tests of the emergency response procedures.

9.10.3.1 Environmental Event Management Process

For environmental events which may occur during Establishment of the Project, John Holland will align with the management process defined in Section 6.1 of the *Inland Rail Specification – Construction Environmental Management Framework – A2P (0-0000-900-EEC-00-SP-0002_2)*. Appendix A of the specification sets out the approach to be used by John Holland when managing Environmental Events.

To facilitate and enable the effective management of environmental compliance across the Inland Rail Program, IRPL has implemented an Environmental Management Information System (EMIS) also known as ‘SAI360’, which John Holland will utilise for the Project. SAI360 training material will be provided to John Holland in the form of help guides to assist with the implementation and use of SAI360 for the Project. John Holland will also use their own incident management system ‘Soteria’ in parallel to the IRPL system, Horizon 360.

All inspections, incidents and hazards will be uploaded/recorded in Soteria along with any corresponding corrective action items or Non-Compliance Report (NCR). Incidents will also be entered into IRPL's Horizon 360 system. It allows the user to complete real time inspections and incident reporting through mobile devices or later via the online portal. Sharing information from Soteria to IRPL will be efficient through the use of the export function, so that IRPL can have copies of reports undertaken.

9.10.4 Incident Investigation

Where required, due to the severity or ongoing nature of the incident, investigations will be conducted and action plans established to ensure that the event does not occur again. Environmental investigations will include:

- Identification of the cause, extent, and responsibility of the incident.
- Identification and implementation of the necessary corrective action.
- Identification of the personnel responsible for carrying out the corrective action.
- Implementation or modification of controls necessary to avoid a repeat occurrence of the incident.
- Recording of any changes in written procedures required.
- Advising the relevant government agencies if any substantial pollution has occurred.

Information will be captured in the Project's incident management software. Where there are lessons learnt from the investigation or current procedures are identified as being ineffective, the SEMP will be revised by the Project Environment and Sustainability Manager to include the improved procedures or requirement.

10 Review and Improvement

10.1 Continuous Improvement

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

The continuous improvement process is designed to:

- Identify areas of opportunity for improvement of environmental management and performance
- Determine the cause or causes of non-conformances and deficiencies
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies
- Verify the effectiveness of the corrective and preventative actions
- Document any changes in procedures resulting from process improvement, and
- Make comparisons with objectives and targets.

10.2 Environmental Risk Review

The Environmental Risk Assessment (Appendix 3) will be reviewed and updated as required as considered necessary by the JHG Environment Manager. The review will consider the following aspects and be updated as deemed necessary:

- The findings, observations and actions of the weekly environmental inspections, audits and other assurance activities undertaken on the Project.
- Environmental incidents that have occurred and complaints received on the Project.
- General environmental performance and compliance on the Project.

Any significant changes to the Environmental Risk Assessment will be communicated to IRPL and the ER.

10.3 Plan Amendments and Version Control

Any major updates to this SEMP, excluding the environmental risk assessment as detailed in Section 10.2, will require submission to and approval by the Planning Secretary in accordance with CoA C5. Any updates deemed to be minor in nature, as determined by the ER, will be endorsed by the ER.

This SEMP will be reviewed every 6 months and updated where necessary. The SEMP may be updated in response to the following.

- Changes to the Project EMS.
- Significant changes in scope not covered by this SEMP.
- Non-compliances, incidents, or recurring issues.
- In response to internal or external audits.
- Changes in legislation.
- Changes in the risk assessment.
- Changes in environmental management practices or technology.

Only the JHG Environment Manager, or delegate, has the authority to change any of the environmental management documentation.

11 Appendices

Appendix 1 – JHG Environment Policy

JOHN HOLLAND

ENVIRONMENT POLICY

UP FOR THE CHALLENGE OF TRANSFORMING LIVES

OUR COMMITMENT

To value the natural environment and communities in which we work.

Our goal across all business activities is to use resources efficiently, minimise environmental impacts and prevent pollution, and enhance and protect the environment and our heritage.

OUR APPROACH

John Holland's four values are the platform for our everyday interactions and guide our approach to the environment.

Caring

We care deeply about what we do and how it impacts the environment now and for the future by:

- Driving a strong culture of respect for the environment across our business, and with our industry partners
- Prioritising the environment and resource efficiency in our decision-making throughout the project lifecycle - planning, design, procurement and delivery
- Providing best practice training and education to our people to build awareness and capability to protect the environment and respect the communities in which we work and live.

Empowering

We gain trust through action by:

- Empowering our people, partners and subcontractors to speak up about how we can better protect and enhance the environment
- Encouraging participation and collaboration with all our people and stakeholders to achieve positive environmental performance and outcomes
- Driving accountability by ensuring everyone is responsible for valuing and protecting the environment

Imaginative

We push the boundaries by:

- Focusing on continual learning and improvement - reviewing performance, capturing and sharing lessons learnt, and celebrating successes
- Exploring and introducing new technologies and approaches that minimise impacts on the environment and provide positive outcomes for the community
- Having a transparent risk management process that helps us continuously identify opportunities to improve working with our clients and other stakeholders to help them exceed their objectives and obligations

Future-focused

We're in it for the long, long term by:

- Exceeding our legislative, customer and other mandatory requirements
- Maintaining and improving an effective management system
- Ensuring our work leaves a positive legacy for the communities we serve and the environment we operate in

Glenn Palin
Chief Executive Officer
November 2024

Appendix 2 – Consultation Summary Report

Introduction

This Consultation Summary Report has been prepared to meet the requirements of the Infrastructure Approval (CSSI-9406), in particular Condition of Approval (CoA) A10. CoA A10 outlines the requirements for undertaking and documenting consultation undertaken during the preparation of approval documents or monitoring programs required under relevant CoA for those documents.

In accordance with CoA C5, the SEMP must be prepared in consultation with the relevant council and state agencies. Following the completion of the TWAF risk assessment (Appendix 3 of the SEMP), JH has determined that the following councils and state agencies require consultation for the following reasons.

- Cootamundra Gundagai Regional Council (CGRC) – works are located within the Cootamundra Gundagai LGA and establishment of the TWAF will require driveway construction and tie-in to Grogan Road which is managed by CGRC. Given the residual risk rating (C) associated with earthworks, consultation will also detail soil and water management measures. on the management measures associated with disturbance of soils during earthworks will also be included for consistency with the provision of the agency consultation requirements for soil and water in CoA C17.
- Biodiversity, Conservation and Science Division of the Environment and Heritage Group of the NSW Department of Climate Change, Energy, the Environment and Water (BCS) – The TWAF is located immediately adjacent to Threatened Ecological Communities (TECs) which will require management as detailed in Section 6.1 and 8 of the SEMP. Given the residual risk rating (C), associated with earthworks, consultation will also detail soil and water management measures.

This Consultation Summary Report has been prepared to consolidate the consultation undertaken with the above agencies during the preparation of the SEMP.

This Consultation Summary Report will be submitted with the corresponding documentation to the Planning Secretary and the Environmental Representative (as relevant) in accordance with the *Post Approval Guidance: Defining Engagement Terms* (DPIE, 2020).

Compliance

This section discusses the compliance of this Consultation Summary Report with the relevant CoA as applicable to consultation required to be undertaken during the development of the SEMP.

Table 1 lists the applicable CoA, where and how they have been addressed in this Consultation Summary Report.

Table 1 – CoA relevant to this Consultation Summary Report

CoA No.	Condition Requirements	Document Reference
A10	Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted with the corresponding documentation to the Planning Secretary and the Environmental Representative (as relevant) in accordance with the Post Approval Guidance: Defining Engagement Terms (DPIE, 2020). The evidence must include: (a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party; (c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; (d) an outline of the issues raised by the identified party and how they have been addressed; and	Section 1 a) Section 4 and 5 b) Section 4, Table 2 c) Section 4, Table 2, Section 5 c) Section 4, Table 2, Section 5 d) Section 4, Table 3, Section 5

CoA No.	Condition Requirements	Document Reference
	(e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.	3) Section 4, Table 3, Section 5
C5	Before the establishment of any ancillary facility (excluding minor ancillary facilities established under Condition C9) or temporary workforce accommodation facility, the Proponent must prepare a Site Establishment Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facilities or temporary workforce accommodation facility. **The Site Establishment Management Plan must be prepared in consultation with the relevant council and state agencies and endorsed by the Environmental Representative**. The Plan must be submitted to the Planning Secretary for approval one (1) month before the establishment of any ancillary facilities or temporary workforce accommodation facility. The Site Establishment Management Plan must detail the management of the ancillary facilities or temporary workforce accommodation facility, and include: (a) a description of activities to be undertaken during establishment of the ancillary facility or temporary workforce accommodation facility (including indicative scheduling and duration of work to be undertaken at the site); (b) figures illustrating the proposed operational site layout/s; (c) details of planned communication with the community consistent with the requirements of Condition B2; (d) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment work; (e) details of how the site establishment activities described in subsection (b) of this condition will be carried out to: (i) meet the performance outcomes stated in the documents listed in Condition A1, and (ii) manage the risks identified in the risk analysis undertaken in subsection (d) of this condition; and (f) a program for monitoring the performance outcomes consistent with the requirements of Conditions C17 and C27. Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each ancillary facility, or one Site Establishment Management Plan for all ancillary facilities and the temporary workforce accommodation facility. The approved Site Establishment Management Plan(s) must be implemented. Upon commencement of construction, the Site Establishment Management Plan will cease to have effect and the CEMP required by Condition C12 will apply to the operation of ancillary facilities and the Temporary Workforce Accommodation Facility Management Plan required by Condition A18 will apply to the operation of accommodation facilities.	Section 1 details the relevant council and state agencies and submission requirements to the ER and Planning Secretary. All other requirements in this CoA are detailed in the SEMP. Refer Section 2.1.2 for further details.

Consultation Process

Consultation with stakeholders and agencies was undertaken using the following means:

- Formal correspondence (DPHI Portal Notifications);
- Formal correspondence (standard email);
- Phone Calls; and
- Meetings.

Agency Consultation

This section of the Consultation Summary Report provides detail of consultation undertaken with each stakeholder and agency in the preparation of the SEMP. It contains and consultation log that identifies the following.

- Consultation dates (actual and attempted);
- Form of consultation;
- Whether responses and / or comments were received; and
- Summary of the issues raised, including how they have been addressed.

Documentary evidence of all the correspondence received and sent through the consultation phase is contained in Section 5 of this Consultation Summary Report.

Consultation with CGRC and BCS commenced on 19/02/2025 and concluded on 3/06/2025. It's also noted that while the Department of Planning, Housing and Infrastructure (DPHI) was not explicitly identified as a relevant agency requiring consultation under CoA C5, informal consultation was under undertaken with outcomes being incorporated into this section.

Table 2 includes the details of engagement between relevant agencies and Table 3 includes a summary of the issues raised, how those were addressed and closed out. Full evidence of correspondence is in Section 5 of this report.

Table 2 – Engagement log for relevant agencies

Agency	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
BCS/DPHI	19/2/2025	Presentation	Introductory session held with JHG-IRPL and BCS. Site Establishment of the TWAF noted by JHG and recommendation by DPHI/BCS to provide the SEMP to BCS for review.	JHG	BCS/DPHI
CGRC	8/04/2025	Email	Issuing of the first draft SEMP for review for CGRC prior to the meeting with council scheduled on 9/4/25.	JHG	CGRC
CGRC	9/4/2025	Presentation	Introductory presentation of Approvals program undertaken between JHG-IRPL and CGRC. This session included detail discussions on works and content proposed in the SEMP.	JHG	CGRC
CGRC	9/04/2025	Email	Meeting minutes from presentation and follow up actions regarding SEMP and the worker's camp.	JHG	CGRC
BCS	12/03/2025	Email	Follow up email to BCS team with further details associated with management of ecology associated with site establishment of the workers accommodation facility (for consideration before receiving the draft SEMP).	JHG	BCS
CGRC	16/04/2025	Email	Provision of the first draft SEMP comments from council to JHG.	CGRC	JHG
CGRC	23/04/2025	Email	Provision of meeting minutes from the meeting held on 9/4/25. Actions were taken for general	JHG	CGRC

Agency	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
			actions between IRPL-JHG and CGRC with follow up items associated with the SEMP addressed in CGRC comments.		
BCS	13/05/2025	Email/Planning Portal	Issuing of the SEMP for review for BCS.	BCS	JHG
CGRC	21/05/2025	Email	Re-issuing of SEMP for review following updated draft based on council comments.	JHG	CGRC
CGRC	21/05/2025	Aconex	Re-issuing of SEMP for review following updated draft based on council comments.	JHG	CGRC
DPHI	22/05/2025	Email	Issue of the draft SEMP for DPHI adequacy review.	IRPL	DPHI
CGRC	30/05/2025	Email/phone call	Confirmation from council that all comments had been addressed. TWAFMP will need to include the description of planned utilities for power from generators which was noted in email by both CGRC and JHG.	CGRC	JHG
BCS	2/06/2025	Email/phone call/Planning Portal	Provision of comments on the draft SEMP from BCS to JHG for review and update. Notification from the BCS team that the comments were minor based on clarifications associated with managing flora and fauna and the status of the Unexpected Finds Protocol.	BCS	JHG
DPHI	3/06/2025	Email	Re-issuing of draft SEMP with DPHI adequacy review comments addressed.	JHG/IRPL	DPHI
BCS	3/06/2025	Email/Planning Portal	Provision of updated SEMP that addresses comments provided by BCS. All comments have been incorporated into the Plan.	JHG/IRPL	BCS

Table 3 – Summary of issues from relevant agencies and how they were addressed

Agency	Document Section / CoA / RMM	Comment raised	Date Raised	How Addressed
CGRC	Section 4.3	A Section 138 approval under the Roads Act 1993 will be required from Council for any works on Grogan Road. The current reference to a "RoL" and the phrase "will potentially" is unclear and should be revised for accuracy and certainty.	16/04/2025	Wording has been updated to state that an ROL will be required.
CGRC	Section 5.1	The Temporary Worker Accommodation Facility (TWAF) site is identified as Lot 1 DP 1093936. Mapping systems show this lot as being located within Port Macquarie-Hastings Council. Please confirm and correct the property identification; it is understood that the correct site is Lot 1 DP 1093937.	16/04/2025	The Lot/DP number have been updated.
CGRC	Section 5.1	Page 40 of the document notes that potable water will either be sourced from mains supply or trucked in and stored on-site. Council requests that a Drinking Water Quality Assurance Program be established in accordance with Section 25 of the Public Health Act 2010 prior to operation of the site and clear indication of proposed source be provided.	16/04/2025	Wording has been added stating that a Drinking Water Quality Assurance Program be established in accordance with Section 25 of the Public Health Act 2010 prior to operation of the TWAF. Confirmation of the potable water source will be provided in the Temporary Workforce Accommodation Facility Management Plan (TWAFMP) which is still under development and will be provided to Council for consultation. This SEMP is only applicable for the construction/establishment of the TWAF only.
CGRC	Section 5.1	The same page indicates that wastewater may either be stored on-site in tanks for off-site disposal or treated on-site. Council advises that prior to the site becoming operational, the following approvals must be obtained under the Local Government Act 1993: o Part C, Item 5: Approval to install a waste treatment device or human waste storage facility. o Part C, Item 6: Approval to operate a system of sewage management (as defined in section 68A). If it is proposed to dispose of wastewater at Council's sewage treatment facility, early engagement with Council is required to determine whether the facility has the capacity to accept and treat the waste. Should on-site treatment and disposal be pursued, a remediation plan will be required to ensure that, upon decommissioning of the TWAF, the effluent disposal area is not left in a contaminated condition.	16/04/2025	The approach for wastewater management will be confirmed in the TWAFMP which is still under development. Once the approach is confirmed, the relevant approval will be obtained including s68 approvals from council if applicable. It's noted that the operation of the TWAF will likely be regulated by an EPL. I have included some additional information in this section and noted that it will be further detailed in the TWAMP.
CGRC	Section 5.1	Minor typo on page 40: "or trucked in and stored .." – please correct.	16/04/2025	Typo updated

Agency	Document Section / CoA / RMM	Comment raised	Date Raised	How Addressed
CGRC	Section 5.1	Electricity Supply: The Plan states that power to the TWAF will be supplied either via mains connection or on-site generators. Should generators be used, Council requests that an acoustic report be prepared that demonstrates that noise emissions will not exceed acceptable limits for nearby sensitive receptors, particularly given the potential for continuous generator use outside standard construction hours. The current documentation does not appear to address generator noise, only traffic and construction-related noise.	16/04/2025	I have added this requirement to the second row in Table 9-3.
CGRC	Section 6.3.2	Page 52: Council requests the wording be amended to state: o "Driveways connecting to Grogan Road will need to be constructed and will require Section 138 approval under the Roads Act 1993."	16/04/2025	Wording has been updated.
CGRC	Section 6.12	The Plan states that the TWAF site is not located on bushfire-prone land. Council notes that the current Bushfire Prone Land Map does not identify Category 3 vegetation. On 25 March 2025, Council endorsed a new Bushfire Prone Land Map, which is currently with the NSW RFS Commissioner for certification. Given the extent of grassland vegetation on and surrounding the TWAF site, the area is considered bushfire-prone. Site establishment and management should reflect this risk and implement appropriate mitigation measures.	16/04/2025	Wording has been updated to reflect this comment.
CGRC	Section 8.6	Page 79, SEMP-49: Council requests the clause be amended to state: o "A RoL or Section 138 approval must be obtained."	16/04/2025	Wording has been updated to reflect this comment.
CGRC	Section 8.6	Page 83, SEMP-68: Council requests the clause be amended to: o "…designed in accordance with the Soil and Water Management Plan and approved by the local authority (CGRC)."	16/04/2025	Updated wording in SEMP 65 (previous changes have altered the mitigaiton measure numbers slightly) to state that the SWMSP (which the detention basin is designed to) is provided to council as part of the CoA C17 process.
BCS	Throughout	Avoidance of mapped threatened ecological communities should not be limited to areas with trees and should include areas of derived native grassland.	2/06/2025	Wording has been updated to state that TEC/PCT 79 will be avoided , which encompasses all vegetation (trees, derived grasslands, shrubs etc.).
BCS	Appendix 5	Appendix 5 includes a link to the Unexpected and Incidental Finds Protocol on the Inland Rail project website. RD has not reviewed this protocol. We note that approval condition C20 requires a protocol for unexpected and incidental finds of threatened species and threatened ecological communities to be included in the Biodiversity Management Plan (BMP), which has not yet been prepared for the project. Given the minimal impact to biodiversity proposed in the construction of the Temporary Workforce Accommodation Facility (TWAF), RD considers	2/06/2025	Noted. The Unexpected and Incidental Finds Protocol will be provided to you as part of the review process for the Biodiversity Management Sub-plan.

Agency	Document Section / CoA / RMM	Comment raised	Date Raised	How Addressed
		the protocol in Appendix 5 to be adequate for this activity. However we look forward to reviewing a more comprehensive protocol as part of the BMP. We also note that condition E27 requires that all work must stop if a threatened species or threatened community is discovered on site which is not listed in Appendix C of the project approval. RD considers that this requirement adequately addresses the low risk to biodiversity expected to occur during TWAF construction.		
BCS	Section 2.1.3	Typo - Remove "for".	2/06/2025	Typo fixed.
BCS	Section 2.1.3	"would" "should" one of these needs to be removed.	2/06/2025	Typo fixed.
BCS	Section 6.1.2	Just because it is not removing trees it may still be removing areas mapped at the TEC in Figure 6.1 (including derived native grassland). Access should be through the areas not mapped as the TEC i.e. gaps in the mapping	2/06/2025	Wording updated as per response to comment #11.
BCS	Appendix 4	Not provided	2/06/2025	SEP has been provided in the most recent revision.
BCS	Section 8.5	What does weed mean? Only listed species under Biosecurity Act, or those in LLS areas? Weed could be anything non-native, which in this case would be hard to avoid as they will be everywhere. Suggest using more specific language.	2/06/2025	Provided a more precise defintion of weeds which links back to the BS Act and LLS RSWMPs.
BCS	Section 8.6	This is much better and reflects the possibility of derived native grassland occurring in the roadside outside of areas with trees. Text similar to this should be included/captured in previous text in s.6.1.2	2/06/2025	Noted - refer to responses provided in comments 11 and 15.
BCS	Section 9.5	This should be for any native flora and fauna species not just threatened species.	2/06/2025	Noted - wording has been updated to cover all natives flora and fauna species.
BCS	Section 9.6	See note in Appendix 5 re RD not reviewing this as has not been provided before it was approved.	2/06/2025	Noted. The Unexpected and Incidental Finds Protocol will be provided to you as part of the review process for the Biodiversity Management Sub-plan.
BCS	Appendix 4	Would be useful too see these in draft at this stage of review. As a minimum it should include the biodiversity risk areas similar to Figure 6.1	2/06/2025	SEP has been provided in the most recent revision.
BCS	Appendix 5	Has this been finalised? RD have not reviewed this before and haven't seen a BMP of which this would normally be a part of. RD would expect that any changes that need to be made to this protocol during future BMP review would be included in an updated version of the protocol.	2/06/2025	Noted. The Unexpected and Incidental Finds Protocol will be provided to you as part of the review process for the Biodiversity Management Sub-plan.

Agency	Document Section / CoA / RMM	Comment raised	Date Raised	How Addressed
DPHI	41	"Potable Water - Potable water will either be sourced directly from the mains, or trucked in and stored onsite pending final design. A Drinking Water Quality Assurance Program will be established in accordance with Section 25 of the Public Health Act 2010 prior to operation of the TWAF." Is the drinking assurance program going to be developed separately from the SEMP or to be included in the TWAFMP? The assurance program should be designed to encompass the entire site water supply system, rather than being restricted solely to drinking water. All sources and treatment methodologies must be identified and clearly labelled, including any associated contamination risks. Include a schematic or diagram of the water supply system for the TWAF. Okay if it goes into the TWAFMP, but highlight that in the SEMP	28/05/2025	This statement has been included based on consultation with Cootamundra Gundagai Council and will be formed and detailed as part of the TWAFMP with further detail on this action incorporated into this section of the SEMP.
DPHI	41	Required services/utilities required for the TWAF A lot of uncertainties regarding the sourcing of certain services and utilities. At this stage of planning, a clear strategy should be established regarding how project will effectively secure and provide the necessary services and utilities required for the operation of the TWAF.	28/05/2025	JHG have provided clarity on the services to be used at the TWAF. Electricity will be via onsite generators. Sewage treatment will be via tanks and pump outs to licensed facilities in the interim, and construction of a temporary STP at the TWAF.
DPHI	Table 6-5 - Existing flooding, Page 61	Check and reference Council LEP whether the lot/land is flood-prone or not, for consistency and demonstration of LEP considerations.	28/05/2025	Section 6.5.2 has been updated to reference flood planning levels in relation to the Stockinbingal Floodplain Management Study and Plan (SMEC, 2002) Cootamundra Local Environmental Plan 2013
DPHI	Table 7-1 – Likelihood rating	Unsure how you arrived at those probability figures – what informed the numbers? No need to explain but don't see how it optimises risk matrixing and mapping	28/05/2025	The likelihood, consequence and risk rating table are sourced from the JHG Safety, Quality and Environment (SQE) Risk Assessment Procedure which forms part of JHG's ISO 14001 EMS system.
DPHI	Appendix 3 – TWAF Environmental Risk Assessment	Better to include risk scoring information at the end of the table to aid understanding of the table	28/05/2025	Likelihood, consequence and risk matrix tables have been removed from Section 7.2 and placed in Appendix 3 for better readability.

Consultation Evidence

CGRC

This section contains evidence of consultation undertaken with CGRC for the SEMP as detailed in Section 4.

Daniel Lidbetter-JHG

From: Daniel Lidbetter-JHG
Sent: Tuesday, 8 April 2025 12:43 PM
To: Lauren Dawes; Trevor Dando; Craig Perrin
Cc: Dave Carberry-JHG; Michael Mason; Eleanor Falkiner
Subject: RE: Inland Rail Meeting
Attachments: 5-0019-220-PMA-00-PL-0053_B.docx

Hi All.

In preparation for our catch up tomorrow, please see the draft Site Establishment Management Plan for discussion.

Thanks
Dan

-----Original Appointment-----
From: Lauren Dawes <lauren.dawes@cgrc.nsw.gov.au>
Sent: Monday, 7 April 2025 11:50 AM
To: Lauren Dawes; Daniel Lidbetter-JHG; Trevor Dando; Craig Perrin
Cc: Dave Carberry-JHG; Michael Mason; Eleanor Falkiner
Subject: Inland Rail Meeting
When: Wednesday, 9 April 2025 11:00 AM-12:00 PM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: Microsoft Teams Meeting

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 433 630 898 017

Passcode: X8SF9Tq9

For organizers: Meeting options

Daniel Lidbetter-JHG

From: Daniel Lidbetter-JHG
Sent: Wednesday, 9 April 2025 9:52 AM
To: Lauren Dawes; Trevor Dando; Craig Perrin
Cc: Dave Carberry-JHG; Michael Mason; Eleanor Falkiner
Subject: RE: Inland Rail Meeting
Attachments: I2S Project Presentation_Cootamundra-Gundagai Council.pptx

Hi All,

Please see the attached presentation for today's catch up.

If you have any questions before 11am, please feel free to give me a call.

Thanks
Dan

-----Original Appointment-----
From: Lauren Dawes <lauren.dawes@cgrc.nsw.gov.au>
Sent: Monday, 7 April 2025 11:50 AM
To: Lauren Dawes; Daniel Lidbetter-JHG; Trevor Dando; Craig Perrin
Cc: Dave Carberry-JHG; Michael Mason; Eleanor Falkiner
Subject: Inland Rail Meeting
When: Wednesday, 9 April 2025 11:00 AM-12:00 PM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: Microsoft Teams Meeting

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 433 630 898 017

Passcode: X8SF9Tq9

For organizers: Meeting options

Daniel Lidbetter-JHG

From: Daniel Lidbetter-JHG
Sent: Wednesday, 23 April 2025 8:30 AM
To: Lauren Dawes; Trevor Dando; Craig Perrin
Cc: Dave Carberry-JHG; Michael Mason; Eleanor Falkiner; Casey Polsen; Leah Sutherland; Cody Hardy; Jodie L Grant-JHG
Subject: RE: Inland Rail Meeting
Attachments: CGRC Meeting Minutes_SEMP_250402_RevA.pdf

Hi All,

I hope you all had a great Easter break.

Thanks again for your time earlier this month to catch up on the I2S Site Establishment Management Plan (SEMP) and other environmental management plans.

A copy of the meeting minutes are attached for council's review and action by the broader IRPL-JHG-CGRC teams.

If you have any questions regarding the meeting minutes, please feel free to give me a call.

Thanks
Dan

From: Daniel Lidbetter-JHG
Sent: Wednesday, 9 April 2025 9:52 AM
To: Lauren Dawes <lauren.dawes@cgrc.nsw.gov.au>; Trevor Dando <trevor.dando@cgrc.nsw.gov.au>; Craig Perrin <craig.perrin@cgrc.nsw.gov.au>
Cc: Dave Carberry-JHG <Dave.Carberry3@jhg.com.au>; Michael Mason <michael.mason@cgrc.nsw.gov.au>; Eleanor Falkiner <efalkiner@inlandrail.com.au>
Subject: RE: Inland Rail Meeting

Hi All,

Please see the attached presentation for today's catch up.

If you have any questions before 11am, please feel free to give me a call.

Thanks
Dan

-----Original Appointment-----
From: Lauren Dawes <lauren.dawes@cgrc.nsw.gov.au>
Sent: Monday, 7 April 2025 11:50 AM
To: Lauren Dawes; Daniel Lidbetter-JHG; Trevor Dando; Craig Perrin
Cc: Dave Carberry-JHG; Michael Mason; Eleanor Falkiner
Subject: Inland Rail Meeting
When: Wednesday, 9 April 2025 11:00 AM-12:00 PM (UTC+10:00) Canberra, Melbourne, Sydney.
Where: Microsoft Teams Meeting

BCS

This section contains evidence of consultation undertaken with BCS for the SEMP as detailed in Section 4.

Daniel Lidbetter-JHG

From: Renee Shepherd <Renee.Shepherd@environment.nsw.gov.au>
Sent: Thursday, 13 March 2025 4:56 PM
To: Daniel Lidbetter-JHG; Leigh Maloney; Miranda Kerr; Andrew Fisher
Cc: Rachael Labruyere; Daniel Lumby; Kirsten Velthuis; Dave Carberry-JHG; Luke Ryalls; Tess Anastakis-JHG; John Konchalowsky-JHG; Dave Fleming; Scott Cooper; Marcus Wright; Steve Manwaring
Subject: RE: BCS Follow up information- Inland Rail Illabo to Stockinbingal (Site Est Mgt Plan detail).

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for sending this additional information through Daniel.

We note and support the no-go zones around all native vegetation.

We are comfortable with reviewing the SEMP and contacting you to arrange a meeting if we feel there are items that require further discussion.

We are unsure whether the SEMP will cover this or not, but we would like to see information which describes whether the site is at risk of flooding impacts, and what (if any) mitigation measures will be implemented.

Many thanks,
Renee.

Renee Shepherd
Principal Project Manager – Infrastructure Projects, North West
Conservation Programs, Heritage and Regulation Group
Department of Climate Change, Energy, the Environment and Water
M 0488 444 953 | **E** renee.shepherd@environment.nsw.gov.au
48-52 Wingewarra Street, Dubbo NSW 2830

dcceew.nsw.gov.au

From: Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>
Sent: Wednesday, March 12, 2025 9:52 AM
To: Renee Shepherd <Renee.Shepherd@environment.nsw.gov.au>; Leigh Maloney <leigh.maloney@environment.nsw.gov.au>; Miranda Kerr <Miranda.Kerr@environment.nsw.gov.au>; Andrew Fisher <Andrew.Fisher@environment.nsw.gov.au>
Cc: Rachael Labruyere <rlabruyere@inlandrail.com.au>; Daniel Lumby <dlumby@inlandrail.com.au>; Kirsten Velthuis <kvelthuis@inlandrail.com.au>; Dave Carberry-JHG <Dave.Carberry3@jhg.com.au>; Luke Ryalls <lryalls@inlandrail.com.au>; Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>; John Konchalowsky-JHG <John.Konchalowsky@jhg.com.au>; Dave Fleming <dfleming@inlandrail.com.au>; Scott Cooper <Scott.Cooper@planning.nsw.gov.au>; Marcus Wright <Marcus.Wright@environment.nsw.gov.au>

Subject: BCS Follow up information- Inland Rail Illabo to Stockinbingal (Site Est Mgt Plan detail).
Importance: High

Hi Renee,

Thanks again for your time last month to catch up on the works ongoing on the Illabo to Stockinbingal Project.

As promised, please see attached and below some further information regarding the works proposed to establish a temporary workforce accommodation facility (TWAF). This facility will house up to 350 workers involved in the construction of the Illabo to Stockinbingal rail project. Establishment of the TWAF will commence at the end of April this year.

The TWAF will be built once the Site Establishment Management Plan (SEMP) is approved by DPHI. As noted in our meeting, the SEMP calls for consultation with "relevant agencies". BCS has been included as an agency to be included in consultation on the establishment of this site.

Two key triggers we have identified for BCS associated with consultation on the SEMP include:

1. The presence of TEC's located along the eastern boundary of the site and the verge of Grogan Road (see figures attached).
2. Ground disturbance of soils associated with earthworks to complete the hardstand areas of the site. Disturbance will include civil works to compact and seal the ground for the car park, roads and accommodation blocks as well as establishment of noise berms and drainage.

A copy of the vegetation mapping associated with these TEC's, and the concept design of the TWAF has been attached for your information. A link to the TWAF assessment prepared as part of the Project EIS has also been included for BCS's information Appendix I – Workforce accommodation camp assessment.

Overview of the TWAF and SEMP activities

The proposed TWAF and establishment activities JHG will be undertaking in proximity to these TEC's include:

- Development of 2 access points (a left in and left out) connecting the site to Grogan Road (see layouts attached). These access points will include construction of a hard stand road way suitable for light and heavy vehicles which will be tied into the existing asphalt surface of Grogan Road.
- Establishment of an internal hardstand roadway for vehicles to access site facilities and car parking.
- Installation of overland footpaths, site sheds/offices/accommodation and associated camp facilities.

For context of the site and surrounds, please see the attached photographs of the TWAF area in it's current landform (farm paddocks).

Key controls- Ecology

Throughout site establishment of the camp and during operations and demobilisation, it is proposed that a no-go zone will be established around all vegetation in the corridor along Grogan Road. This No-Go zone will be implemented in accordance with the following procedure:

1. Prior to work, a no-go zone will be established around all vegetation (approx. 20 metres from the drip line of the trees for the vegetation along Grogan Road).
2. Prior to work, a no-go zone and protection fencing will be installed around the tree located within the footprint of the TWAF (see pdf attached).
3. The no-go zones will be flagged and sign posted to ensure that no one enters or undertake works within this zone.
4. All staff will be trained on the requirements for establishing and maintaining the no-go zone and that no works can occur in this area.
5. Prior to construction of the access/egress roads into the TWAF, an arborist will review the temporary works design and confirm any control measures that need to occur to ensure the protection of these trees.

Key controls- Soil & Water

A site Erosion and Sediment Control Plan (ESCP) will be developed that incorporates temporary and permanent drainage controls that will ensure that there are no impacts to vegetation during establishment or operation of the camp. This ESCP will also include provisions to ensure that water is managed within the footprint of the TWAF during establishment and operations and that there are no offsite impacts to adjacent properties and waterways.

Current SEMP status

Inland Rail are currently reviewing the SEMP. Once this draft is finalised, it will be available for BCS review. JHG would be happy to arrange a page turn with BCS to assist in your review of the SEMP and address any questions or clarifications.

Alternatively, if you have any questions regarding the details above, please feel free to give me a call to discuss.

Regards

Dan

Daniel Lidbetter

Environmental Approvals Manager
Inland Rail | Illabo to Stockinbingal (I2S)

Level 5, 15 Bourke Rd
Mascot NSW 2020
M. +61 427 768 613
E: daniel.lidbetter3@jhg.com.au
W. johnholland.com.au

John Holland acknowledges the Traditional Custodians of the lands on which we work and live. We pay our respects to their Elders both past and present and extend that respect to all Aboriginal and Torres Strait Islander Peoples.

Daniel Lidbetter-JHG

From: Renee Shepherd <Renee.Shepherd@environment.nsw.gov.au>
Sent: Friday, 28 March 2025 5:49 PM
To: Daniel Lidbetter-JHG
Cc: Scott Cooper; Marcus Wright; Steve Manwaring; Leigh Maloney; Miranda Kerr; Andrew Fisher; Neal Albert
Subject: RE: BCS Follow up information- Inland Rail Illabo to Stockinbingal (Site Est Mgt Plan detail).

Follow Up Flag: Follow up
Flag Status: Completed

Hi Dan,

Thank you for providing this information.

We have limited availability next week for a meeting. Our preference is that we have the SEMP for at least a week before meeting. This gives our team time to complete a brief review beforehand and be able to participate in a meaningful discussion with you.

Looking forward to receiving the SEMP.

Regards,
Renee.

Renee Shepherd
Principal Project Manager – Infrastructure Projects, North West
Conservation Programs, Heritage and Regulation Group
Department of Climate Change, Energy, the Environment and Water
M 0488 444 953 | **E** renee.shepherd@environment.nsw.gov.au
48-52 Wingewarra Street, Dubbo NSW 2830

dcceew.nsw.gov.au

From: Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>
Sent: Monday, March 24, 2025 4:22 PM
To: Renee Shepherd <Renee.Shepherd@environment.nsw.gov.au>; Leigh Maloney <leigh.maloney@environment.nsw.gov.au>; Miranda Kerr <Miranda.Kerr@environment.nsw.gov.au>; Andrew Fisher <Andrew.Fisher@environment.nsw.gov.au>
Cc: Rachael Labruyere <rlabruyere@inlandrail.com.au>; Daniel Lumby <dlumby@inlandrail.com.au>; Kirsten Velthuis <kvelthuis@inlandrail.com.au>; Dave Carberry-JHG <Dave.Carberry3@jhg.com.au>; Luke Ryalls <lryalls@inlandrail.com.au>; Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>; John Konchalowsky-JHG <John.Konchalowsky@jhg.com.au>; Dave Fleming <dfleming@inlandrail.com.au>; Scott Cooper <Scott.Cooper@planning.nsw.gov.au>; Marcus Wright <Marcus.Wright@environment.nsw.gov.au>; Steve Manwaring <Steve.Manwaring@environment.nsw.gov.au>; Sarah Redfern-JHG <Sarah.Redfern@jhg.com.au>

Subject: RE: BCS Follow up information- Inland Rail Illabo to Stockinbingal (Site Est Mgt Plan detail).
Importance: High

Hi Renee,

Thanks for your email and feedback. We can confirm that risk of flooding during site establishment is addressed in the SEMP.

The SEMP has incorporated mitigation measures to address rainfall run off and potential risks of flooding although our modelling confirms the EIS model that the site will be flood free during a 1% AEP scenario (please see screen shot below).

Please note, the purple area directly north of the camp is actually the existing dam with the rail line slightly raised on the western boundary.

We are anticipating that the SEMP will be available for BCS review at the end of this week. Would your team have any availability for a page turn next week?

Thanks
Dan

From: Renee Shepherd <Renee.Shepherd@environment.nsw.gov.au>
Sent: Thursday, 13 March 2025 4:56 PM
To: Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>; Leigh Maloney <leigh.maloney@environment.nsw.gov.au>; Miranda Kerr <Miranda.Kerr@environment.nsw.gov.au>; Andrew Fisher <Andrew.Fisher@environment.nsw.gov.au>

Cc: Rachael Labruyere <rlabruyere@inlandrail.com.au>; Daniel Lumby <dlumby@inlandrail.com.au>; Kirsten Velthuis <kvelthuis@inlandrail.com.au>; Dave Carberry-JHG <Dave.Carberry3@jhg.com.au>; Luke Ryalls <lryalls@inlandrail.com.au>; Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>; John Konchalowsky-JHG <John.Konchalowsky@jhg.com.au>; Dave Fleming <dfleming@inlandrail.com.au>; Scott Cooper <Scott.Cooper@planning.nsw.gov.au>; Marcus Wright <Marcus.Wright@environment.nsw.gov.au>; Steve Manwaring <Steve.Manwaring@environment.nsw.gov.au>
Subject: RE: BCS Follow up information- Inland Rail Illabo to Stockinbingal (Site Est Mgt Plan detail).

Thank you for sending this additional information through Daniel.

We note and support the no-go zones around all native vegetation.

We are comfortable with reviewing the SEMP and contacting you to arrange a meeting if we feel there are items that require further discussion.

We are unsure whether the SEMP will cover this or not, but we would like to see information which describes whether the site is at risk of flooding impacts, and what (if any) mitigation measures will be implemented.

Many thanks,
Renee.

Renee Shepherd
Principal Project Manager – Infrastructure Projects, North West
Conservation Programs, Heritage and Regulation Group
Department of Climate Change, Energy, the Environment and Water
M 0488 444 953 | **E** renee.shepherd@environment.nsw.gov.au
48-52 Wingewarra Street, Dubbo NSW 2830

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From: Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>
Sent: Wednesday, March 12, 2025 9:52 AM
To: Renee Shepherd <Renee.Shepherd@environment.nsw.gov.au>; Leigh Maloney <leigh.maloney@environment.nsw.gov.au>; Miranda Kerr <Miranda.Kerr@environment.nsw.gov.au>; Andrew Fisher <Andrew.Fisher@environment.nsw.gov.au>
Cc: Rachael Labruyere <rlabruyere@inlandrail.com.au>; Daniel Lumby <dlumby@inlandrail.com.au>; Kirsten Velthuis <kvelthuis@inlandrail.com.au>; Dave Carberry-JHG <Dave.Carberry3@jhg.com.au>; Luke Ryalls <lryalls@inlandrail.com.au>; Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>; John Konchalowsky-JHG <John.Konchalowsky@jhg.com.au>; Dave Fleming <dfleming@inlandrail.com.au>; Scott Cooper <Scott.Cooper@planning.nsw.gov.au>; Marcus Wright <Marcus.Wright@environment.nsw.gov.au>
Subject: BCS Follow up information- Inland Rail Illabo to Stockinbingal (Site Est Mgt Plan detail).
Importance: High

Hi Renee,

Thanks again for your time last month to catch up on the works ongoing on the Illabo to Stockinbingal Project.

As promised, please see attached and below some further information regarding the works proposed to establish a temporary workforce accommodation facility (TWAF). This facility will house up to 350 workers involved in the

construction of the Illabo to Stockinbingal rail project. Establishment of the TWAF will commence at the end of April this year.

The TWAF will be built once the Site Establishment Management Plan (SEMP) is approved by DPHI. As noted in our meeting, the SEMP calls for consultation with "relevant agencies". BCS has been included as an agency to be included in consultation on the establishment of this site.

Two key triggers we have identified for BCS associated with consultation on the SEMP include:

1. The presence of TEC's located along the eastern boundary of the site and the verge of Grogan Road (see figures attached).
2. Ground disturbance of soils associated with earthworks to complete the hardstand areas of the site. Disturbance will include civil works to compact and seal the ground for the car park, roads and accommodation blocks as well as establishment of noise berms and drainage.

A copy of the vegetation mapping associated with these TEC's, and the concept design of the TWAF has been attached for your information. A link to the TWAF assessment prepared as part of the Project EIS has also been included for BCS's information Appendix I – Workforce accommodation camp assessment.

Overview of the TWAF and SEMP activities

The proposed TWAF and establishment activities JHG will be undertaking in proximity to these TEC's include:

- Development of 2 access points (a left in and left out) connecting the site to Grogan Road (see layouts attached). These access points will include construction of a hard stand road way suitable for light and heavy vehicles which will be tied into the existing asphalt surface of Grogan Road.
- Establishment of an internal hardstand roadway for vehicles to access site facilities and car parking.
- Installation of overland footpaths, site sheds/offices/accommodation and associated camp facilities.

For context of the site and surrounds, please see the attached photographs of the TWAF area in it's current landform (farm paddocks).

Key controls- Ecology

Throughout site establishment of the camp and during operations and demobilisation, it is proposed that a no-go zone will be established around all vegetation in the corridor along Grogan Road. This No-Go zone will be implemented in accordance with the following procedure:

1. Prior to work, a no-go zone will be established around all vegetation (approx. 20 metres from the drip line of the trees for the vegetation along Grogan Road).
2. Prior to work, a no-go zone and protection fencing will be installed around the tree located within the footprint of the TWAF (see pdf attached).
3. The no-go zones will be flagged and sign posted to ensure that no one enters or undertake works within this zone.
4. All staff will be trained on the requirements for establishing and maintaining the no-go zone and that no works can occur in this area.
5. Prior to construction of the access/egress roads into the TWAF, an arborist will review the temporary works design and confirm any control measures that need to occur to ensure the protection of these trees.

Key controls- Soil & Water

A site Erosion and Sediment Control Plan (ESCP) will be developed that incorporates temporary and permanent drainage controls that will ensure that there are no impacts to vegetation during establishment or operation of the camp. This ESCP will also include provisions to ensure that water is managed within the footprint of the TWAF during establishment and operations and that there are no offsite impacts to adjacent properties and waterways.

Current SEMP status

Inland Rail are currently reviewing the SEMP. Once this draft is finalised, it will be available for BCS review. JHG would be happy to arrange a page turn with BCS to assist in your review of the SEMP and address any questions or clarifications.

Alternatively, if you have any questions regarding the details above, please feel free to give me a call to discuss.

Regards

Dan

Daniel Lidbetter

Environmental Approvals Manager
Inland Rail | Illabo to Stockinbingal (I2S)

Level 5, 15 Bourke Rd
Mascot NSW 2020
M. +61 427 768 613
E: daniel.lidbetter3@jhg.com.au
W. johnholland.com.au

John Holland acknowledges the Traditional Custodians of the lands on which we work and live. We pay our respects to their Elders both past and present and extend that respect to all Aboriginal and Torres Strait Islander Peoples.

This email is intended for the addressee(s) named and may contain confidential and/or privileged information.
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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

DPHI

This section contains evidence of consultation undertaken with DPHI for the SEMP as detailed in Section 4.

Daniel Lidbetter-JHG

From: Scott Cooper <Scott.Cooper@planning.nsw.gov.au>
Sent: Thursday, 29 May 2025 3:12 PM
To: Daniel Lidbetter-JHG
Subject: FW: I2S queries and informal review

Scott Cooper
Senior Planner – Freight Assessments
Department of Planning, Housing and Infrastructure

T (02) 8275 1296| **E** scott.cooper@planning.nsw.gov.au
Level 31, 4PSQ, 12 Darcy Street, Parramatta, NSW, 2150 | Locked Bag 5022
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NSW GOVERNMENT

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

From: Max Obiakor <max.obiakor@dpie.nsw.gov.au>
Sent: Wednesday, 28 May 2025 4:07 PM
To: 'Luke Ryalls' <lryalls@inlandrail.com.au>
Cc: Scott Cooper <Scott.Cooper@planning.nsw.gov.au>; 'NSW Reg Engagement' <nswregengagement@artc.com.au>
Subject: RE: I2S queries and informal review

Hi Luke

Minor comments from the SEMP informal review in the table below. Overall, the draft is relatively informative, presenting targeted strategies to address identified and potential environmental risks. A more comprehensive review will be conducted upon submission of the substantive plan.

Regards

Max

SEMP	Page/reference	Comment
"Potable Water - Potable water will either be sourced directly from the mains, or trucked in and stored onsite pending final design. A	Page 41	Is the drinking assurance program going to be developed separately from the SEMP or to be included in the TWAFMP?

Drinking Water Quality Assurance Program will be established in accordance with Section 25 of the Public Health Act 2010 prior to operation of the TWAF.”		The assurance program should be designed to encompass the entire site water supply system, rather than being restricted solely to drinking water. All sources and treatment methodologies must be identified and clearly labelled, including any associated contamination risks. Include a schematic or diagram of the water supply system for the TWAF. Okay if it goes into the TWAFMP, but highlight that in the SEMP.
Required services/utilities required for the TWAF.	Page 41	A lot of uncertainties regarding the sourcing of certain services and utilities. At this stage of planning, a clear strategy should be established regarding how project will effectively secure and provide the necessary services and utilities required for the operation of the TWAF.
Table 6-5 - Existing flooding,	Page 61	Check and reference Council LEP whether the lot/land is flood-prone or not, for consistency and demonstration of LEP considerations.
Table 7-1 – Likelihood rating	Page 66	Unsure how you arrived at those probability figures – what informed the numbers? No need to explain but don’t see how it optimises risk matrixing and mapping.
Appendix 3 – TWAF Environmental Risk Assessment		Better to include risk scoring information at the end of the table to aid understanding of the table.

From: Scott Cooper <Scott.Cooper@planning.nsw.gov.au>
Sent: Monday, 26 May 2025 1:18 PM

To: Max Obiakor <max.obiakor@dpie.nsw.gov.au>
Subject: FW: I2S queries and informal review

Scott Cooper
Senior Planner – Freight Assessments
Department of Planning, Housing and Infrastructure

T (02) 8275 1296| **E** scott.cooper@planning.nsw.gov.au
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From: Luke Ryalls <lryalls@inlandrail.com.au>
Sent: Thursday, 22 May 2025 3:09 PM
To: Scott Cooper <Scott.Cooper@planning.nsw.gov.au>
Cc: NSW Reg Engagement <NSWRegEngagement@ARTC.com.au>
Subject: I2S queries and informal review

Hi Scott

Can I request a status update on 2 items please?

1. SSI-9406-PA-18 (E62) ETV methodology
2. SSI-9406-PA-20 (A19/E50) Flood Peer Reviewer

No immediate rush, just looking to provide an update to JHG next so we can chat tomorrow.

Secondly, I heard from discussions on site that you (and team) are ready for an informal review of the Site Establishment Mgmt Plan (C5). Attached is Rev C and the comment register from CGRC after their Rev B review, they currently have Rev C also.

Luke Ryalls
Senior Environment Advisor – Compliance

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Level 16, 180 Ann Street, Brisbane QLD 4000
inlandrail.com.au |

--

Daniel Lidbetter-JHG

From: Scott Cooper <Scott.Cooper@planning.nsw.gov.au>
Sent: Thursday, 29 May 2025 3:12 PM
To: Daniel Lidbetter-JHG; Max Obiakor
Cc: Andy Robertson-JHG; LRyalls; Daniel Lumby
Subject: RE: I2S SIMP informal received

Hi Dan,

Thanks. Max has sent comments for the SEMP via ARTC, but Luke is away so I will forward them on and CC him in.
Good news about Council.
No further Comments.
I did speak with Renee for I2S docs and she is getting to them shortly.

Thank you.

Regards,

Scott Cooper
Senior Planner – Freight Assessments
Department of Planning, Housing and Infrastructure

T (02) 8275 1296| **E** scott.cooper@planning.nsw.gov.au
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From: Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>
Sent: Thursday, 29 May 2025 1:53 PM
To: Scott Cooper <Scott.Cooper@planning.nsw.gov.au>; Max Obiakor <max.obiakor@dpie.nsw.gov.au>
Cc: Andy Robertson-JHG <Andy.Robertson2@jhg.com.au>; LRyalls <LRyalls@ARTC.com.au>; Daniel Lumby <dlumby@inlandrail.com.au>
Subject: RE: I2S SIMP informal received

Hi Scott & Max,

Just touching base to see if you had any questions on the SEMP or the documents we provided earlier this week?

Let me know if you have any questions. We are expecting close out of comments from Cootamundra Gundagai Council before the end of the week. Did you have any further comments or discussions with Renee' and the BCS team?

Thanks
Dan

From: Scott Cooper <Scott.Cooper@planning.nsw.gov.au>
Sent: Friday, 23 May 2025 4:40 PM
To: Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>
Subject: I2S SIMP informal received

Hey Dan,

Sorry missed your call earlier.
Thanks for the site visit it was good to meet the team and see the area.

Yep I have received the SIMP for informal review. Will be looking over it early next week. Also I have been chasing our BCSD (now RD) contact Renee Shepherd for her comments to expedite the review.

Ill contact if I have any questions.

Thank you.

Regards,

Scott Cooper
Senior Planner – Freight Assessments
Department of Planning, Housing and Infrastructure

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Appendix 3 – TWAF Environmental Risk Assessment

The following risk assessment has been undertaken for the Project. The potential impact/risk has been sourced from the EIS, Appendix G and updated to incorporate SEMP specific information. Mitigation measures to manage the potential impact/risk are provided throughout the SEMP, in particular Section 8.

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
Biodiversity				
Vegetation clearing, topsoil stripping and general works.	Clearing of native vegetation resulting in loss of fauna habitat, habitat fragmentation and loss of connectivity.	B	• All vegetation clearing is to be undertaken in accordance with the procedure provided in Section 8.5 which includes pre-clearing surveys, delineating vegetation to be cleared and retained, pre-clearing inspections, clearing permits etc. • Clearing extents/site boundary/limit of works would be consistent with proposal extents defined in a condition of approval. • The clearing extents/site boundary/limit of works would be clearly defined with flagging or marking tape, signage or other suitable means to delineate no-go areas. This delineation and marking process would align with the Project proposal flagging/marking tape process and specifications. • Trees at risk of being damaged due to works are to have TPZ established in accordance with the Australian Standard 'Protection of Trees on development sites' AS 4970-2009. • The clearing of vegetation will not occur until a clearing permit has been issued by the Environment Team. • 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. • The proposed access tracks in the northeast and southeast of the accommodation camp site would be located within existing disturbed areas/exotic grassland areas where possible. Surveys would be conducted within PCT 76 (Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions) during detailed design to ensure the siting of the access tracks avoids impacts on PCT 76 as far as possible.	D
	Direct impacts on listed threatened flora species and endangered terrestrial ecological populations and communities.	B		D
	Impacts on potential habitat for listed threatened fauna species.	B		D
	Increased impacts from pest plants and animals during construction from movement of vehicles, machinery and materials in and out of site.	C		D
	Indirect impacts on fauna species due to increased dust, sedimentation, and erosion, noise, light and contamination pollution.	C		E
	Native fauna mortality from vehicle strikes.	B		D

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
			• If impact on PCT 76 is unavoidable, tree clearing would be minimised by locating access tracks in vegetation gaps visible within aerial imagery and the existing mapping and refined upon site inspection, targeting areas of previous disturbance/exotic grassland to minimise potential impacts to derived native grassland. • 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. • All weeds will be managed, treated and disposed of in accordance with the Biosecurity Act 2015 and the ARTC Inland Rail Program Biosecurity Strategy (0-0000-900-EEC-00-ST-1000). • All works will generally be undertaken in accordance with the ARTC NSW – Legislation, Guidelines and Policies - Flora and Fauna Guideline (5-0000-902-EEC-00-GU-0003) • Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage biodiversity.	
Heritage				
Ground disturbing/civil works	Disturbance of known or unidentified items or places of non-Aboriginal heritage significance.	C	• Where previously unidentified Aboriginal, non-Aboriginal objects or human remains are discovered or suspected, all work must immediately stop in the vicinity of the affected area. Unexpected Heritage Finds and Human Remains Procedure to comply with E143 and C23(f). The Unexpected and Incidental Finds Protocol (Appendix 5) will be implemented. • All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects, Aboriginal values or Aboriginal places except as authorised by this approval. • Clearing extents/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. • Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage Aboriginal and non-Aboriginal heritage.	D
	Impacts on unrecorded Aboriginal sites and/or areas of archaeological sensitivity or cultural value.	C		D
	Impacts on unexpected finds of human remains.	C		D

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
Traffic, Transport and Access				
General construction traffic movements in and out of the SEMP site, construction of driveway access roads onto Grogan Road.	Impacts to road safety as a result of increased road use and turning movements at intersections and construction site access gates.	B	• Before any local road is used by a heavy vehicle, including Grogan Road, for the purposes of establishment of the CCSSI, a Road Dilapidation Report must be prepared for subject roads and bridges, and interfaces with regional roads. A copy of the Road Dilapidation Report must be provided to the relevant road authority(ies) within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the establishment of the CCSSI for endorsement by the roads authority. • 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 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	D
	Construction traffic impacts, including temporary delays to local and regional traffic due to road closures and diversions.	C		E
	Impacts to condition of rural roads due to construction traffic.	C		D
	Impacts on access to private properties.	C		D
	Impacts to emergency services through delays in access due to works.	D		E
	Changes to road network performance due to additional construction vehicles.	D		E
	Rural roads unsuitable for construction traffic (e.g. size and land use).	C		D
	Increase to road use as a result of cumulative infrastructure projects in the vicinity of the proposal.	C		D

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
			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. • The design of the two-way access points to the accommodation camp would be undertaken with regard to relevant standards and guidelines and in consultation with the Cootamundra-Gundagai Regional Council. • Swept path analysis would be undertaken for access from Grogan Road with consideration of bus and service vehicle movements during detailed design. • Route analysis including an assessment of clearance heights, bridge weight limits and swept path analysis would be undertaken for OSOM load carrying vehicles used in the establishment of the accommodation camp. • Establishment traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with CoA C7 and C8 as detailed below. ○ CoA C7 – Where possible, ancillary facilities must be accessed via existing public roads and/or the existing rail corridor. Where access via existing roads or the rail corridor is not possible, the Proponent may utilise existing private access tracks on private property but only with the written permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition C4. ○ CoA C8 – The Proponent must ensure that all roads / tracks that will be used to access ancillary facilities are to the standard necessary to provide access as agreed with	

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
			landowners, asset owner(s) and/or the relevant roads authority (as applicable), including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI. • A ROL or section 138 approval will be obtained by the relevant authority where required in accordance with the Roads Act 1993. • Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage traffic, transport and access impacts.	
Noise and Vibration				

All noise and vibration generating works	Noise impacts on sensitive receivers from construction activities, particularly during work outside the Interim Construction Noise Guideline (ICNG) (2009) standard working hours.	C	• The location of sensitive receivers in the vicinity of the Project will be shown on sensitive area plans and their location communicated to all site personnel prior to the commencement of works.
			• No swearing or unnecessary shouting or loud stereos / radios on site. Dropping of materials from height, throwing of metal items and slamming of doors will also be avoided and communicated to the workforce.
			• The approved working hours for the Project, including establishment of the TWAF are as follows.
			  ○ 7:00 am to 6:00 pm Monday to Friday
			  ○ 7:00 am to 6:00 pm Saturday
			  ○ At no time on Sunday or public holidays.
			• Any works undertaken outside these hours will be managed in accordance with the OOHW protocol and any required OOHW Permits.
			• See Section 5.5 for further details.
			• As required by CoA E4, highly noise intensive works that result in an exceedance of the applicable NML at the relevant receiver must only be undertaken:
				D

	Noise impacts on sensitive receivers from construction traffic.	D		E
	Human comfort vibration (amenity) impacts on sensitive receivers as a result of works close to receivers.	D		E

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
			○ Between 8:00 am to 6:00 pm Monday to Friday (excluding public holidays) ○ Between 8:00 am to 1:00 pm Saturday ○ In continuous blocks not exceeding three hours each with a minimum respite of at least one hour between each block of highly noise intensive work. • 'Continuous' includes any period during which there is less than a one-hour respite between ceasing and recommencing any work. • See Section 5.5 for further details. • Where reasonable and feasible, noise and vibration impacts will be reduced through the selection of less noise intensive equipment and methods. • Plant will not be left idling for extended periods of time, or warm up outside standard construction hours unless approved via and OOHW Permit. Operate vehicles at low speed/power if possible. • 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. • Non-tonal reversing beepers (or an equivalent mechanism) must be fitted and used on all relevant construction vehicles and mobile plant regularly used on site and for out of hours work. Consider the use of ambient sensitive alarms that adjust output relative to the ambient noise level. This does not apply to plant/equipment which require tonal alarms as per relevant safety legislation/guidelines i.e. Elevated Work Platforms, cranes etc. • JHG will endeavour to identify non-Project construction works, and coordinate/consult with them to avoid cumulative noise impacts to sensitive receivers as required. • Noise monitoring will be undertaken in accordance with Section 9.5. • Daily site-specific briefings for all employees and contractors will include:	

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
			○ Site specific noise management measures; ○ Location of nearest noise sensitive receivers; ○ Construction employee parking areas; ○ Behavioural practices (e.g. avoid swearing, shouting, dropping materials from heights); and ○ Designated loading/unloading areas and procedures. • Work compounds, storage areas, parking areas, unloading/loading areas and other semi-permanent construction sites should be located away from noise sensitive receivers. Where this is not possible, the orientation and layout of the work site shall consider noise impacts, and opportunities to shield receivers from noise through the use of site buildings and stockpiles should be considered. • 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. • In order to reduce the impact of noise from plant and equipment, the following principles will be enacted onsite, communicated to staff and checked through site inspections: ○ The offset distance between noisy plant and noise sensitive receivers will be maximised. ○ The number of vehicle trips to and from site will be optimised. ○ Regularly inspect and maintain equipment to ensure it is operating correctly. ○ Avoid the simultaneous operation of noisy plant within discernible range of noise sensitive receivers where possible. ○ Use of non-tonal reversing alarms for all permanent mobile plant ○ Where available, equipment selection will favour the use of quieter and less vibration emitting construction methods.	

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
			• Location and activity-specific construction noise and vibration impact statements would be prepared based on a more detailed understanding of the construction methods, including the size and type of construction equipment, duration and timing of works, construction traffic associated with the proposal, and detailed reviews of local receivers as required. • 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. • JHG must coordinate work with other Inland Rail projects, including any work to relocate or connect utilities conducted under any approval pathway, to minimise cumulative and consecutive noise and vibration impacts and maximise respite for affected sensitive receivers • Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage noise and vibration impacts.	
Contamination				
Ground disturbing/civil works	Potential to disturb contaminated soils during construction and mobilise contamination.	C	• The transport of dangerous goods will be undertaken in accordance with the Dangerous Goods (Road and Rail Transport) Regulation 2009 and the Australian Code for the Transport of Dangerous Goods by Road & Rail (National Transport Commission, 2017). • All fuels, chemicals, and liquids must be stored in bunded and secure areas and not located within or directly adjacent to drainage lines or areas prone to inundation. • Safety Data Sheets must be obtained for dangerous goods and hazardous substances stored onsite before their arrival. • Spill kits will be located to allow for timely response to uncontained spills. Adequate quantities of suitable material to counteract spillage will be readily available. • Spill prevention and response will comply with: ○ Relevant legislation and Australian Standards	D
	Contamination of soils/groundwater due to spills and leaks during construction.	B		D
	Exposure of acid sulfate soils (ASS) or saline soils and subsequent erosion.	D		E
	Potential for direct contact exposure by construction workers to soils associated with dumped materials and stockpiles or machine storage and maintenance.	C		D

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
			○ EPA “Bunding and Spill Management Guidelines” contained within EPA Environmental Protection Manual for Authorised Officers” ○ TfNSW “Code of Practice for Water Management”. • Refuelling of plant and equipment undertaken within designated areas with appropriate controls. Refuelling to be supervised at all times. • Refuelling shall occur in designated hardstand areas or over appropriate bunds wherever practical and shall take place on level ground, an appropriate distance from watercourses and shall be supervised at all times, and spill kit located nearby. • Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage contamination.	
Social Impact				
All works	Potential constraint in local short-term accommodation market (during site visits by IRPL-managed technical specialists), restricting access for other community needs.	D	• All community and stakeholder management will be undertaken in accordance with Section 9.3. • 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). • Local physical and mental health care service providers would be consulted prior to establishment of the accommodation camp. • JHG will consult with the landowner where the Project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property	E
	Changes in rural amenity and character, which may affect people’s sense of place, including adverse changes to existing visual amenity for three residential sensitive receivers in the local study area.	D		E
	Restricted access to community services and facilities due to increased demand from the construction workforce.	D		E

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
	Potential health and wellbeing impacts associated with amenity impacts in the local study area (noise and dust).	C	owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. • An Individual Property Management Plans will be prepared to document the results of consultation with landowners identified to be consulted by Condition E94 with and agreed outcomes. A copy of the Individual Property Management Plan must be provided to the landowner. A copy of each agreement must also be provided to the Planning Secretary upon request. • Property owners and occupants would be consulted in accordance with the Project-specific communication management plan to ensure that owners/occupants are informed about: o the timing and scope of activities in their area o any potential property impacts/changes, particularly in relation to potential impacts on access, services, or farm operational arrangements activities that have the potential to impact on livestock. • JHG will maintain existing access to properties during the entirety of work where practicable or unless agreements have been made with the landowner. • 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. • After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition E145 of this approval must be undertaken by a structural engineer. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items	D

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
			surveyed, and no later than three (3) months following the completion of construction. • The Proponent, where liable, must rectify any property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation at no cost to the owner. Alternatively the Proponent may pay compensation for the property damage as agreed with the property owner. • On site utilities including water, wastewater and electricity must be designed and located in accordance with Council specifications and relevant standards, in consultation with Council. • Telecommunications upgrades undertaken for the Accommodation facilities must consider the ability to provide long-term improvements to mobile telephone and internet capacity in surrounding areas. • All lighting associated with the establishment and operation of the CSSI must be consistent with the requirements of Australian Standard 4282-2019 Control of the obtrusive effects of outdoor lighting. Mitigation measures to manage any residual night-lighting impacts to residences must be undertaken in consultation with affected landowners. • Local physical and mental health care service providers would be consulted prior to establishment of the accommodation camp. • Construction workers would be encouraged to access Cootamundra-based services when possible. • Procurement would be undertaken in accordance with the Inland Rail Sustainable Procurement Policy, the Sustainable Procurement Guide and the NSW Government Resource Efficiency Policy. • Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage social impacts.	
Flooding, Hydrology and Water Quality				
	Temporary impact to the behaviour of local surface water systems during construction due to the presence of	D	• Establishment planning and the layout of construction work sites and compounds would be undertaken with consideration of overland flow	E

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
Ground disturbing/civil works, all works	construction features, including erosion and sedimentation control structures.		paths and flood risk, avoiding flood prone land and flood events where practicable. • A stormwater detention basin would be constructed (indicative location would be in the northern portion of the lot) to capture stormwater runoff from the car park during the 10% AEP flood event and will be designed in accordance with the Soil and Water Management Plan which is provided to Council (and other relevant external authorities) as part of the CoA C17 consultation process. • Site drainage would be installed in accordance with the recommendations in Managing Urban Stormwater: Soils and construction - Volume 1 (Landcom, 2004) and as detailed in the ESCP (Appendix 7). • Stormwater drainage infrastructure would be included under proposed access tracks and roads to maintain existing local overland flows to the farm dam to the north of the accommodation camp site. • Minimising hard stand areas in the vicinity of camp buildings to minimise increases in runoff. • Wastewater would be collected and removed off-site for treatment and disposal at a licenced wastewater treatment facility. • Capture of all rainwater from the roofs of camp buildings across the accommodation camp site for suitable reuse within the site. • Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage flooding, hydrology and water quality impacts.	
	Impact of flooding on unprotected areas during construction resulting in washouts or erosion.	D		E
	Increased sediment loads during rainfall events and from discharge of sediment-laden wastewater.	B		D
	Increased sediment loads due to changes in surface water flow from the presence of construction infrastructure.	B		D
	Impacts on water quality from contamination from spills and leaks during construction.	C		D
	Contamination of groundwater from construction activities.	C		E
	Erosion as a result of the disturbance of soils during construction, particularly in soil landscapes characterised by dispersive soils, given their susceptibility to erosion.	B		D
	Disturbance of soils and subsequent loss or degradation of soil quality during earthworks at construction compound site.	B		C
	Disturbance of landforms during earthworks reducing the stability of landforms.	C		E

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
Landscape Character and Visual Impacts				
All works	Light impacts from out-of-hours work during construction.	D	• Boundary Screening will be erected between the temporary workforce accommodation facility, and visible from sensitive land use(s) (including occupied residences on agricultural properties) for the duration of the time that the accommodation facility is in use, unless otherwise agreed with the owner and occupier of the adjacent sensitive land use(s). • Boundary screening will minimise visual impacts on adjacent sensitive land use(s) and not create a fire hazard. • Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage landscape character and visual impacts.	E
	Temporary visual impacts on sensitive visual receivers in the vicinity of construction work and from areas with views of the proposal site.	C		D
	Adverse impacts on landscape character during construction, particularly in greenfield areas.	D		E
Land Use and Property				
All works	Effects on access to and within properties as a result of changes to private access roads and internal access arrangements.	B	• All community and stakeholder management will be undertaken in accordance with Section 9.3. • 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). • Local physical and mental health care service providers would be consulted prior to establishment of the accommodation camp. • JHG will consult with the landowner where the Project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated.	D
	Indirect impacts on agricultural land use/production and livestock from construction activities, including impacts from changes to access, noise and air pollution.	D		E
	The movement of construction machinery and materials introduces biosecurity risks, including the spread of weeds.	B		D
	Impacts on agricultural land use from construction activities including impacts from reduced access, noise and air pollution.	C		D

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk

	Impacts on other infrastructure during construction including utilities and existing rail lines.	D	• An Individual Property Management Plans will be prepared to document the results of consultation with landowners identified to be consulted by Condition E94 with and agreed outcomes. A copy of the Individual Property Management Plan must be provided to the landowner. A copy of each agreement must also be provided to the Planning Secretary upon request.
			• Property owners and occupants would be consulted in accordance with the Project-specific communication management plan to ensure that owners/occupants are informed about:
			  ○ the timing and scope of activities in their area
			  ○ any potential property impacts/changes, particularly in relation to potential impacts on access, services, or farm operational arrangements activities that have the potential to impact on livestock.
			• JHG will maintain existing access to properties during the entirety of work where practicable or unless agreements have been made with the landowner.
			• 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.
			• After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition E145 of this approval must be undertaken by a structural engineer. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than three (3) months following the completion of construction.
				E

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
			• The Proponent, where liable, must rectify any property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation at no cost to the owner. Alternatively the Proponent may pay compensation for the property damage as agreed with the property owner. • On site utilities including water, wastewater and electricity must be designed and located in accordance with Council specifications and relevant standards, in consultation with Council. • Telecommunications upgrades undertaken for the Accommodation facilities must consider the ability to provide long-term improvements to mobile telephone and internet capacity in surrounding areas. • All lighting associated with the establishment and operation of the CSSI must be consistent with the requirements of Australian Standard 4282-2019 Control of the obtrusive effects of outdoor lighting. Mitigation measures to manage any residual night-lighting impacts to residences must be undertaken in consultation with affected landowners. • Local physical and mental health care service providers would be consulted prior to establishment of the accommodation camp. • Construction workers would be encouraged to access Cootamundra-based services when possible. • Procurement would be undertaken in accordance with the Inland Rail Sustainable Procurement Policy, the Sustainable Procurement Guide and the NSW Government Resource Efficiency Policy. Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage social impacts.	
Air Quality				
At all times but particularly during ground disturbance/civil	Emissions from vehicles or plant during construction.	D	• All practicable measures must be implemented to minimise the emission of dust, odour and other air pollutants during the construction and operation of the CSSI.	E
	Generation of dust during construction (from exposed soil/stockpiles,	B		D

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk

works and stockpiling.	excavation and vehicle movements) and impacts on sensitive receivers.		• Dust generation will be minimised during establishment where possible. Where practicable, specific measures will include (but not be limited to):
			  ○ Regularly watering exposed and disturbed areas including stockpiles and haul roads, especially during inclement weather conditions
			  ○ Adjusting the intensity of activities based on measured and observed dust levels, weather forecasts and the proximity of and direction of the works in relation to the nearest identified sensitive receivers
			  ○ Minimising the extent of disturbed and exposed surfaces
			  ○ Progressive stabilisation of exposed areas with mulch, hard stand, polymer, revegetation, geofabric etc.
			• Ensuring loads are covered, and any loose materials/debris are removed before vehicles exit the site.
			• Vehicles, plant and equipment will be switched off when not in use to minimise GHG emissions.
			• Vehicles, plant and equipment will be operated and maintained in an efficient manner, including to maximise fuel efficiency
			• Plant will be inspected prior to use as part of pre-start checks and monitored during establishment as part of regular inspections to ensure that the plant is in good working order, and to ensure that there are no continuous visible emissions for longer than 10 seconds as per the POEO Clean Air Regulation.
			• Where sensitive receptors are located within the study area (350 m from construction footprint and 50 m of the route(s) used by construction vehicles on public roads, up to 500 m from the site access points) determined for each key activity, or visible dust is generated from vehicles using unsealed access roads, road watering and/or other stabilising approaches would be implemented.
			• Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage air quality impacts.	

	Fugitive emissions (e.g. VOCs) from fuel/chemicals storage and handling.	D		E

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
Waste Management				
All works	Generation of excess spoil that cannot be reused onsite (unsuitable for reuse or insufficient space) and needs to be disposed of.	B	• Waste collection and recycling systems would be developed to ensure safe handling of waste on site before being transported off site and disposed of at an approved or licenced materials recycling or waste disposal facility. • Waste collection and recycling systems of the accommodation camp would be developed to ensure safe handling of waste on site before being transported off site and disposed of at an approved or licenced materials recycling or waste disposal facility. • Waste generated during establishment is to be dealt with in accordance with the following priorities: (a) waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced; (b) where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered in accordance with the requirements of the Protection of the Environment Operations Act 1997 and its regulations; and (c) where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed at an appropriately licensed facility. • The importation of waste and the storage, treatment, process, reprocessing or disposal of such waste must be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014. • Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any site meeting applicable legislation and regulations, or to any other place that can lawfully accept such waste. • All waste generated during establishment and operation must be classified in accordance with the EPA's Waste Classification	D
	Inappropriate management of waste generated during construction, resulting in environmental, health and amenity impacts, including contamination, water quality impacts, odour and dust.	C		E
	Inappropriate management of waste generated during construction, resulting in excessive waste being directed to landfill.	D		E
	Increased resource consumption.	D		E

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
			Guidelines, with appropriate records and disposal dockets retained for audit purposes. • Any hazardous or dangerous waste (e.g. asbestos, chemicals, oils) would be correctly stored and managed onsite, and if necessary, disposed of by a licensed contractor or facility and in accordance with the relevant state occupation health and safety legislative, and regulatory obligations. • Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage waste impacts.	
Hazard and Risk				
All works	Potential for environmental damage resulting from a bushfire passing through the site (e.g. explosion of fuel storages/tanks, vehicles and machinery.	C	• Detailed design and construction planning would maintain appropriate access during establishment and operation, ensuring local roads allow emergency access, first-response firefighting, access to water supply for firefighting purposes and safe evacuation routes. • JHG would ensure that appropriate firefighting equipment, including fire extinguishers, water carts and hoses, are available at the accommodation camp. • JHG would develop procedures to manage hot work/high fire-risk activities, including observation of local fire authorities and emergency services directives, checking extent of worksite vegetation prior to hot work, and ensuring appropriate firefighting equipment and trained personnel are available. • The construction contractor procedures would comply with the ARTC Safety Management System. • JHG would ensure that trained first aid personnel are available to treat minor injuries or other minor health issues. • An occupation certificate will be provided for use of the fly camp prior to occupation.	D
	Damage to infrastructure, potential for impacts to freight goods caused by flooding events.	D		D
	Increased temperatures, leading to failure of infrastructure, caused by climate change (extreme weather events).	D		D
	Disruption to public from noise and vibration.	D		E
	Worker injury from fatigue and heat stress.	B		D
	Health impacts from asbestos.	D		E
	Impacts from dust, respirable silica and other airborne contaminants.	C		D

Activity/Aspect	Potential Impact	Risk level prior to mitigation	Mitigation Measure	Residual Risk
	Road accidents caused by increased vehicles required for the construction of the proposal.	B	• Refer to Section 6 and 8 for a full list of mitigation measures to be implemented to manage hazards and risks.	D
	Worker injury from services strike at existing infrastructure and underground and overhead utilities.	C		D

Likelihood rating

Likelihood	Definition	Probability
5. Almost certain	Almost certain to occur during the project/contract life	>90%
4. Likely	Considered likely to occur during the project/contract life	51 to 89%
3. Possible	Considered a possible occurrence during the project/contract life	30% to 50%
2. Unlikely	Considered unlikely to occur during the project/contract life	5% to 29%
1. Rare/remote	Considered a rare occurrence to happen during the project/contract life	<5%

Consequence rating

Consequence risk					
Rating	**1**	**2**	**3**	**4**	**5**
Environment & Natural Resources	Low severity environmental impact(s) or impact on natural resources availability that are promptly reversible and affected area is within the site boundary	Nuisance or low severity environmental impact(s) or impact on natural resources availability that are promptly reversible and affected area is outside the site boundary	Moderate severity environmental impact(s) or impact on natural resources availability where the affected area is within the site boundary	Moderate severity environmental impact(s) or impact on natural resources availability where the affected area is outside the site boundary	High severity environmental impact(s) or impact on natural resources availability at local scale significance
Reputation / Community / Media	Public concern restricted to local complaints Lack of contribution to the community	Minor, adverse local public or media attention and complaints Employees warned only Minor change in community amenity values	Attention from media and/ or heightened concern by local community Stakeholder action will disrupt planned Project activities Disciplinary action may be taken Temporary reduced community access to services or employment	Significant adverse national media / public / NGO attention Considerable and prolonged adverse community impact and dissatisfaction publicity expressed Stakeholder action will delay achievement of major elements of the project Permanently reduced community access to services or employment	Serious public or media outcry with international coverage Significant adverse community impact & condemnation Stakeholder action will prevent achievement of the project objectives Reduced cohesion of community

Governance / Legal / Regulatory	Very minor technical breach of regulation or policy or code of ethics. No fine / penalty	Minor legal issues, non-compliances and breaches of regulation, policy or code of ethics Enforceable Undertaking	Moderate breach of regulation, policy or code with investigation or report to authority Moderate legal proceedings initiated Several Improvement Notices	Significant breach of regulation, policy or code with fine or other regulatory action. Significant litigation / legal action Shut down of part of a Project due to regulatory breach Prohibition Notice	Major breach of regulation, policy or code with fine Major litigation Major investigation by regulatory body Prosecution / Accreditation loss
Management Impact	Impact of event absorbed through normal activity	Will require some local management attention over several days	Significant event that can be managed with careful attention, will take some Project managers much time for several weeks Local operation of contingency plan	Major event that requires the implementation of crisis and contingency plans at a Project level, regional area or support function (DRP) Will require the involvement of senior managers and will take up the time of Project managers for several weeks	Critical event or disaster with significant impact on John Holland that requires considerable senior management time to handle over several months Full implementation of a John Holland's crisis management plan for days to weeks
Workplace Health and Safety	First aid injury, and/or Minor safe working issues	Medical treatment, and/or Moderate safe working breach likely to impact on operations	Serious medical / hospital treatment resulting in need alternate working or resulting in lost time injury, and/or Significant safe working breach with actual impact on operations	Serious or permanent Injury, and/or Significant safe working beach with immediate impact on operations on one or more worksites	1 or more fatalities, and/or \Major breach of safe working with immediate and extensive impact on one or more worksites

Risk matrix

	Consequence				
Likelihood	**1**	**2**	**3**	**4**	**5**
5. Almost certain	**D**	**C**	**B**	**A**	**A**
4. Likely	**D**	**D**	**C**	**B**	**A**
3. Possible	**E**	**D**	**C**	**C**	**B**
2. Unlikely	**E**	**E**	**D**	**C**	**B**
1. Rare/remote	**E**	**E**	**D**	**D**	**C**

Table 7-1 – Risk rating

Risk abbreviation	Risk Rating
A	Catastrophic
B	Critical
C	Moderate
D	Minor
E	Marginal / negligible

Appendix 4 –Site Environment Plan

SEP under development - this will be updated and appended following confirmation of the detailed design for the site.

Inland Rail Illabo to Stockinbingal Low Impact Work Site Environmental Plan (SEP)

JOHN HOLLAND

General

Misc. Construction Controls to avoid Environmental Incidents
Out of Hours Work (OOHW) as approved by Inland Rail and the ER. OOHW as described in the Out of Hours Work Protocol *(5-0019-220-EEC-00-PO-0001)*.
No works to be undertaken outside of standard construction hours without prior approval from the ER.
Fatigue monitored to ensure environmental & safety incidents are avoided.
Plant and equipment to be operated by a trained competent and authorised person only.
Pre-mobilisation Inspection for all plant and equipment.
Licensed Asbestos Contractor Class A for removal of friable asbestos and Class B for bonded asbestos.

Environmental Risks

Impact	Risk
Noise Pollution	[L]
Water Pollution	[M]
Air Quality	[L]
Chemical Spills	[L]
Waste and Resource	[L]
Flora & Flora	[M]
Housekeeping	[L]
Traffic Management	[L]
Heritage	[M]

EVENT MANAGEMENT

All environmental incidents to be reported immediately to Inland Rail and Environmental Representative and entered into Horizon360 within 24 hours of the event.

Air Quality Management

Avoid works during unfavourable weather conditions, i.e., following BOM weather alerts and/or warnings.	**Site Supervisor**
Plant/equipment will cease where excessive emission of black smoke from the responsible plant/equipment is observed.	**Site Supervisor**

Contamination

Controls / Actions	Responsibility
Upon identification/suspicion of contaminants, work must cease and the procedure in the Unexpected and Incidental Finds Protocol be adhered to (*5-0019-220-PES-00-PR-0001*).	**Site Personnel**

Project Contacts

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**
Adhere to speed limit restrictions on all roads to minimise dust generation	**Site Supervisor**

Soil and Water Management

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 unless approved by the JHG Environment Team.	**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**

Chemical Storage

Chemicals, fuels and oils to be stored in the securely bunded area within the storage area.	**All personnel**
Spill kits and absorbent material to be located in the site plant, light vehicles and in work area.	**Site Supervisor**

Heritage Management

Controls / Actions	Responsibility
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.	**Site Supervisor** **Project Manager**
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*).	**Site Personnel**

Flora and Fauna Management

Contact project ecologist to have fauna relocated if found.	**Site Personnel**
NO VEGETATION IS TO BE REMOVED OR TRIMMED.	**Site Personnel**
Unexpected biodiversity finds must be managed in accordance with the Unexpected and Incidental Finds Protocol (*5-0019-220-PES-00-PR-0001*).	**Site Personnel**
All trees are to be avoided and protected where required.	**Site Personnel**
Vehicles to be inspected before movement between different landowners' properties.	**Site Personnel**
Vehicles to be brushed down of any mud/soil material and tires sprayed with disinfectant prior to making between between-property movements.	**Site Personnel**
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.	**Site Personnel**
Light towers will be oriented away from woodland areas where possible to minimize impacts to wildlife.	**Site Personnel**

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.	**Project Manager** **Site Engineer** **Site Supervisor** **Environmental Representative**
All plant equipment engines, including delivery vehicles, must be turned off when not in use to reduce potential noise impacts to the surrounding community.	
Non-tonal reverse mechanisms will be installed on plant.	
No unnecessary shouting, slamming doors	

Site Environmental Plan – **MAF CH40100 (Grogan Rd)**

Site Access Point: 11 (Grogan Rd), G21-05 (Grogan Rd)
Property: Craig Morton (Property #21)

Chainage **from** (m): 39740
Chainage **to** (m): 40240

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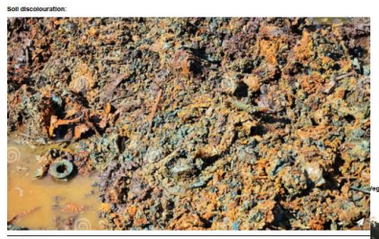
*Locations of MAF assets and ERSED controls are indicative and will be subject to assessment of on-site conditions
**ERSED controls must be installed in accordance with the PESCP

- 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 point
- Farm gate
- Access/egress track
- Indigenous Survey Zone
- Sensitive item (X)
- Lighting tower
- Spill kit
- Heavy vehicle parking
- Sediment basin *Refer to ESCP for further detail*
- Earth diversion bund *Refer to ESCP for further detail*

ANTICIPATED PRESENCE IN THE AREA:



2

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

Erosion and Sediment Controls (ESC):

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

The following ESC are implemented for the project site:

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

Monitoring of ESC:

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

Sensitive Receiver Map

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EIS Receiver ID: 226994

Total length: 447.49 m

EIS Receiver ID: 321487

Total length: 451.83 m

Grogan Road

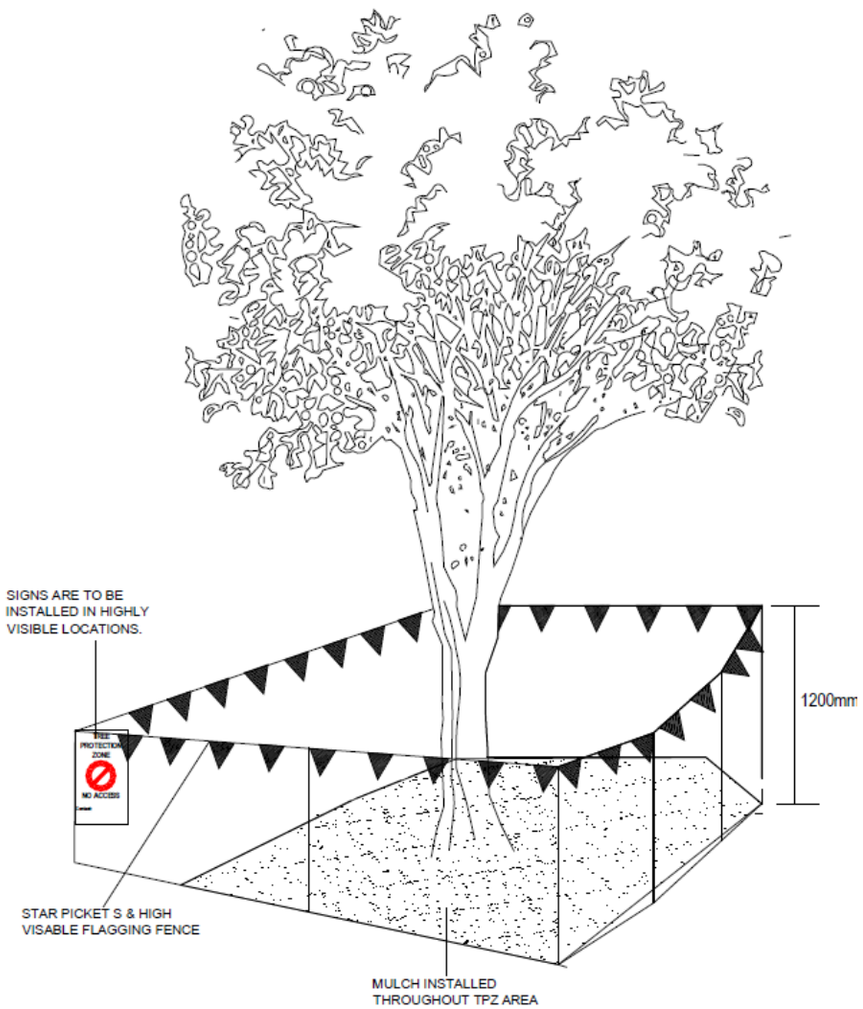
Freemans Lane

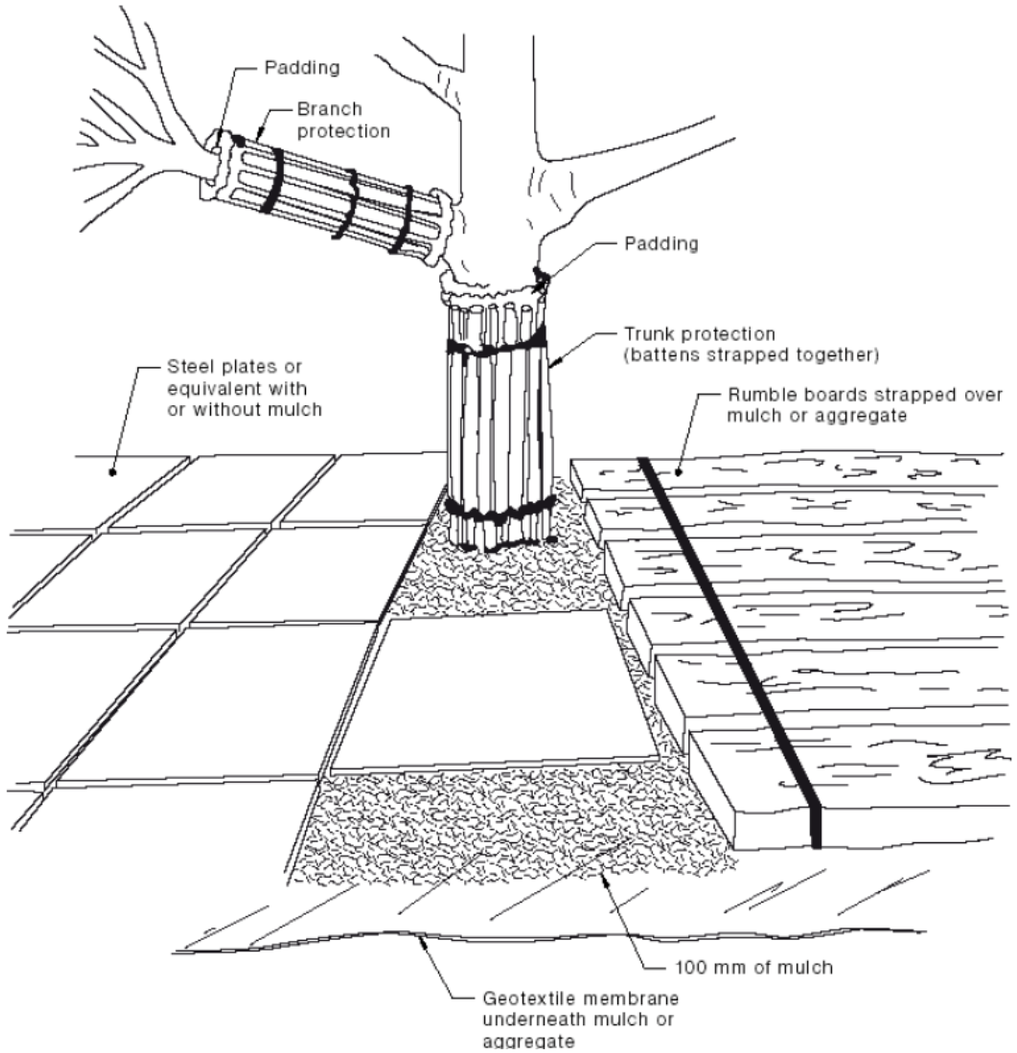
PR39450

200 m

General Tree Protection Measures

- 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.





Appendix 5 – Unexpected and Incidental Finds Protocol

The Unexpected and Incidental Finds Protocol is provided on the Project website – https://inlandrail.com.au/illabo-to-stockinbingal-unexpected-and-incidental-finds-protocol/

Appendix 6 – IRPL/ARTC Event Management Process

Table 1: ARTC Event Management Process

PROCESS STEP	STEP TITLE	TASK DESCRIPTION	TIMEFRAME	RESPONSIBLE ROLE
Step 1	Conduct initial response for identified Environmental Event	Whether identified by the Contractor Representative or the ARTC Representative or a third party (i.e. Authority, community member), the individual is to contact the appropriate Site supervisor and take reasonable and practicable steps to stop, reduce and / or prevent further impacts ***Note:*** *It is imperative that all ARTC representatives and Contractor, subcontractors and any other associated persons working on the Inland Rail Program do not put their own personal welfare or the welfare of others at risk and emergency services should be called if required.*	Immediately	Contractor Representative
Decision	Does the Environmental Event require Regulatory Notification?	Where the Environmental Event is an actual or potential noncompliance with any Laws (including any CoA), and / or does or is likely to meet the definition of material harm or serious environmental harm, the Contractor must notify ARTC verbally immediately **Yes:** Proceed to Step 2 **No:** Proceed to Step 4	Immediately notify after identification of Environmental Event	Contractor Representative
Step 2	Prepare/Complete Initial Regulatory Notification(s)	**Step 2a)** Notify any Authority and/or third-party as applicable and in accordance with, requirements. (ARTC will notify relevant Authorities in respect of ARTC Approvals) **Step 2b)** Prepare the regulatory notification template(s) as provided by ARTC and submit to ARTC for review via Aconex	Immediately notify after becoming aware of any Environmental Event Any further notification(s) / reports including requests for further information must be completed within the specified timeframes determined by ARTC, subject to compliance with applicable Laws	Contractor Representative

Appendix B– Event Management Process

		Contractor to consider / incorporate feedback into the Regulatory Notifications(s) / Reports / Information within specified timeframes determined by ARTC. *Step 2 and 3 continue until ARTC is satisfied with the Regulatory Notification(s) / Report / Information.* ***Note:** Further Regulatory Notification(s) / Reports may be required in addition to the initial Regulatory Notification, including requests for further information by Authorities(s). ARTC may direct the Contractor to prepare and provide ARTC with any additional notifications / reports / information via Aconex.*		
Step 3	ARTC Review / Submit Regulatory Notification **(Only for Approvals for which ARTC retains reporting responsibility under the Deed)**	ARTC review Contractor's draft Regulatory Notification. ARTC may provide feedback (where relevant) via Aconex that is to be considered / incorporated into the Regulatory notification(s) / reports / information ARTC submit Regulatory Notification / Reports / Information to Authorities and/or any other third party (e.g. Environmental Representative) as required or as ARTC considers appropriate. *Where additional notification(s) / reports / information is required by the Regulator(s) ARTC will request this from the Contractor via Aconex as per Step 2*	As specified by ARTC, subject to compliance with applicable Laws	ARTC Representative
Step 4	Enter/Update Environmental Event Record within SAI360	Enter/Update the Environmental Event Record within SAI360 including all relevant and supporting information / documentation in accordance with the SAI360 training material Refer to Decision(s) “Review if Environmental Event Triggers Step 2” and “Is an Investigation / Lessons Learnt required” and proceed as necessary Once ARTC is satisfied with the information provided within the Environmental Event Record proceed to Step 7. *Step 5 and 6 continue until ARTC is satisfied with the Environmental Event Record, incident report and any additional or supporting information*	Within 24 hours after becoming aware of any Environmental Event Subsequent updates within a timeframe agreed with ARTC or as directed by ARTC	Contractor Representative

Appendix B– Event Management Process

		ARTC will provide the Contractor with licenses & training material for SAI360		
Step 5	ARTC Review	ARTC will review the Environmental Event Record within SAI360 and request any additional information / feedback it requires or believes is relevant to the Environmental Event Record via Aconex	Within 48 hours or longer period as stated by ARTC after initial entry into SAI360	ARTC Representative
Decision	Review if Environmental Event Triggers Step 2	Where additional information is identified (by either the Contractor or ARTC) the Contractor must review to determine if Step 2 is triggered. **Yes:** Return to Step 2 **No:** Continue as per Step 4 and 5	Immediately notify - If the event triggers Step 2.	Contractor Representative
Decision	Is an Investigation / Lessons Learnt Required?	Investigation / Lessons Learnt is dictated by event severity and/or at the direction of ARTC. **Yes**: Proceed to Step 6 **No:** Proceed to Step 7 *ARTC may direct the Contractor to complete an investigation / Lessons Learnt due to further information identified or additional factors present (i.e. reoccurrence of similar events, significant costs to the business, level of regulatory involvement, significant damage to ARTC reputation and / or significant public interest).*	Timeframe dictated by Environmental Event severity or within mutually agreed timeframe where the investigation is directed by ARTC.	Contractor Representative / ARTC Representative
Step 6	Complete Investigation/Lessons Learnt	Contractor is to complete investigation/ Lessons Learnt including ARTC Representative as per ARTC direction The Contractor must submit the investigation / Lessons Learnt to ARTC via Aconex ARTC will review the investigation / lessons learnt and request any additional information / feedback it requires or believes is relevant to the Investigation / Lessons Learnt via Aconex as per Step 4 & 5	Timeframe dictated by Environmental Event severity or within mutually agreed timeframe where the investigation is directed by ARTC ***Note:*** *ARTC may at its discretion direct the contractor to complete / finalise within a specified timeframe*	Contractor Representative / ARTC Representative

Appendix B– Event Management Process

Step 7	Finalise Environmental Event in SAI360	The Contractor must complete and finalise the Environmental Event Record within SAI360 (this will include any associated actions / investigations/ Lessons Learnt to finalise the Environmental Event Record)	No later than 72 hours after Step 5 or within a timeframe agreed with ARTC	Contractor Representative
			Note: *ARTC may at its discretion direct the Contractor to complete / finalise within a specified timeframe*	
Step 8	Close Event	ARTC will review the completed Environmental Event Record within SAI360 and once satisfied the Environmental Event Record will be complete If ARTC are not satisfied that enough information has been provided, the Contractor will be instructed to return to Step 4 and action as required in agreement with ARTC ***Note:*** *ARTC may require additional verification of the close out of events either through Environmental coordination meetings, Aconex or during an ARTC lead audit of the CEMF event management process*	Within 72 hours of completed Environmental Event Record ***Note:*** *ARTC may at its discretion direct the contractor to complete / finalise within a specified timeframe*	ARTC Representative
Step 9	Contractor Close event	Close event if agreed by ARTC	Within 72 hours of Step 8	Contractor Representative

Appendix 7 – Erosion and Sediment Control Plan

TREESTONE ENVIRONMENTAL

Erosion and Sediment Control Plan

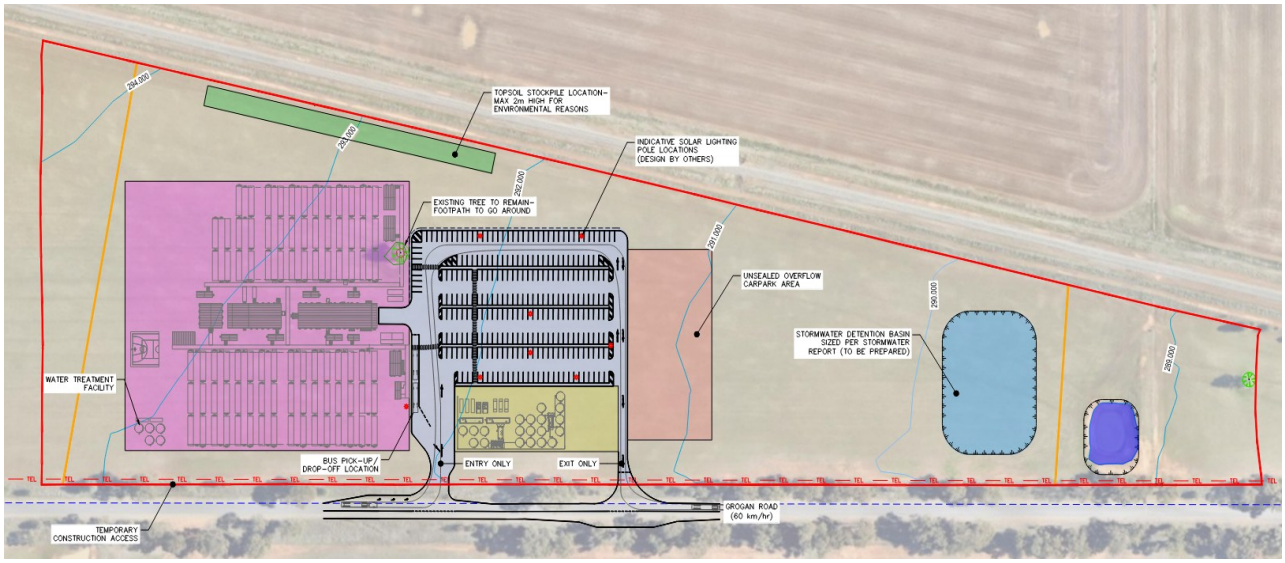
Prepared for

JOHN HOLLAND

Inland Rail – Illabo to Stockinbingal

Temporary Workforce Accommodation Facility

Grogan Road, Stockinbingal



DOCUMENT CONTROL & DISTRIBUTION REVISION REGISTER

Rev	Date	Prepared by	Reviewed by	Approved by
0	09/05/2025	S.Steel	M.Gil	S.Steel
REVISION STATUS				

Rev	Section Changes
0	Initial submission

This Erosion and Sediment Control Plan (ESCP) encompasses the design and management documentation within the ESCP in its entirety. Information from this ESCP should not be extracted and or used in isolation.

To provide effective stormwater, erosion and sediment control it is critical that proposed erosion and sediment controls as nominated within the design drawings are coordinated with the construction program. If a deviation from the proposed design is envisaged and or experienced, and or if the information provided is considered to be ambiguous or unclear, consultation with the ESCP developer is required.

The status of the revision of the ESCP should be checked with the recipients as noted in the Revision Register Table.

Contents

1 Introduction

The Illabo to Stockinbingal (I2S) section of the Inland Rail (the Project) is located in south-western NSW in the Riverina region. The Project comprises approximately 42.5k kilometres (km), including 39km of new rail corridor that would connect Illabo to Stockinbingal. A temporary workforce accommodation camp will be constructed on Grogan Road near Stockinbingal to house the workforce for the duration of works.

This Erosion and Sediment Control Plan (ESCP) has been prepared to provide erosion and sediment control guidance to John Holland Group (JHG) for the construction of the Temporary Workers Accommodation Facility (TWAF).

1.1 Legislation, Guidelines and Standards

This ESCP has been prepared in accordance with the following documents:

1.1.1 Legislation

Legislation relevant to the implementation of this OESCP includes:

- NSW Protection of the Environment Operations Act 1997 (POEO Act)
- NSW Fisheries Management Act 1994 (FM Act)
- NSW Water Management Act 2000.

1.2.1 Guidelines and Standards

The following guidelines and standards have been utilised to develop this OESCP:

- Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004).
- Managing Urban Stormwater: Soils and Construction Volume 2 (DECC, 2008).
- Best Practice Erosion and Sediment Control (IECA, 2008).

1.2 Purpose of the Overarching Erosion and Sediment Control Plan

The Erosion and Sediment Control Plan (ESCP) will outline how stormwater will be managed during construction through the implementation of appropriate drainage, erosion and sediment controls, as detailed in **Section 3.0** and **Section 4.0** of this ESCP. All controls will be designed, installed and maintained as per Landcom's Managing Urban Stormwater (the Blue Book) (2004). Detailed PESCP drawings for the entirety of the Project Area will be prepared progressively before and during construction (as required) at a scale relevant to each component of the Project. The PESCPs will be based on the principles of this ESCP and the Blue Book (Landcom, 2004).

1.3 Project Location

The TWAF will be located between Grogan Road and the Stockinbingal to Parkes rail line, approximately 2km north of Stockinbingal (refer to Figure 1.1) and is predominantly surrounded by agricultural land.

Figure 1.1 TWAF Locality plan

1.2 Project Scope

The Project includes the construction of a TWAF with a capacity to house a workforce of approximately 300 persons.

The key components of the TWAF are shown in **Figure 1.2** and include:

- Accommodation for approximately 300 persons, including cribbing and storage facilities
- 250 sealed car parks
- 100 unsealed carparks – overflow area, including trucks and trailers
- Bus parking pick up and drop off point
- Water treatment facility, including pump out area
- Sediment Basin
- Security lighting
- Road access off Grogan Road,

Construction activities will include:

- Site establishment and enabling works including temporary fencing, ground preparation, construction of the internal access tracks, preliminary civil works and drainage works.
- Construction of the temporary workforce accommodation camp.
- Gravel sheeting of the overflow carpark.
- Bitumen sealing of the main carpark.
- Construction of a sediment basin.

2 Site Description

2.1 Climate

The closest weather station located approximately 20.2 km southeast of the TWAF boundary at Cootamundra Airport (Station 73142). The Rainfall data recorded at Cootamundra Airport was sourced from the Bureau of Meteorology (BoM, 2025) website and is presented in **Figure 2.1**.

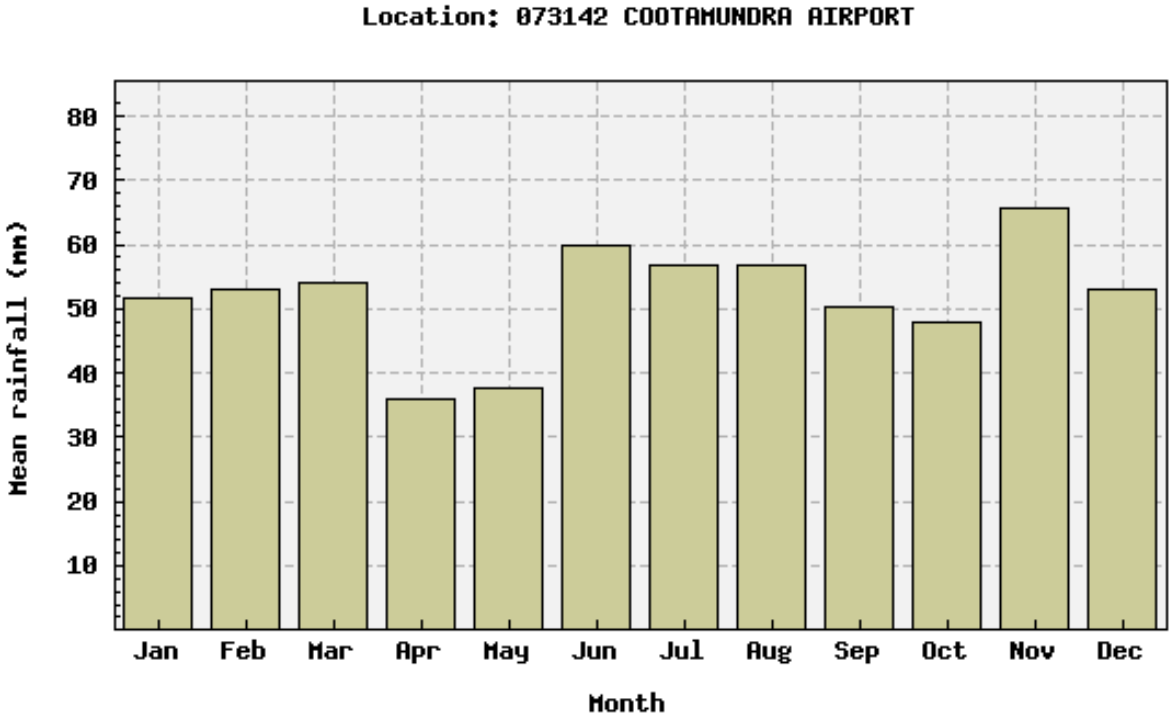


Figure 2.1 Mean Rainfall for Cootamundra Airport – 1995 to 2025 (Source: BOM, 2025)

Table 2.1 presents the Australian Rainfall and Runoff 1987 Intensity Frequency Duration (IFD) rainfall intensities sourced from the BoM website (BoM, 2025) for the Project Area.

Table 2.1 Intensity Frequency Duration (IFD) rainfall intensities (mm/hr)

Duration	1 year	2 years	5 years	10 years	20 years	50 years	100 years
5 mins	56.7	74.6	100	117	139	170	195
6 mins	52.8	69.4	93.4	109	129	158	180
10 mins	42.9	56.4	75.5	87.7	104	126	144
20 mins	31.2	40.9	54.4	62.9	74.3	89.9	102
30 mins	25.2	33.0	43.6	50.4	59.4	71.7	81.5
1 hour	16.7	21.8	28.5	32.8	38.4	46.2	52.3
2 hours	10.5	13.7	17.7	20.2	23.5	28.1	31.7
3 hours	7.94	10.3	13.2	15.0	17.4	20.7	23.3
6 hours	4.84	6.22*	7.90	8.91	10.3	12.2	13.6
12 hours	2.98	3.81	4.78	5.35	6.16	7.22	8.05
24 hours	1.85	2.36	2.93	3.27	3.74	4.37	4.87
48 hours	1.12	1.43	1.77	1.97	2.24	2.61	2.91
72 hours	.809	1.03	1.26	1.40	1.60	1.86	2.06

** 2 year, 6 hour duration storm event intensity as used in Section 3 (R Factor in the RUSLE calculations)*

2.2 Topography and Drainage

The TWAF facility has an elevation of 294 meters Australian Height Datum (AHD) in the southwest corner, with the topography very gently sloping to the northeast corner (289m AHD), representing a grade of approximately 1%. The Project area consists of agricultural land in the form of open paddocks, the majority of which has been subject to land clearing over a long history of grazing.

There are no watercourses within the Project site, with Bland Creek located approximately 1.5km to the east. Bland Creek, a mostly–perennial river, is part of the Lachlan sub-catchment of the Murrumbidgee catchment within the Murray–Darling basin.

2.3 Soils

The Project Area consists of agricultural land, the majority of which has been subject to land clearing and a long history of grazing. The soil landscapes for the Project have been sourced from the Department of Planning Housing and Infrastructure (DPHI) online mapping tool eSpade, with the predominant type identified as:

- Solosols - soils with strong texture contrast between A horizons and sodic B horizons which are not strongly acid and in which the major part of the upper 0.2 m of the B2 horizon (or the major part of the entire B2 horizon if it is less than 0.2 m thick) is sodic, that being soils with an Exchangeable Sodium Percentage (ESP) >6%).

Most of the Project area is locates within the ‘Oakville’ soil landscape (S15511bg), which is described as featuring

Table 2.2 presents relevant modelled soil properties sourced from eSpade (DOE, 2025).

Table 2.2 eSpade Modelled Soil Properties (NSW DPE, 2025)

Parameter	Value	
	0–30 cm Depth	30–100 cm Depth
Soil Erodibility, k factor (as used in the Revised Universal Soil Loss Equation (RUSLE))	0.04–0.05	
Clay Percentage	17–19%	45–48%
Silt Percentage	15–19%	10–14%
Sand Percentage	10–16%	8–7%
pH (CaCl2)	5.5-7.5	6.1–6.8
Electrical Conductivity (dS/m)	0.05–0.06	0.04–0.23
Cation Exchange Capacity (cmolc/kg)	7.8–11.6	22-25
Soil Organic Carbon	1.54–2.88%	0.39-0.78%
Exchangeable Sodium Percentage (ESP)	0.3%	3–4.5%

3 Erosion Hazard Assessment and Soil Class

As indicated in **Section 2.2**, there are no watercourses within the Project area, and therefore no waterfront land to take into account in the assessment. An erosion hazard assessment has been undertaken for the Project Area in accordance with Chapter 4.4.1 of Volume 1 of the 'Blue Book', using the Revised Soil Loss Equation (RUSLE).

The calculated soil loss is then used to determine the soil loss class and associated level of sediment control required, as well as stabilisation and staging requirements, as detailed in **Table 3.1**:

$$\boldsymbol{A = K\ x\ R\ x\ LS\ x\ P\ x\ C}$$

where,

Table 3.1 Predicted Annual Soil Loss Factors

A =	predicted annual soil loss (t/Ha/yr)	To be Calculated
K =	The soil erodibility factor (K factor) is a measure of the susceptibility of soil particles to detachment and transport by rainfall and runoff. Soil texture is the principal component affecting the K factor, but soil structure, organic matter and profile permeability also contribute. The K-factor applied to the project is 0.072, ascertained from the 'worst case' scenario from **Table 2.2**, with a 20% adjustment to account for any potential dispersive soils that may be encountered.	0.06
R =	Annual rainfall erosivity was calculated using Equation (2) in Appendix A of Volume 1 of the 'Blue Book': R = 164.74 (1.1177)^{S} x $S^{0.6444}$ where, S is the 2-year, 6-hour duration storm event intensity (mm) highlighted in **Table2.1** (7.63mm/hr). This gives an annual R factor of 1430.	1,069
LS =	Plotting the average site slope from the development footprint contours, the site is has an average gradient of 1% with an average slope length of 80m. This gives a slope length gradient factor (LS Factor) of 0.19 for the site.	0.19
C =	The C Factor measures the combined effect of all the interrelated cover and management variables. It also represents non-structural methods for controlling erosion (i.e. groundcover erosion control products, or revegetation).	1.0
P =	The P factor measures the combined effect of all support practices and management variables. Management measures that reduce runoff velocity and reduce the tendency of runoff to flow directly downhill reduce the P factor value.	1.3

3.1 Soil Loss Estimation and Class

From **Table 3.1**, the annual Project site soil loss has been estimated as 16 t/ha/yr, with the total disturbed area being 9.6 hectares, resulting in a total soil loss of 163 tonnes/year.

According to Table 4.2 of Volume 1 of the 'Blue Book' the Project Area) is classified as Soil Loss Class 1 and

has a very low erosion hazard. Figure 4.9 of Volume 1 of the 'Blue Book' (Landcom, 2004) shows that the Project site is located in Rainfall Distribution Zone 10. Table 4.3 of Volume 1 of the 'Blue Book' indicates that no construction works timing restrictions apply for sites in Rainfall Distribution Zone 10 with Soil Loss Class 1.

3.2 Erosion and Sediment Control Design Standard

The design standards developed for the Project have been based on the anticipated soil loss, climate conditions, construction methodology and timing and the nature of the receiving environment.

3.2.1 Drainage Controls

All temporary drainage controls are to be designed to have a non-erosive hydraulic capacity to convey runoff from a 10-year critical duration ARI storm event, as presented in **Table 3.2**.

3.2.2 Type 1 Sediment Control Devices

The number, location and sizing of sediment basins will be determined based on the staging of construction activities and the largest anticipated disturbance area for each respective catchment within the Project area. If sediment basins are required, sediment basin locations and sizes will be detailed prior to construction commencing on the relevant PESCPs.

The design standard for sediment basins will be based on fine/dispersive soils (worst case) and a soil hydrologic group of D (worst case, high runoff potential), as presented in **Table 3.2**.

3.2.3 Type 2 Sediment Control Devices

Type 2 sediment control devices will be utilised for smaller catchments or areas with limited space, usually in conjunction with other drainage and erosion controls. Common examples include rock filter dams, excavated sediment traps and mulch bunds. These controls will be typically sized for a design event equivalent to half the Q1 critical storm.

Table 3.2 Design Criteria Adopted for the Project Area

Plan Component	Design Criteria	Reference
Temporary Diversion Drains/Bunds	Q10	Managing Urban Stormwater – Soils and Construction, Vol. 2C, Table 6.1
Temporary Waterway Crossings	Q10	Managing Urban Stormwater – Soils and Construction, Vol. 2C, Table 6.1
Type 2 Sediment Controls (excavated sediment traps, rock filter dams)	0.5 x Q1 (critical)	IECA 2008 and Catchments and Creeks (G Witheridge)
D Type Sediment Basin (< 6 months)	5 day 80th % rainfall depth (22.6 mm)	Managing Urban Stormwater – Soils and Construction, Vol. 1, Table 6.3a
D Type Sediment Basin (6-12 months)	5 day 85th % rainfall depth (27.7 mm)	Managing Urban Stormwater – Soils and Construction, Vol. 1, Table 6.3a

Plan Component	Design Criteria	Reference
Sediment Basin Spillway (< 6 months)	20-year ARI	Managing Urban Stormwater – Soils and Construction, Vol. 1, Table F2
Sediment Basin Spillway (6-12 months)	50-year ARI	Managing Urban Stormwater – Soils and Construction, Vol. 1, Table F2

3.3 Erosion Controls

Works will be executed to facilitate effective erosion control. Strategies include:

- Staging of construction disturbance to ensure the extent and duration is minimized;
- Marking clearing limits;
- Staging of clearing operations;
- Minimising the need for additional temporary works disturbance;
- All access to and within the construction project alignment will be restricted to vehicles and plant associated with the Project and will be via well-defined roads and access tracks to avoid excessive ground disturbance;
- Ensuring perimeter surface water controls are in place prior to disturbance;
- Ensuring the site is stabilised progressively where possible; and
- Emphasis on management of construction activities adjacent to creeks or areas of concentrated flows.

3.4 Progressive Erosion and Sediment Control Plans (PESCPs)

Detailed PESCPs will be developed and endorsed/approved for the Project by a CPESC, and will address the following aspects:

- The different stages of construction (e.g. site establishment, stripping, earthworks, drainage and completion works); and
- Various work areas (e.g. site office; service installations; track works, laydown and stockpile locations).

The PESCPs will be prepared in consultation with construction personnel, will identify risk and be prepared prior to construction activities commencing.

4 Conceptual Erosion and Sediment Controls

The following sections provide an overview of the likely Erosion and Sediment Control measures to be implemented during the construction of the Project. As noted in **Section 1.2** this document defines the Erosion and Sediment Control Principles to be applied to the Project; detailed PESCPs will be developed progressively throughout construction and will include further detail on site specific controls to be implemented.

4.1 General Conditions

All ESCs are to be installed, managed and maintained in accordance with the 'Blue Book' (Landcom, 2004) to:

- Prevent sediment moving off-site and sediment laden water entering any watercourse, drainage line, or drain inlet.
- Reduce water velocity and capture sediment within the Development Footprint.
- Minimise the amount of material transported from Development Footprint to surrounding pavement surfaces.
- Divert clean water around the Development Footprint.

There is to be no release of dirty water into drainage lines and/or waterways. Dirty water captured in excavations will be utilised for construction water demands (e.g., dust suppression, irrigation) within the Development Footprint disturbance boundary or be removed by a suitably licenced waste contractor.

4.2 Erosion Controls

4.2.1 Surface Water Diversions

Description: management of surface water as a mechanism of reducing the catchment size (and hence volume) and also the flow path (grade and velocity) of flows. This is a primary method is erosion control during construction. Surface water management is also critical in separation of site and off-site water.
Application: surface water diversions may consist of formed and compacted berms or shallow drains or swales.
Design/construction aspects: diversions should be suitable for the size of catchment and volume of flow to be managed.

4.2.2 Erosion Mats and Blankets

Description: A rolled mat or blanket made from jute, coconut fibre, wool, nylon and polypropylene that is placed on the soil surface to protect it from raindrop impacts and low velocity sheet and concentrated flows.
Application: Erosion control blankets and mats have different applications. Erosion control blankets are used on batters and embankments and other sheet-flow environments to protect the soil from erosion and promote vegetation. They are generally temporary measures and are designed to degrade, being composed of wood fibre, wool and jute. Erosion control mats are designed to be used in concentrated flow environments and are therefore made from more durable materials such as coconut fibre, nylon and polypropylene, as well as jute. Within active construction areas geotextile is often used to provide immediate and temporary protection to both batters and areas of channelised flow.
Design/construction aspects: Due to the many types of proprietary products available, independent advice should be sought on the appropriate mat or blanket on a site-specific basis. Manufacturers provide specifications and installation guidelines with their products. Potential issues: Problems can occur when

blankets are placed in concentrated flow areas. A blanket is designed to protect the ground from raindrop impact, while a mat is a heavier product designed for concentrated flow.

4.2.3 Polymer Soil Binder Application and Triggers

Description: Soil binders are a form of chemical surface stabiliser and soil-bonding agent applied to exposed soil surfaces to control erosion. Sprayed over the soil surface, these products stabilise the soil by providing a surface crust and binding loose soil particles to a depth of around 5cm.
Application: To ensure this liquid is suitably applied whereby providing the required C-factor, the application rates and re-application timeframes nominated below will be used across the Project site.
Design/Construction Aspects: Use of soil polymers as a surface treatment and temporary drain lining should be in accordance with the application rates nominated in **Table 4.1.**

Table 4.1 Soil Binder application rates and triggers

Work Area	Polymer Application Rate (L/Ha)	Max Permitted Velocity (m/s)	Application Timeframe	Application Trigger	Maintenance
Broad Areas (non-concentrated flow)	1,000 L/Ha	1.5 m/s N/A	April to Oct – 4 wks or as required Nov to March – 2 wks or as required	>20mm (at 50% chance or greater)	**While construction works continue on site:** inspect the treated surface on a fortnightly basis and after runoff producing rainfall. Repair observed damage as required to achieve specified erosion control. **Where works are not ongoing on site:** inspect every 4 weeks and reapply as required to achieve specified erosion control
Batters (steeper than 1:4, H:V)	1,000 L/Ha	1.5 m/s N/A	2 wks or as required		
Drain Lining (concentrated flow)	5,000 L/Ha	Up to 2.5 m/s	April to Oct – 4 wks or as required Nov to March – 2 wks or as required		

4.3 Sediment Controls

This section provides a comprehensive list of measures that can be used for sediment control. Not all of these controls will be appropriate for the type of construction activity that is being undertaken. As such the PESCPs would outline what controls are appropriate for the construction activity and any surrounding constraints.
Sediment controls will be used at various locations within the project alignment. Perimeter controls will be used where appropriate to treat sheet flows from small catchments and allow water to pass out of the project area. Controls may be used to direct surface water within work areas or at the perimeter to sediment control traps. Small controls will be used where appropriate to trap sediment close to its source and also at storm water outlet points.

4.3.1 Temporary Sediment Basins

Description: The primary function of a sediment basin is to capture sediment laden runoff to allow for sediment to settle out before being discharged.

Maintenance: Any Project Area sediment basin(s) will be managed as follows:

- Dewatered to restore the settling zone capacity within five days from the conclusion of a runoff generating storm event. Captured dirty water will be utilised for construction demands and is not to be discharged offsite.
- If captured runoff is in surplus to operational demands, flocculate, as per Appendix E of the 'Blue Book'

(Landcom, 2004) to achieve <50 mg/L TSS and apply as irrigation at a rate that does not generate runoff to undisturbed areas within the Project Area. Captured dirty water is not to be discharged offsite.

- Sediment is to be removed routinely (when sediment levels reach 30% of sediment zone storage capacity where possible) to ensure sediment storage levels do not exceed the sediment storage zone design capacity.

4.3.2 Sediment Fences

Description: A sediment fence is a temporary barrier of permeable geotextile, partially installed in a trench and supported by posts.
Design/construction aspects: Sediment fences are not to be used in areas of concentrated flow. The fence should be installed on the contour with the ends turned up, anchored in a 150 mm deep compacted, backfilled trench. The sediment fence posts must be on the down-slope side of the fabric otherwise the fabric will come away from the peg when put under pressure.

4.3.3 Sediment Traps

Description: Sediment traps (excavated sediment traps and rock filter dams) capture eroded particles by slowing the velocity of water so that the soil particles settle out. They generally consist of a stable inlet and outlet, and some form of pond.
Application: Their function is to trap coarse sediments in concentrated flow situations. They should be located immediately downstream of disturbed areas. Fine sediments may also be trapped if detention time is suitably long.
Design/construction aspects: Sediment traps will be sized for a design flow of 0.5 times the Q1 critical storm so as to capture 0.05mm critical particle size. They can be formed by excavating an earthen pond, or by constructing some form of structure to form a pond using materials such as rocks, logs, sandbags, reinforced geotextiles or concrete barriers. Sediment traps include specific designed type-2 sediment structures/ rock filter dams and will be detailed in the PESCPs.

4.3.4 Check Dam Sediment Traps

Description: Sandbags/Rock Checks can be used to form a temporary sediment trap, capture eroded sediments by slowing the water so that the soil particles settle out. They also provide a function as an erosion control.
Application: Sandbags/Rock Checks trap coarse sediments in both concentrated and (less commonly) sheet flow areas. They should be located immediately downstream of disturbed areas.
Design/construction aspects: Sandbags/Rock checks or other materials (straw bales or coir logs) can be used to form a pond to act as a sediment trap.

4.3.5 Coir Logs

Description: Coir logs can be used to provide scour protection on steep banks, silt entrapment by slowing water velocity, runoff and stream diversion.
Application: Coir logs trap provide filtration by trapping sediments whilst allowing water to pass through, reducing turbidity in the main water body. Coir logs are easy to install and are biodegradable.

Design/construction aspects: Coir logs should be secured in place with stakes, ensuring that the ends of the logs are overlapped to prevent water bypassing the logs.

4.3.6 Site Access

Description: Stabilised site access is used to provide a stable all-weather access point into project areas as a means of reducing the tracking and transport of sediment out of project areas
Application: A stable hardened material is placed to facilitate the removal of sediment from wheels (such as via a shaker grid or rubble pad) or simply a hardened entrance to prevent the surface being churned.
Design/construction aspects: access points may consist of bitumen or compacted, hardened surfaces leading to cattle grid or rubble grid. The access point often may include a trafficable berm as a diversion with associated sediment control to prevent site water exiting via the gate area. Alternatively, gravel bags may be placed across access points at shut down.

5 Spoil and Topsoil Stockpile Management

Spoil and topsoil stockpiles will be managed in accordance with the Soil and Water Management Plan (SWMP), Section 8.2.2.

6 Site Stabilisation and Rehabilitation

All disturbed areas need to be rehabilitated to achieve a C factor at the times nominated in Table and in accordance Blue Book. Roughening of soil needs to be undertaken to prevent erosion and optimise successful seed germination and growing conditions.
An application of annual and perennial grasses is recommended to achieve longer term stability.

Table 6.1 Acceptable C factors and Nominated Timeframes

Lands	Maximum C Factor	Comments
Waterways and other areas subject to concentrated flows	0.05 Equivalent to about 70% of the soil surface protected by ground cover.	Applies after 10 working days from completion of formation and before they are allowed to carry any concentrated flows.
Stockpiles, post construction	0.10 Equivalent to about 60% of the soil surface protected by ground cover.	Applies after 10 working days from completion of formation

7 Dewatering Procedure

All dewatering of ponded stormwater will be undertaken in accordance with the SWMP, Section 8.3.2 and Appendix D.

8 Roles and Responsibilities

Responsibilities of JHG project personnel in respect to the OESCP are outlined in **Table 8.1**.

Table 8.1 Roles and responsibilities of personnel

Position	Responsibility
Project Manager	• Overall responsibility for environmental compliance (including ESC implementation)
Superintendent	• Notify the environmental representative immediately of any non-compliance with ESCP • Implement proactive ESC arrangement sin response to BoM predicted significant rainfall • Provide resources to ensure installation, maintenance, and operation of ESC devices • All incidents and complaints are investigated, and all subsequent corrective actions implemented in a timely manner
Site Supervisor	• Ensure ESC measures are installed prior to commencing any disturbance activities • Conduct site inspections as required to ensure ESC measures are operational and in good order • Monitor daily rainfall • Test, treat and dispose of captured runoff as per operation procedures • Copies of due diligence records (e.g. management plans, audits, inspections, incidents, etc.) are kept and accessible
Environmental Representative (or delegate)	• Weekly inspections of all ESC measures when work is occurring and fortnightly when work is not occurring on site • Ensure ESC controls in installed and maintained in accordance with the approved plan and management of mitigation measures • Collect and submit any water samples (as required) to comply with water quality and monitoring conditions • Provided training in the site dewatering requirements and the testing and treatment of water
All Personnel	• Report any damage to ESC measures and any potential or actual environmental harm in line with Duty to Notify under the requirements of the Environmental Protection Act 1994

9 Monitoring and Reporting

Inspections will be carried out to check the implementation and effectiveness of the management measures identified in this plan and the environmental performance of the project relevant to soil and water management.
A summary of inspection requirements relevant to soil and water are summarised in Table **9.1**.

Table 9.1: Monitoring and Reporting Scope and Frequency

Item	*Scope*	*Frequency*	*Responsibility*	*Records/Reporting*
Daily visual surveillance	Record of notable items when observed	Daily	Site Supervisor	Site diary
Weekly inspections	Inspection of the site erosion and sediment controls, spill response equipment, stockpiles and the site access point(s).	Weekly	EM or delegate	Environmental Inspection Checklist
Pre-rainfall inspection	Inspection of the environmental controls to assess site preparedness for potential forecast rainfall events. Inspection to be undertaken on working days, if safe to do so. Issue actions to repair/maintain any damaged controls, or install additional controls if necessary	Prior to predicted rainfall greater than or equal to 10 mm at in a 24-hour period	Site Supervisors	Pre rainfall inspection checklist
Post-rainfall inspection	Post rainfall inspections to evaluate the effectiveness of erosion and sediment controls measures and issue appropriate actions to repair or maintain any controls and/or install additional controls where required. Post rainfall inspections will occur after a rainfall event. For the purpose of this inspection, a rainfall event occurs when more than 5mm of rain has been received and/or runoff occurs.	Within the next working day, if safe to do when the rainfall event is greater than or equal to 10mm in a 24-hour period	EM or delegate Site Supervisors	Post rainfall inspection checklist
CPESC Inspections	Compliance with this plan	As required	CPESC, EM or delegate	CPESC Inspection Reports
Client and/or External Agency inspections	Compliance with this plan	As required	Client, External Regulator, EM or delegate	Inspection forms, checklists or other relevant documents

10 Training

The Construction Contractor will ensure employees and subcontractors are appropriately inducted/trained to implement and monitor this erosion and sediment control measures.
The training will include:

- Overview of this OESCP.
- Any site-specific constraints.
- The location and type of erosion and sediment controls.
- Maintenance procedures for each of the erosion and sediment controls.
- Inspection and maintenance record keeping requirements.
- Their legal responsibilities

Appendix A – Erosion and Sediment Control Drawings

INLAND RAIL - ILLABO TO STOCKINBINGAL

EROSION AND SEDIMENT CONTROL PLAN - TEMPORARY WORKERS ACCOMMODATION FACILITY

DRAWING LIST:

000 - COVER PAGE
001 - PESCP - STRIPPING
002 - PESCP - BULK EARTHWORKS

STANDARD DRAWINGS

001 - STANDARD DRAWINGS
002 - STANDARD DRAWINGS
003 - STANDARD DRAWINGS
004 - STANDARD DRAWINGS

NTS

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TREESTONE ENVIRONMENTAL

JOHN HOLLAND

CLIENT: John Holland Group

DRAWN	DESIGNED	DATE
SS	SS	10/05/25

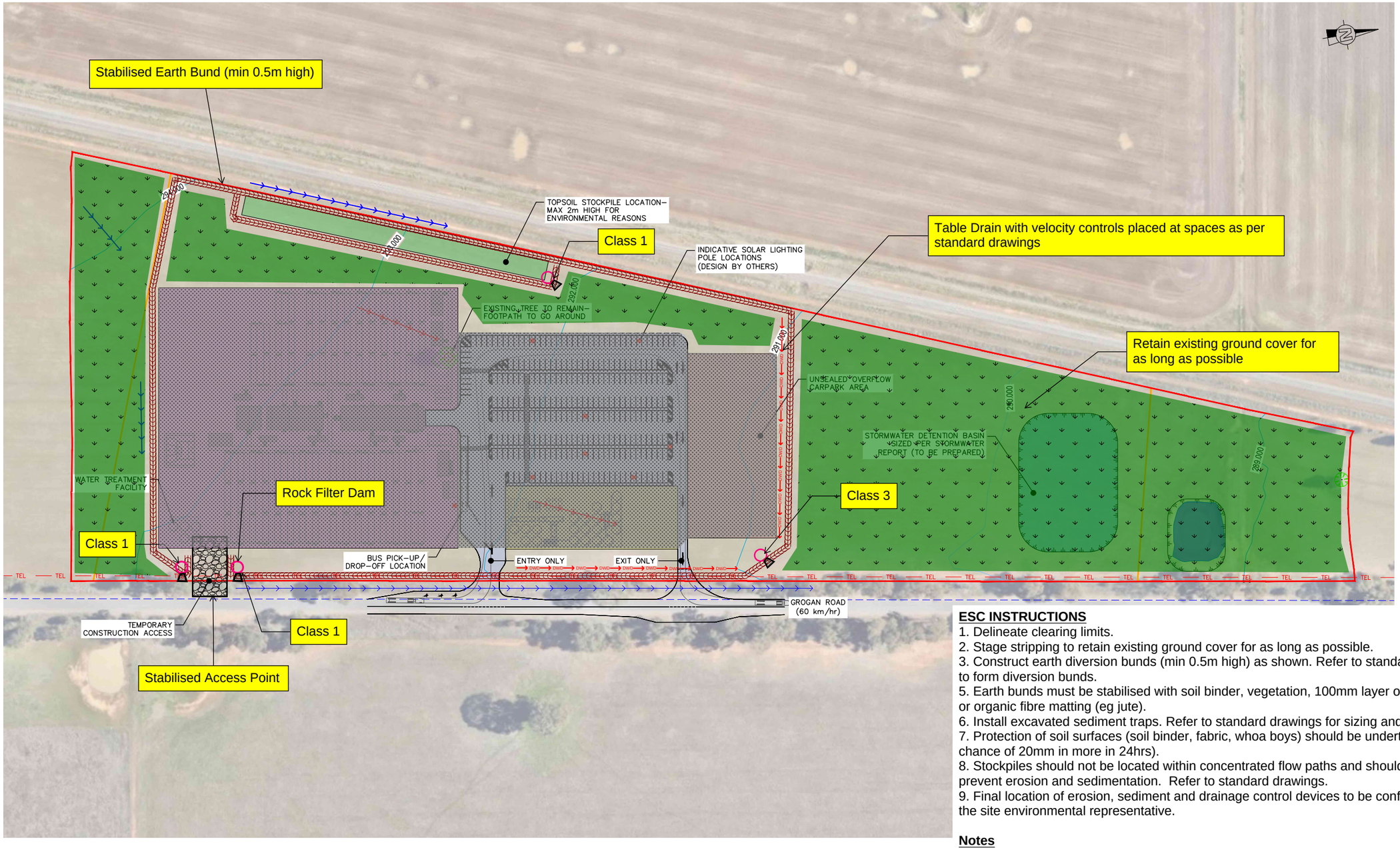
CPESC CERTIFICATION: APPROVED
Sarah Steel
CPESC 7317

PROJECT: INLAND RAIL - ILLABO TO STOCKINBINGAL

DRAWING TITLE: PESCP - TEMPORARY WORKERS ACCOMMODATION FACILITY - COVER PAGE

PROJECT No	DRAWING No	REV
I2S	000	A

TEMPORARY WORKERS ACCOMODATION - STRIPPING



LEGEND - ESC
- Table Drain
- Stabilised Access
- Earth Diversion Bund
- Excavated Sed Trap
- Dissipater Pad
- Grassed Area
- Dirty Water
- Clean Water
- Camp Area

ESC INSTRUCTIONS

1. Delineate clearing limits.
2. Stage stripping to retain existing ground cover for as long as possible.
3. Construct earth diversion bunds (min 0.5m high) as shown. Refer to standard drawings. Topsoil can be used to form diversion bunds.
5. Earth bunds must be stabilised with soil binder, vegetation, 100mm layer of mulch, or covered with geofabric or organic fibre matting (eg jute).
6. Install excavated sediment traps. Refer to standard drawings for sizing and design.
7. Protection of soil surfaces (soil binder, fabric, whoa boys) should be undertaken prior to forecast rain (>80% chance of 20mm in more in 24hrs).
8. Stockpiles should not be located within concentrated flow paths and should have controls installed to prevent erosion and sedimentation. Refer to standard drawings.
9. Final location of erosion, sediment and drainage control devices to be confirmed on site in consultation with the site environmental representative.

Notes

1. Daily monitoring of weather forecast to be undertaken.
2. No dewatering outside of the project boundary permitted. All dewatering to be undertaken in accordance with the Dewatering Procedure (Appendix D - Soil and Water Management Plan).
3. Regularly 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.
4. Inspect all control devises and measures prior to and following rainfall events, and repair/replace as required.

PROGRESSIVE PLANS NEED TO BE READ IN CONJUNCTION WITH THE SOIL AND WATER MANAGEMENT PLAN (DOC NO. 5-0019-220-PMA-00-PL-0058)

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TREESTONE ENVIRONMENTAL

JOHN HOLLAND

CLIENT: DT INFRASTRUCTURE

DRAWN: SS | DESIGNED: SS | DATE: 10/05/25

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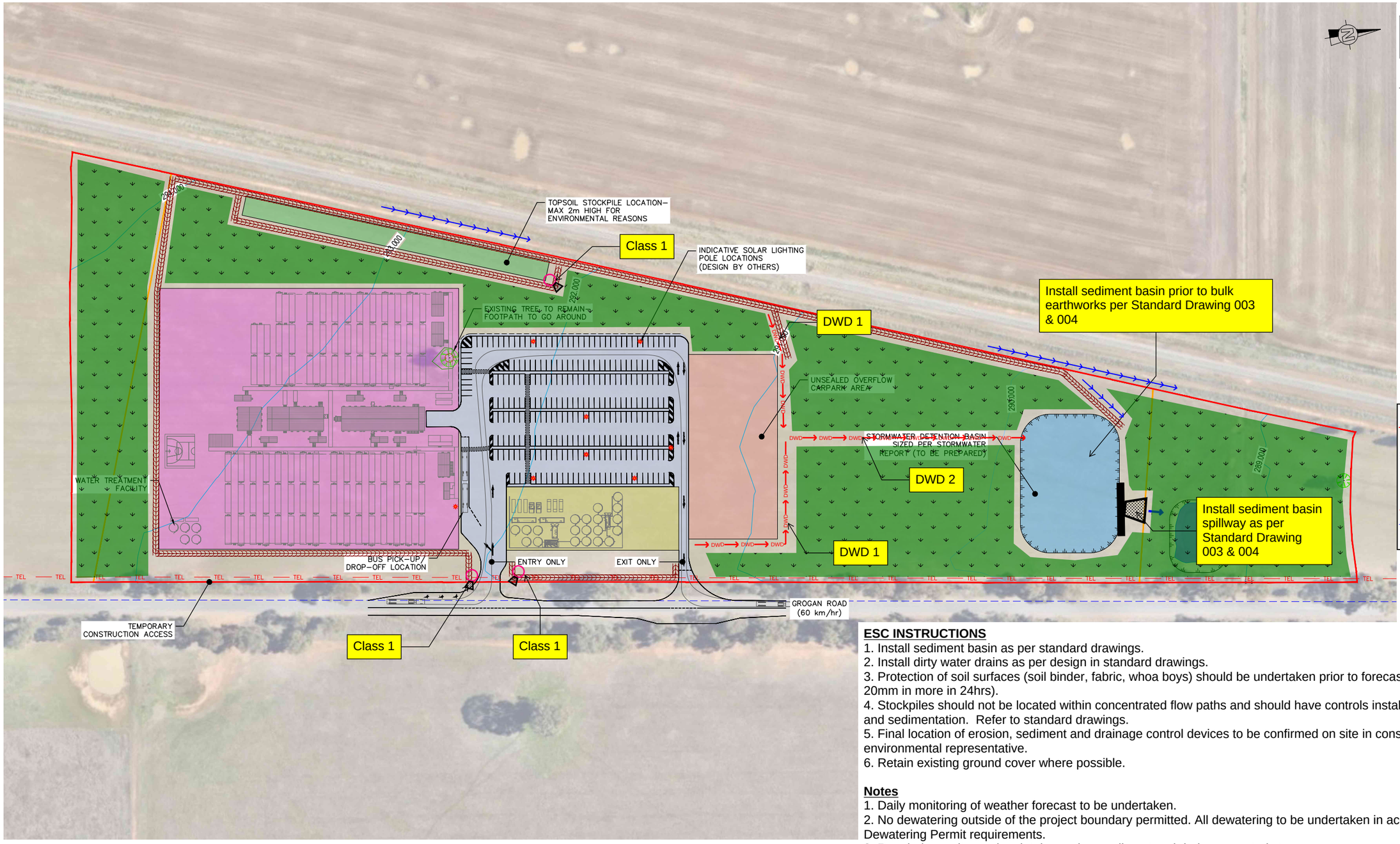
DRAWING TITLE: PESCP - TEMPORARY WORKERS ACCOMMODATION FACILITY - STRIPPING

PROJECT No: I2S | DRAWING No: 001 | REV: A

TEMPORARY WORKERS ACCOMMODATION - BULK EARTHWORKS



PARKING PROVISIONS:

16.5m BUS STOP: 2
LV CARPARKS: 250
OVERFLOW CARPARK(LV/MV): 100

LEGEND:

- ACCOMMODATIONS
- CAMP CARPARK - BITUMEN SEALED 10,200 m²
- STP COMPOUND
- OVERFLOW CARPARK
- TOPSOIL STOCKPILE LOCATION (MAX 2m HIGH)
- PROPOSED SEDIMENT BASIN DESIGN TBC
- EXISTING SEDIMENT BASIN
- EXISTING SURFACE CONTOURS
- EASEMENT BOUNDARY
- BATTERY LIMITS
- BURIED SERVICE (TELSTRA)
- EXISTING ROAD EDGE
- EXISTING TREES (TO REMAIN)
- INDICATIVE SOLAR LIGHTING POLES (BY OTHERS)

LEGEND - ESC

- Table Drain
- Stabilised Access
- Earth Diversion Bund
- Excavated Sed Trap
- Dissipater Pad
- Grassed Area
- Dirty Water
- Clean Water
- Camp Area

ESC INSTRUCTIONS

1. Install sediment basin as per standard drawings.
2. Install dirty water drains as per design in standard drawings.
3. Protection of soil surfaces (soil binder, fabric, whoa boys) should be undertaken prior to forecast rain (>80% chance of 20mm in more in 24hrs).
4. Stockpiles should not be located within concentrated flow paths and should have controls installed to prevent erosion and sedimentation. Refer to standard drawings.
5. Final location of erosion, sediment and drainage control devices to be confirmed on site in consultation with the site environmental representative.
6. Retain existing ground cover where possible.

Notes

1. Daily monitoring of weather forecast to be undertaken.
2. No dewatering outside of the project boundary permitted. All dewatering to be undertaken in accordance with the Dewatering Permit requirements.
3. Regularly 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.
4. Inspect all control devises and measures prior to and following rainfall events, and repair/replace as required.

PROGRESSIVE PLANS NEED TO BE READ IN CONJUNCTION WITH THE EROSION AND SEDIMENT CONTORL PLAN PREPARED BY EMM - SEPT 2024

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TREESTONE ENVIRONMENTAL

JOHN HOLLAND

CLIENT: DT INFRASTRUCTURE

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CPESC CERTIFICATION: APPROVED, Sarah Steel, CPESC 7317

PROJECT: INLAND RAIL - ILLABO TO STOCKINBINGAL

DRAWING TITLE: PESCP - TEMPORARY WORKERS ACCOMMODATION FACILITY - BULK EARTHWORKS

PROJECT No	DRAWING No	REV
I2S	002	A

EROSION AND SEDIMENT CONTROL PLAN - STANDARD DRAWINGS

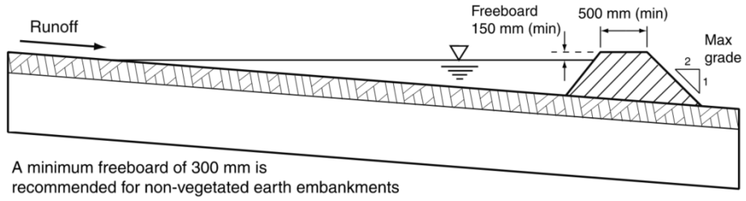
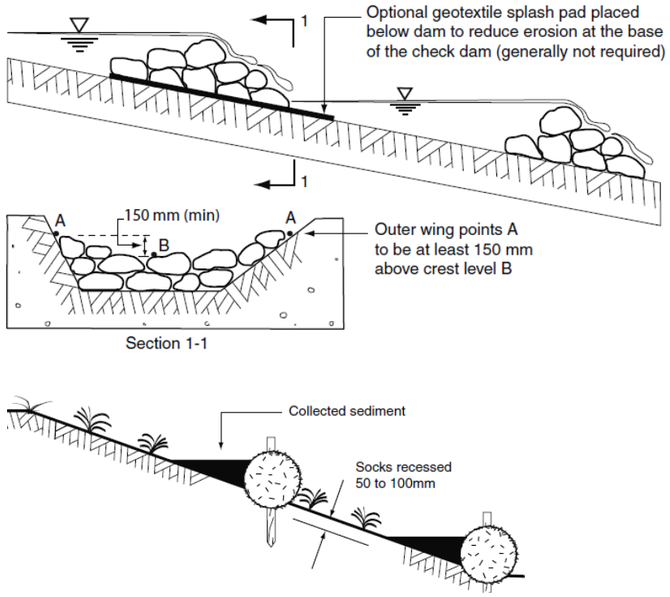


Figure 1 - Typical profile of flow diversion bank formed from earth

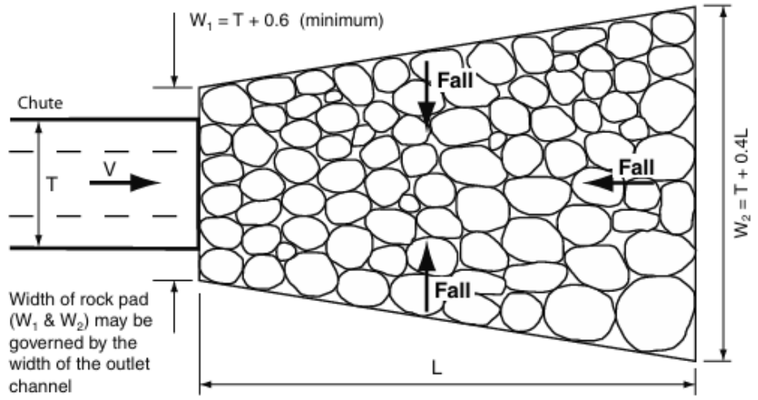
Table 1 - Recommended dimensions of flow diversion banks

Parameter	Earth banks	Vegetated banks	Compost berms	Sandbag berms
Height (min)	500 mm	500 mm	300 mm	N/A
Top width (min)	500 mm	500 mm	100 mm	N/A
Base width (min)	2500 mm	2500 mm	600 mm	N/A
Side slope (max)	2:1 (H:V)	2:1 (H:V)	1:1 (H:V)	N/A
Freeboard	300 mm	150 mm	100 mm	50 mm

CONSTRUCTED EARTH EMBANKMENT (IECA, 2008)

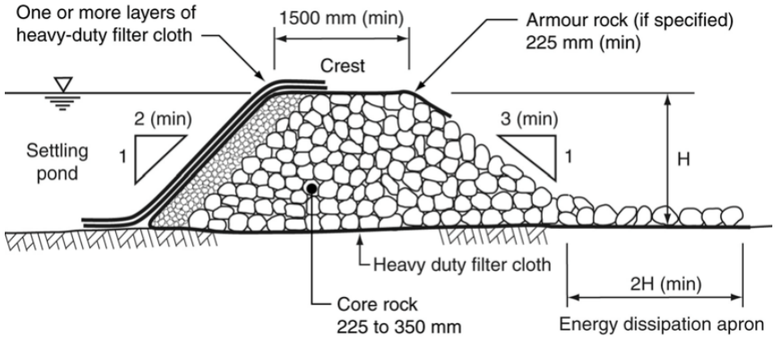


ROCK CHECK AND COIR LOG CHECKS (IECA, 2008)

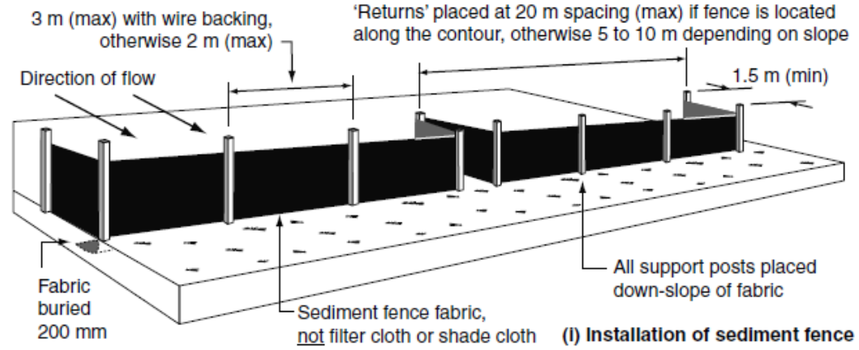


(c) Typical layout of a rock pad outlet structure for a drainage chute

ROCK PAD OUTLET STRUCTURE (IECA, 2008)

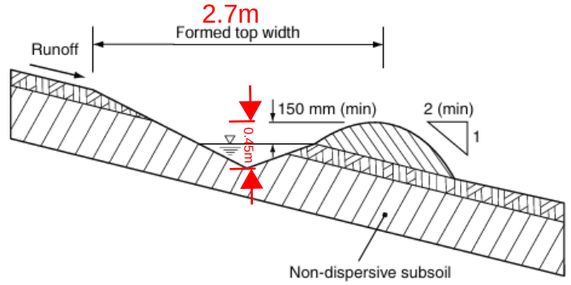


ROCK FILTER DAM (IECA, 2008)



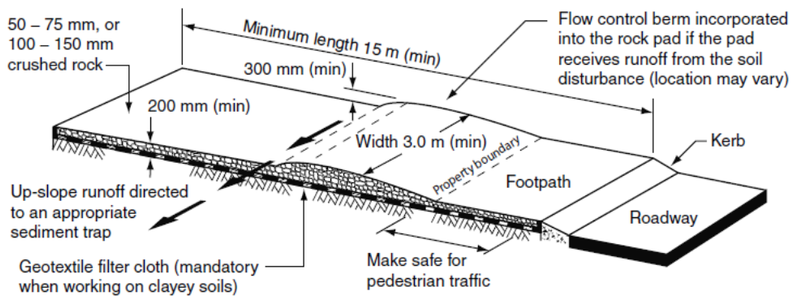
(i) Installation of sediment fence

SEDIMENT FENCE (IECA, 2008)



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

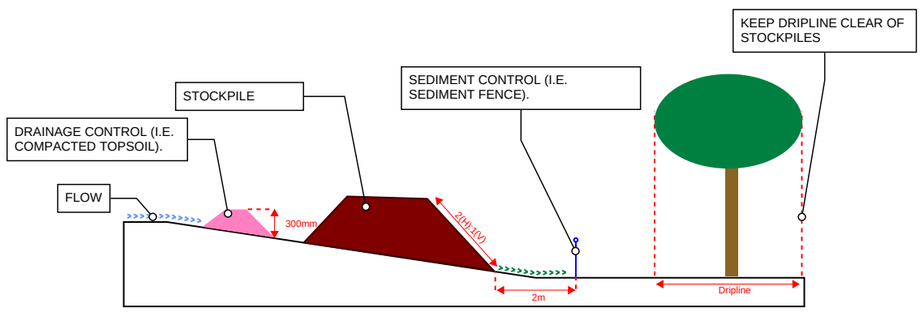
CATCH DRAIN (IECA, 2008)



STABILISED ACCESS (IECA, 2008)

COIR LOG SEDIMENT TRAP

COIR LOG SEDIMENT TRAP (FOR INSTREAM)



STOCKPILE CONTROLS

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JOHN HOLLAND

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CPESC CERTIFICATION: APPROVED Sarah Steel CPESC 7317

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DRAWING TITLE: PESCP - TEMPORARY WORKS ACCOMMODATION FACILITY - STANDARD DRAWINGS

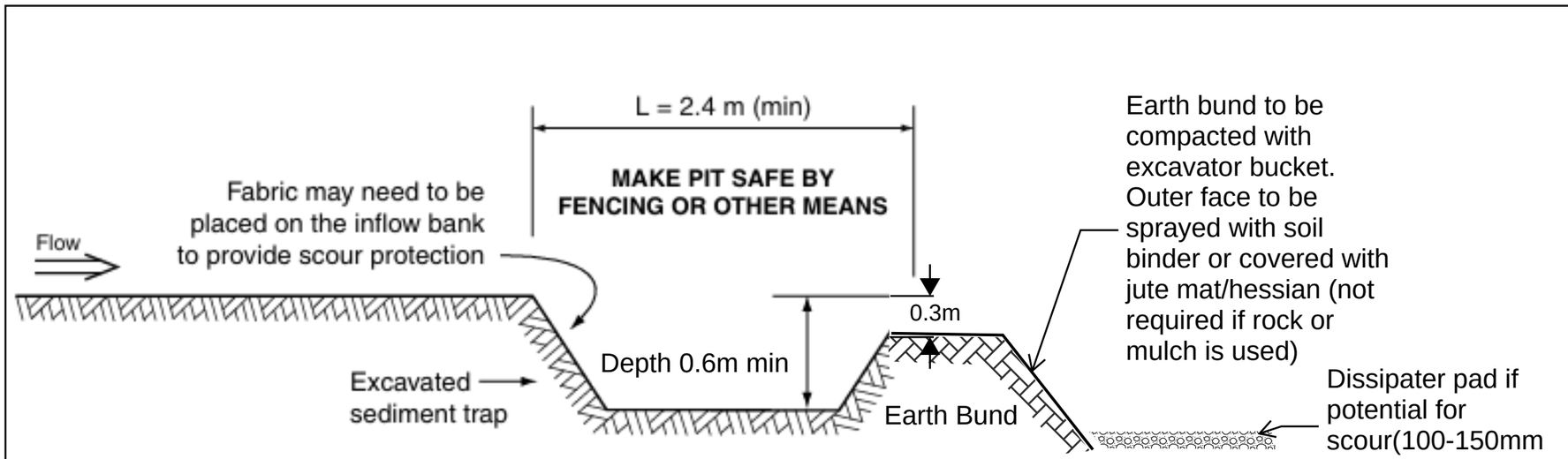
PROJECT No: I2S | DRAWING No: 001 | REV: A

STANDARD DRAWINGS

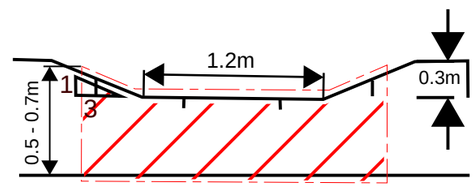
Type 2 Controls Sizing (Excavated Sediment Trap / Rock Filter Dam)

1. Design flow is 0.5 times the Q1 critical storm
2. A 20% increase in total volume has been included to aaccount for turbulent inflows.
3. Surface area is the critical component and is the minimum which must be achieved.

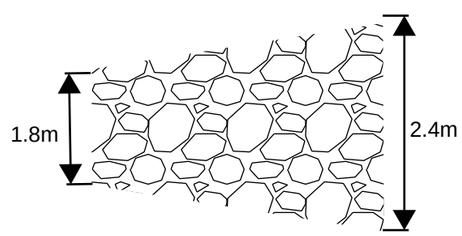
Type 2 Control	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7
Area (ha)	0.2	0.5	1	2	4	5	7
0.5 x 1yr (mm/h)	72.6	67.4	63.1	59.3	59.3	56.1	56.1
Runoff Coefficient	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Frequency Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Design Flow (m^3/s)	0.011	0.026	0.049	0.092	0.185	0.218	0.306
Minimum Surface Area (m^2)	1.9	1.3	6.7	5.9	1.5	4.6	6.4
Optimal Surface Area (m^2)	**7.7**	**5.3**	**26.8**	**23.5**	**5.9**	**18.2**	**25.7**



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



LINED SPILLWAY IN EARTH BUND



DISSIPATER PAD

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DRAWING TITLE: PESCP - TEMPORARY WORKS ACCOMMODATION FACILITY - STANDARD DRAWINGS

PROJECT No: I2S | DRAWING No: 002 | REV: A

EROSION AND SEDIMENT CONTROL PLAN - SEDIMENT BASIN CALCULATIONS AND SIZING

CATCHMENT RISK ASSESSMENT - ANNUAL SOIL LOSS

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

SEDIMENT BASIN CALCULATIONS

						QLD SPP	STANDARD SIZING / TMR				SEDIMENT STORAGE				
BASIN ID	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)
TWAF	4.3	2	3	0.60	NO		85	27.7	1.0	1191	RUSLE	16	3	14	0

SEDIMENT BASIN SIZING

		FOREBAY			MAIN CELL						
BASIN ID	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)
TWAF	4.3	N/A	N/A	N/A	1,205	82.0	28.1	1.1	0.2	N/A	0.6

SPILLWAY SIZING

							WEIR						CHUTE								DISSIPATER			
BASIN ID	CATCH AREA (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)	LENGTH (m)
TWAF	3.4	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	2.7

REVISION	DESCRIPTION	APPROVED	DATE
A	ORIGINAL ISSUE	SS	10/05/25

NTS

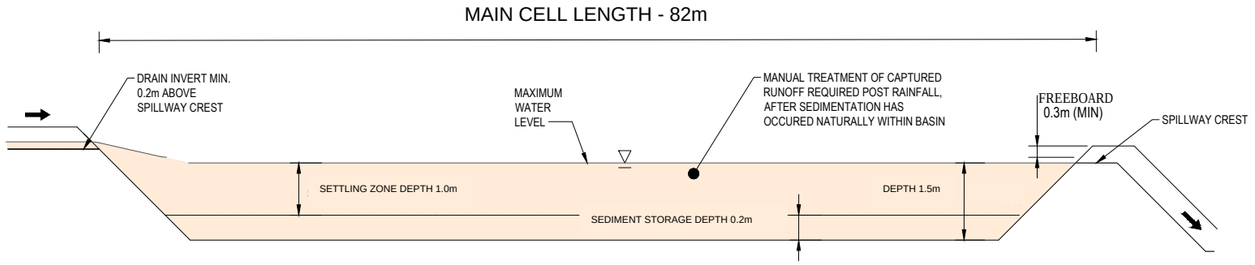
TREESTONE ENVIRONMENTAL

JOHN HOLLAND

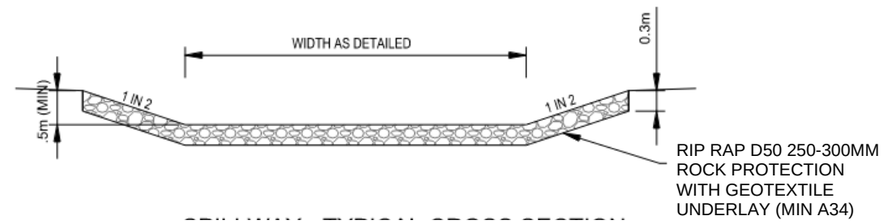
CLIENT: JOHN HOLLAND GROUP
DRAWN: SS | DESIGNED: SS | DATE: 10/05/25
CPESC CERTIFICATION: APPROVED, Sarah Steel, CPESC 7317

PROJECT: INLAND RAIL - ILLABO TO STOCKINBINGAL
DRAWING TITLE: PESCP - TEMPORARY WORKS ACCOMMODATION FACILITY - STANDARD DRAWINGS
PROJECT No: I2S | DRAWING No: 003 | REV: A

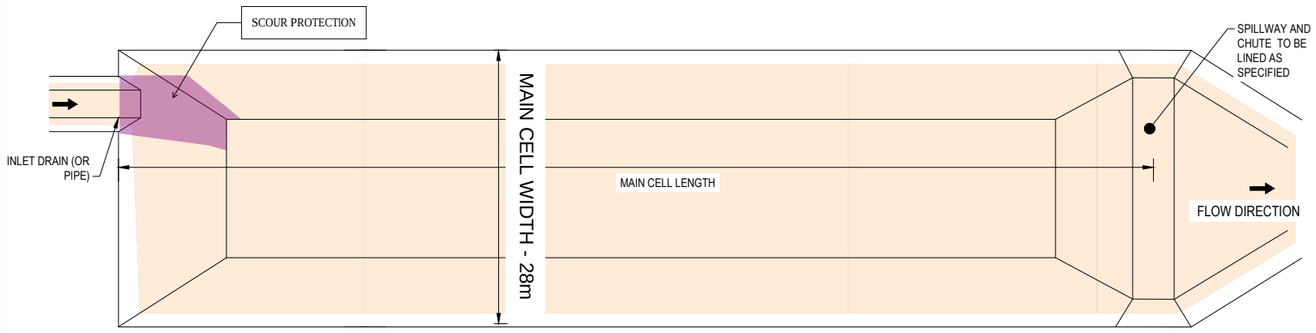
EROSION AND SEDIMENT CONTROL PLAN - SEDIMENT BASIN TYPICAL SECTION AND PLAN VIEW



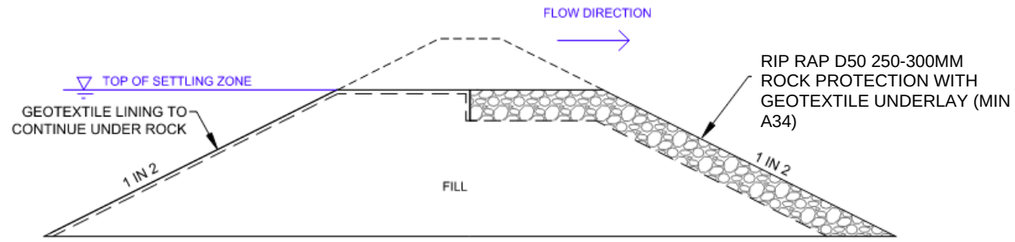
TYPE D SEDIMENT BASIN TYPICAL SECTION (nts)



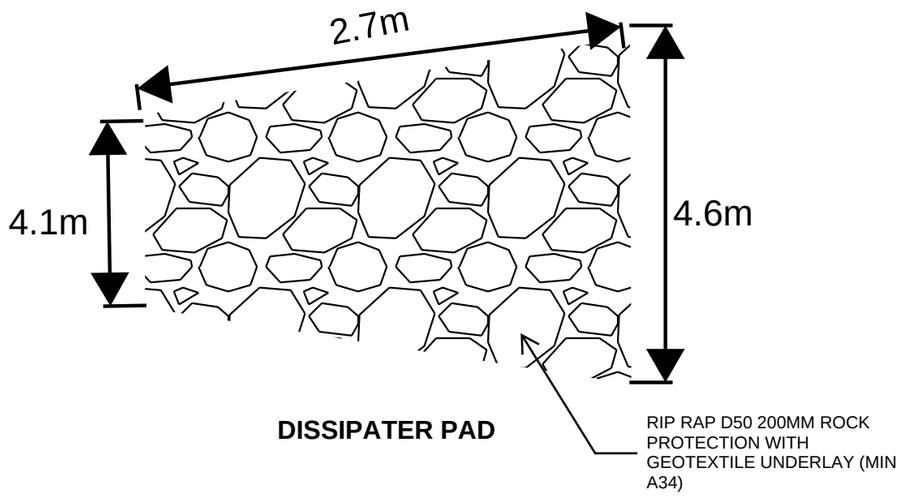
SPILLWAY - TYPICAL CROSS SECTION



TYPE D SEDIMENT BASIN PLAN VIEW (nts)



SPILLWAY TYPICAL SECTION



DISSIPATER PAD

REVISION	DESCRIPTION	APPROVED	DATE
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NTS

TREESTONE ENVIRONMENTAL

JOHN HOLLAND

CLIENT: DT INFRASTRUCTURE

DRAWN: SS | DESIGNED: SS | DATE: 30/04/25

CPESC CERTIFICATION: APPROVED, Sarah Steel, CPESC 7317

PROJECT: INLAND RAIL - ILLABO TO STOCKINBINGAL

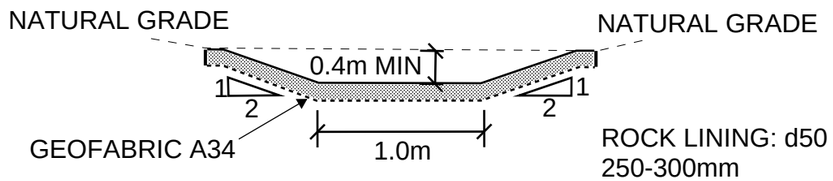
DRAWING TITLE: PESCP - TEMPORARY WORKS ACCOMMODATION FACILITY - STANDARD DRAWINGS

PROJECT No: I2S | DRAWING No: 004 | REV: A

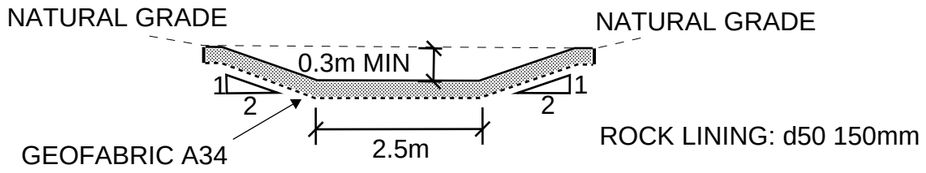
STANDARD DRAWINGS

TEMPORARY DRAIN CALCULATIONS

DRAIN ID	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)	OK / NOT OK
DWD 1	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	OK
DWD 2	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	OK



DWD 1



DWD 2

REVISION	DESCRIPTION	APPROVED	DATE
A	ORIGINAL ISSUE	SS	10/05/25

TREESTONE ENVIRONMENTAL

JOHN HOLLAND

CLIENT: JOHN HOLLAND GROUP

DRAWN: SS | DESIGNED: SS | DATE: 10/05/25

CPESC CERTIFICATION: APPROVED
Sarah Steel
CPESC 7317

PROJECT: INLAND RAIL - ILLABO TO STOCKINBINGAL

DRAWING TITLE: PESCP - TEMPORARY WORKS ACCOMMODATION FACILITY - STANDARD DRAWINGS

PROJECT No: I2S | DRAWING No: 005 | REV: A