JOHN HOLLAND

INLAND RAIL

ILLABO TO STOCKINBINGAL PROJECT

I2S | Minor Ancillary Facility – CH300 (Warrens Lane)

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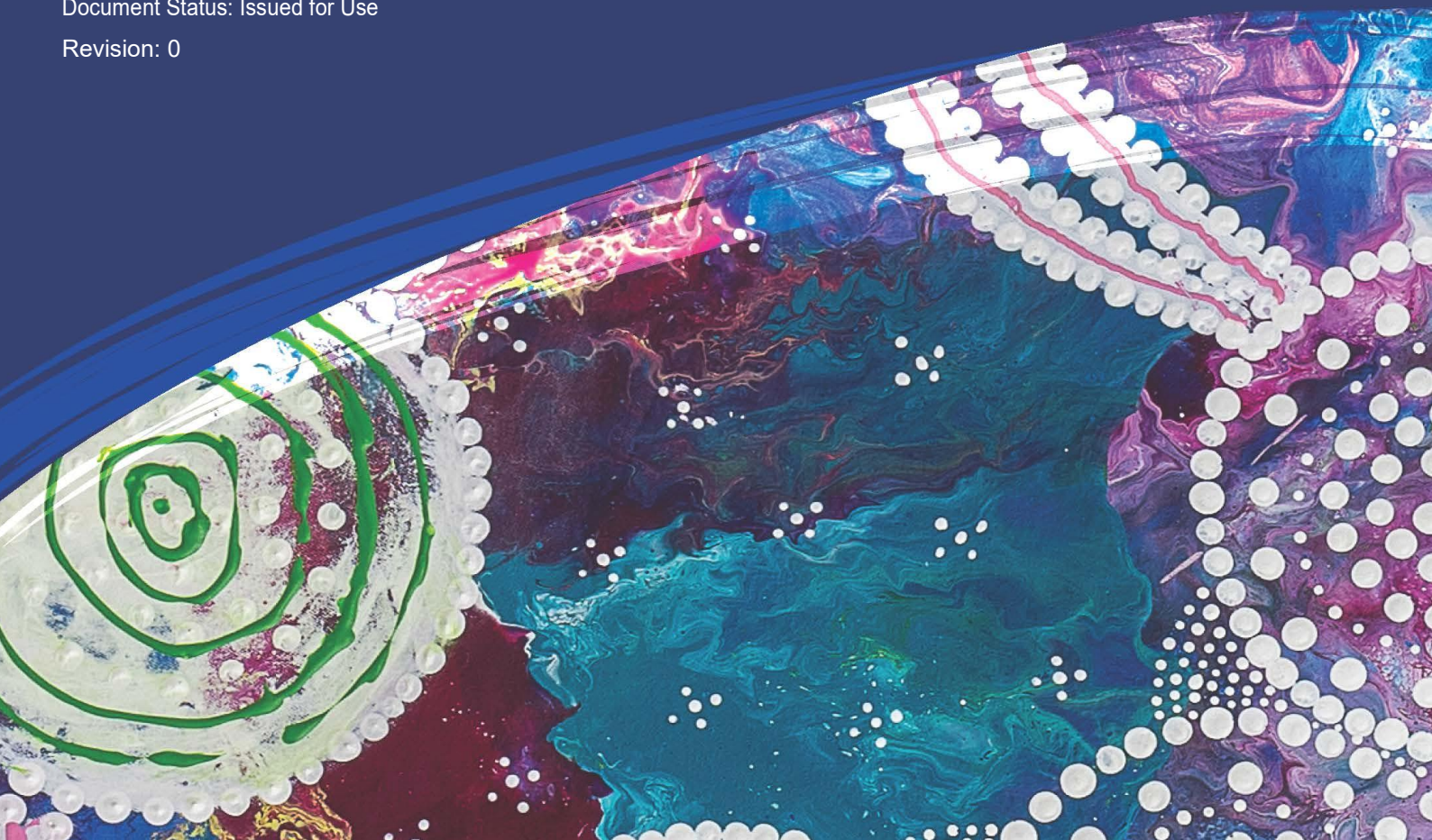

Document Control

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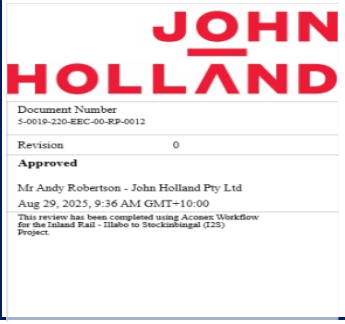
Signature **Date**	

Revision History

REVISION	DATE ISSUED	DESCRIPTION
A	15/07/25	Issued for Review
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1 References, Definitions and Abbreviations

1.1 Definitions and Abbreviations

Definitions and abbreviations to be applied to this MAF are listed below.

Table 1-1: Definitions and Abbreviations

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

Term/Abbreviation	Definition
Environmental Assessment Documentation	• Inland Rail – Illabo to Stockinbingal Environmental Impact Statement (ARTC 2022) • Illabo to Stockinbingal Project Response to Submissions (ARTC 2023) • Response to Submissions – Appendix E - Biodiversity Development Assessment Report version 12 (IRDJV, June 2024) • I2S – Mitigation Measures (Inland Rail, April 2024)
EID	Environment in Design
EIS	The Environmental Impact Statement referred to in Condition A1 submitted to the Planning Secretary seeking approval to carry out the CSSI described in it, as revised if required by the Planning Secretary under the EP&A Act, and including any additional information provided by the Proponent in support of the application for approval of the CSSI
EMS	Environmental Management System
EMIS	Environmental Management Information System
Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings.
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPA	NSW Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)
EPL	*Environment Protection Licence under the Protection of the Environment Operations Act 1997 (NSW)*
ER	Environmental Representative for the CSSI as approved by the Planning Secretary
ESCPs	Erosion and Sediment Control Plans
ESD	Ecologically Sustainable Development
FEMP	Flood Emergency Management Sub-plan required under CoA Condition C24
GMRs	Global Mandatory Requirements
HMP	Heritage Management Sub-plan required under CoA Condition C23
Heavy vehicle	As defined in the *Heavy Vehicle National Law (NSW),* a vehicle is a "heavy vehicle" if it has a GVM or ATM of more than 4.5t.
Heritage NSW	Heritage NSW, Department of Climate Change, Energy, the Environment and Water
HSE	Health, Safety and Environment
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.
IPMP	Individual Property Management Plan as required by CoA E95.
IMS	John Holland Integrated Management System
ISCA	Infrastructure Sustainability Council of Australia
ISC	Infrastructure Sustainability Council
IS	Infrastructure Sustainability
IRPL	Inland Rail Pty Ltd
I2S	Illabo to Stockinbingal
JHG	John Holland Group
km	kilometres
LAA	Land Access Agreement
LALC	Local Aboriginal Land Council
LGA	Local Government Area
LIW	Low Impact Work as defined by Table 1 of the CoA (CSSI-9406)
LLS	Local Land Services
MAF	Minor Ancillary Facility

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

2 Introduction

2.1 Project Scope

Inland Rail is an approximate 1,600 kilometres (km) freight rail network that will connect Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland. Comprising 12 sections, a staged approach is being undertaken to deliver Inland Rail.

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

The Project is located in south-western New South Wales (NSW) in the Riverina region (Figure 2-1). Illabo is a small town of approximately 132 people (Australian Bureau of Statistics, 2021) located at the southern end of the alignment, 16 kilometres (km) north-east of Junee in the Junee Local Government Area (LGA). Stockinbingal is a town of approximately 347 people (Australian Bureau of Statistics, 2021) situated at the northern end of the project, approximately 20 km north-west of Cootamundra in the Cootamundra–Gundagai Regional LGA. The major towns surrounding the project are Wagga Wagga, about 50 km to the south, Young to the north-east and Cootamundra to the east.

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

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

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

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

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

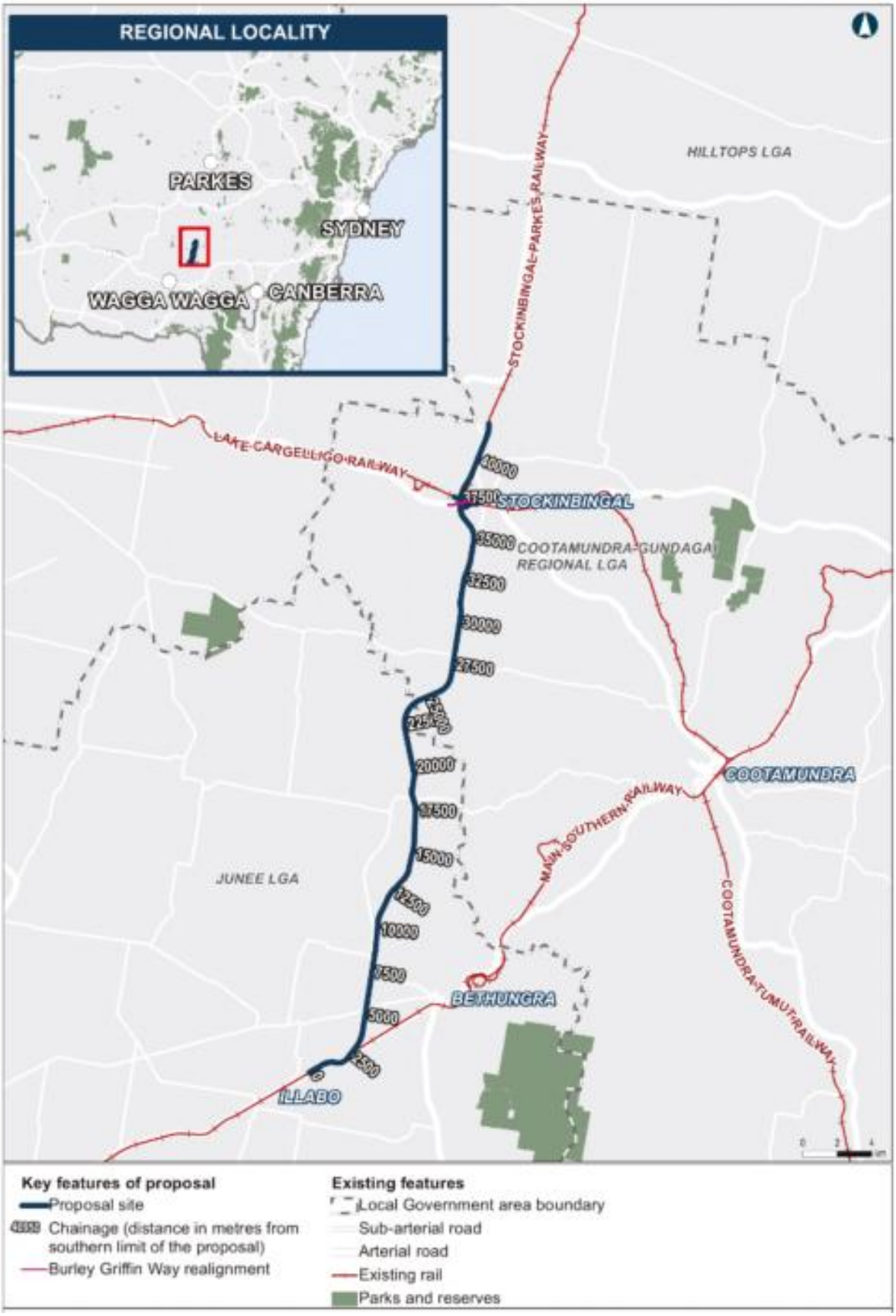


Figure 2-1 Project Locality (Source: Illabo to Stockinbingal - Environmental Impact Statement, 2022)

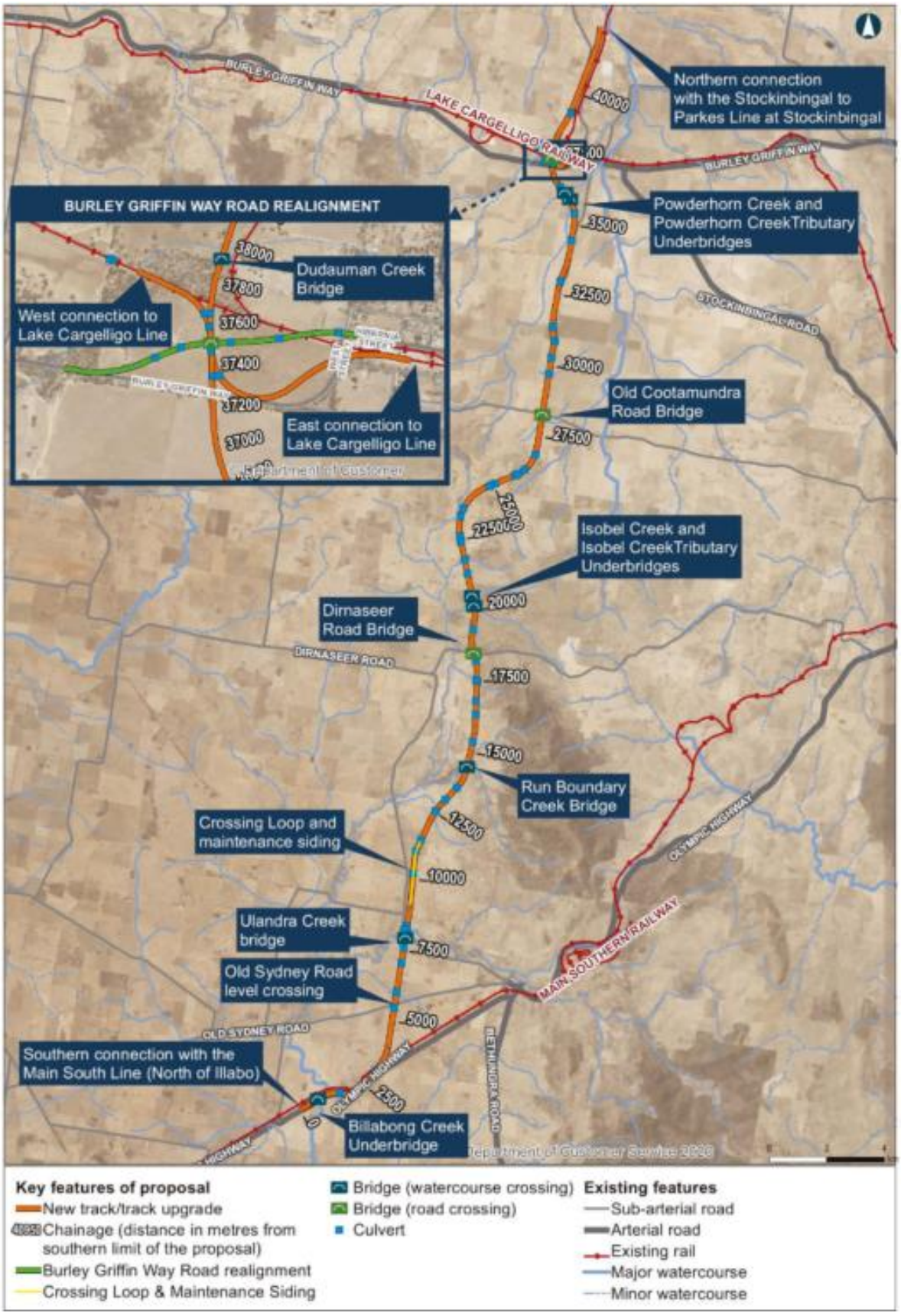


Figure 2-2 Key Project Features (Source: Illabo to Stockinbingal - Environmental Impact Statement, 2022)

2.2 Purpose

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

The CoA applicable to this MAF application are provided in Table 2-1 below.

2.3 Compliance

Table 2-1: LIW definition checklist

Reference	Description *The work subject to this submission meets the definition of 'Low impact work' under CSSI-9406 by being (where a green shaded check box is ticked, the er shall endorse this form):*	Applicable?
(a)	survey works including carrying out general alignment surveys, installing survey controls (including installation of global positioning system (GPS)), installing repeater stations, carrying out surveys of existing and future utilities and building and road dilapidation surveys;	☐
(b)	Investigations including investigative drilling, contamination investigations and excavation	☐
(c)	installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments;	☐
(d)	property acquisition adjustment work including installation of property fencing;	☐
(e)	archaeological testing under the Code of practice for archaeological investigation of Aboriginal objects in NSW (Department of Environment Climate Change and Water, 2010) or archaeological monitoring undertaken in association with Low Impact work to ensure that there is no impact on heritage items;	☐
(f)	archaeological and cultural salvage undertaken in accordance with a strategy or salvage operation required by the conditions of this approval;	☐
(g)	maintenance work to existing buildings and structures as required to facilitate the carrying out of the CSSI; and	☐
(h)	other activities determined by the ER to have minimal environmental impact which may include relocation and connection of utilities, establishment of minor ancillary facilities in accordance with Condition C9 construction of minor access roads (other than access roads' connection to the road network), temporary relocation of pedestrian paths and the provision of property access.	☒
(i)	Site establishment work approved under a Site Establishment Management Plan in accordance with Condition C5.	☐

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

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

2.4 Minor Ancillary Facility Checklist

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

Table 2-2: Minor Ancillary Facility (MAF) checklist

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

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

Activities that may be undertaken at construction compound sites under the EIS are provided in Table 3. The checklist included in Table 2-3 is checked where applicable to the MAF.

Table 2-3 Permissible activities for construction compound sites under the EIS

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

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

Table 2-4 provides an overview of the conditions that need to be met prior to the commencement of LIW and how these have been complied with.

Table 2-4: Conditions required to be met prior to the commencement of Work

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

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

B12 A Community Complaints Mediator that is: (a) independent of the design and construction personnel; and (b) accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board must be nominated by the Proponent, approved by the Planning Secretary and engaged while the Complaints Management System required by Condition B6 is in operation. The nomination of the Community Complaints Mediator must be submitted to the Planning Secretary for approval within one month before the commencement of Work.	A Community Complaints Mediator (Jack Ellis) was appointed to the project by the DPHI on 1/10/2024. Aconex reference: **IR2200-DCACT-000879**
A7 The Department must be notified in writing of the dates of commencement of Work (in relation to low impact works), construction and operation at least one (1) month before those dates.	Notification of the commencement of LIW was issued to the Department on 4/10/24. Aconex reference: **6-0000-220-EEC-00-LT-0007**
B18 A website or webpage providing information in relation to the CSSI must be established before commencement of Work and maintained for the duration of construction, and for a minimum of 24 months following the completion of construction, or unless otherwise agreed with the Planning Secretary. Up-to-date information (excluding confidential commercial information) must be published before the relevant work commencing and maintained on the website or dedicated pages including: (a) information on the current implementation status of the CSSI; (b) a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the CSSI or the terms of this approval; (c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; (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.	A website has been established for the project, available at: https://inlandrail.com.au

Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which they / it relates or before its implementation. All information required in this condition is to be provided on the Proponent's website, ordered in a logical sequence and be easy to navigate. *Notes:* *1. The intention of this condition is to increase transparency and for information/documents required as part of the approval to be provided proactively and publicly in an easily accessible manner. Where information is excepted by this condition, it is intended that these documents are provided in their redacted form.* *2. The Planning Secretary may instruct the Proponent to finalise and upload any report or documents to the Project's website in accordance with Condition A4.* *3. The publishing of documents should occur a minimum of a week before the relevant Work / activity is going to commence.* *4. In determining what information should be published under this condition, the proponent should have regard to the principles in Division 2 of Part 2 of the Government Information (Public Access) Act, 2009.* *5. Documents should be named to be consistent with the conditions of approval where possible. The name should also give an overall impression of what the document is about. The names should be simple and concise (no more than 50 characters) without any unnecessary punctuation or under scoring in the title.*	
B7 The Complaints Management System must make the following information publicly available to facilitate community enquiries and manage complaints, from one (1) month before the commencement of Work and for 12 months following the completion of construction of the CSSI: (a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI; (b) a postal address to which written complaints and enquires may be sent; (c) an email address to which electronic complaints and enquiries may be transmitted; and (d) a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.	Complaints Management System prepared and information under the Complaints Management System made publiclyavailable on the following website: https://inlandrail.com.au/
The following conditions must be met prior to Works, however, are not applicable to this assessment:	
E135 Prior to the commencement of any ground disturbance work within areas identified as requiring archaeological investigation or salvage identified in documents listed in Condition A1, the Proponent must prepare and implement an Additional Aboriginal Archaeological Survey Methodology and an Aboriginal Archaeological Test Excavation Methodology. The methodology must include procedures for additional archaeological survey of Zones 5, 6, 9 and 10, and management protocols including consultation with the Registered Aboriginal Parties, for any Aboriginal objects and sites identified during the survey.	The MAF location and its access route included in this report are not within areas identified as requiring archaeological investigation or salvage.

E145 Before commencement of any work, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified in the documents listed in Condition A1 as being at risk of damage. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the owners of the items surveyed, and no later than one month before the commencement of construction.	No condition survey is deemed required prior to these works. For DPHI correspondence on the interpretation of this condition, please see Aconex reference: **IR2200-CA-000017**

2.5 Certifications

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

Table 2-5: Certification checklists

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

Certification – Environmental Representative

ER Reviewed ☒		ER Endorsed ☐	ER Approved ☒
SIGNED		Tim Elder	
NAME		Ricardo Prieto-Curiel	
NAME		Derek Low	
NAME		Tim Elder	
POSITION		Environmental Representative	
DATE		02/09/2025	
COMMENTS	Name:	This approval demonstrates the ER's satisfaction that the proposed Minor Ancillary facility is compliant with the criteria in condition C9. Review comments were closed out on on 20/08/2025.	

3 Location Details

The proposed MAF is proposed at approx. chainage 300. The proposed location is within the Construction Impact Zone (CIZ) in accordance with CoA C9. The location details are summarised in Table 3-1 and visually presented in Appendix A—Site Environmental Plan .

Table 3-1: Site description

SITE NAME	Minor Ancillary Facility – CH300 (Warrens Lane)
LOCATION	Olympic Highway west of Billabong Creek Southern portion of Lot 2 DP1296952
CHAINAGE (m)	CH300-700
TIMING (expected)	Site establishment: August 2025 Occupation: September 2025, March 2026 and May 2026 (all for the purposes of a track possession)
LAND USE	Land Zoning: RU1 – Primary Production
FOOTPRINT/SIZE	Area: 11004m^2 Perimeter: 1.03km

SITE SURROUNDINGS	Minor Ancillary Facility is surrounded:
	• To the North, by:
	  ○ Agricultural land – canola paddock
	• To the East, by:
	  ○ Billabong Creek
	  ○ PCT 276 - Yellow Box grassy tall woodland on alluvium or parna loams and clays on flats in NSW South Western Slopes Bioregion associated with Billabong Creek
	  ○ PCT 79 River Red Gum herbaceous-grassy very tall open forest wetland on inner floodplains in the lower slopes sub-region of the NSW South Western Slopes Bioregion and the eastern Riverina Bioregion
	  ○ Sensitive receiver (EIS receiver ID: 226614) 730m from the site at 2325 Olympic Highway, Illabo.
	• To the South, by:
	  ○ Main Southern Railway
	• To the West, by:
	  ○ Agricultural land – canola paddock
	  ○ Sensitive receiver (EIS receiver ID: 226598) 900m (EIS receiver ID: 226598) from the site at 72 Warrens Lane, Illabo.
	SEP for this area is provided in Appendix A—Site Environmental Plan.

ACCESS	Access to the MAF will be from a private access track that runs through agricultural land from Warrens Lane. The access track passes a dwelling however this dwelling is not occupied. This can be seen in Appendix A.

4 Minor Ancillary Facility Description

This MAF location has been chosen as a suitable location due to its non-impactful access/egress arrangements, flat landscape, proximity to rail and distance from residential receivers.

The MAF is to be established and primarily used to support a rail possession and trackwork for ARTC from the 13th to 15th September 2025. This will include out of hours works for those dates. All other use of the site, including establishment, will be within standard construction hours.

4.1 Minor Ancillary Facility Units

The following units are proposed:

- Heavy Vehicle and Light Vehicle parking areas
- Lighting plant
- Site shed/crib room
- Port-a-loos and ablution facilities
- Generator
- Skips bins
- Stockpile areas

No existing facilities will be used for the proposed works.

Locations and details of these units are provided within Appendix A—Site Environmental Plan .

4.1.1 Parking

Parking areas will be established for light and heavy vehicles. LV parking will occur at the eastern end of the site adjacent to site sheds. HV parking will occur at the eastern end of the proposed area adjacent to the rail corridor.

Parking would be provided for approximately 15 light vehicles and up to 20 heavy vehicles and machinery (front end loader, bobcat, D6 dozer, dump trucks, excavators (30t and 50t) high rail excavator, smooth drum roller, vibratory roller, water truck). The maximum personnel on site is not expected to exceed 50 people (including visitors). The car park would only be at maximum capacity immediately prior to, during and immediately after the possession occupations. At other times parking will be minimal.

4.1.2 Lighting plant

Up to 8 lighting towers will be placed along the southern boundary of the MAF area for use in the out of hours rail possession works. Solar lighting towers will be used preferentially used where reasonable and practicable. Lighting towers will be placed at 50m intervals between Olympic Highway and the rail corridor. No trimming of vegetation would be required for the operation of lighting plant.

Lighting plant will only be operational during the 60 hour possession.

4.1.3 Site Office and Crib Room

The facilities will include a demountable site office and crib area. These will house workers for the entirety of the rail possession works. The demountable office and crib room will be powered by a generator.

4.1.4 Port-a-loos

A maximum of four port-a-loos will be provided for the MAF area. These will be pumped out and serviced by the hiring company as required. Disposal of waste generated from port-a-loos will occur offsite at a licensed facility.

4.1.5 Generator

A 12.5kva generator will provide power to office and crib rooms. Hoarding (noise blankets) may be placed around the generator for noise reduction during works occurring out of hours. Spill kits will be readily available on site.

4.1.6 Skips Bins

Covered skips bins (2) will be provided for the appropriate storage of waste during, and after the possession works. These will be serviced as required by licensed waste contractor. Waste streams may include:

- Food organics/garden organics (FOGO)
- Paper/cardboard
- Hard plastic
- Soft plastic
- Sewage
- Construction waste such as scrap and packaging.

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

Figure 4-1 Skip bins example

4.1.7 Stockpile Areas

Stockpile areas will consist of the following:

- Ballast 2300t
- Capping 2100t
- Structural fill 2300t
- Spoil 7500t

Stockpile areas will be located along the southern boundary of the MAF area for ease of access to the track possession works.

4.2 Noise and hours of operation

The use of the MAF will be during standard hours **only** for establishment, and occasionally for OOHW. OOHW will be required to support the September 2025, March 2026 and May 2026 track possessions.

These out of hours works will be applied for in a separate application/permit in accordance with the Out of Hours Work Protocol (as required) or in accordance with E3(b). Any relevant OOHW approvals will be obtained prior to the commencement of OOHW, including the submission of Hold Points.

A standard hours noise assessment is available in Appendix B—Noise Model.

4.3 Site Access

Site access will be gained via an existing private access track from Warrens Lane off the Olympic Highway. Warrens Lane is a public road. The private access track traverses agricultural (cropping) areas for approximately 900 metres until it enters the MAF area. The access track passes a private residence that is currently vacant.

Access and egress point onto Warrens Lane will be stabilised as per standard Blue Book controls.

Figure 4-2: Site access off Warrens Lane

5 Aspect and Impact Assessment

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

Table 5-1: Aspect and impact assessment

<table>
<tr><th>ASPECT</th><th>OVERVIEW</th><th>POTENTIAL IMPACTS</th><th>ADDITIONAL CONTROL MEASURES</th></tr>
<tr>
<td>Traffic, transport and access</td>
<td>Site access would be achieved by Warrens Lane via the Olympic Highway. A previously formed farm access track traverses the property for a distance of approximately 900m and enters the MAF area.

It is estimated that at peak times (possession) the accessway would be used by approximately 10 heavy vehicles and 20 light vehicles. This would include multiple trips.

Daily heavy vehicle movements are not expected to exceed 40 2-way trips per day, which is less than those assessed in the EIS (Chapter 8 Proposal description—construction). The maximum daily vehicle movements during construction from the EIS for light vehicles is 417 2-way trips per day (worse case scenario).

The maximum personnel on site is not expected to exceed 40 people (including visitors).

No closure or diversion of roads will be required for the operation of this MAF.</td>
<td>• Potential increase in light and heavy vehicle traffic relative to existing use of the roads.
• Traffic associated with the use of the sites will have minor amenity impacts on the surrounding residences.
• Impacts to road safety as a result of increased road use and turning movements at intersections and construction site access gates.
• Impacts to condition of rural roads due to construction traffic.</td>
<td>• Right of way will be given to the public (road users and pedestrians) at access points into the MAF location.
• The construction workforce and project staff will be encouraged to ride-share to reduce the number of light vehicles travelling to and from the MAF to other areas of the alignment
• The designated access gate(s) to be used for the MAF (via Warrens Lane, a public road) is shown in Appendix A—Site Environmental Plan.
• A section 138 approval from Junee Shire Council has been provided for works on local roads including Warrens Lane. Any requirements of the approval will be implemented.
• The formation of the access will ensure that all heavy vehicles and light vehicles can safely use the driveway. No significant works will be required.
• Speed limits will be applied to internal access tracks and suitably enforced with all users.
• All traffic will be controlled by the site-specific vehicle/traffic management plan.
• A road dilapidation survey will be conducted on Warrens Lane prior to the use of the road by heavy vehicles in accordance with CoA E101-E103 which is provided below.
<table>
<tr><th>CoA Reference</th><th>Condition</th></tr>
<tr><td>E101</td><td>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</td></tr>
</table>
</td>
</tr>
</table>

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES	
				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.
			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.
			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

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES

	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.

- Prior to the commencement of site establishment works at the MAF, the requirements of C7 and C8 of the CoA must be fulfilled. These are provided below.

CoA Reference	Condition
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

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES	
				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.
			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.
Noise and vibration	The existing noise environment is rural. Vast amounts of the project area have little or no road traffic noise and have low background noise levels. The site proposed for the MAF is consistent with this noise landscape, with the closest residential receivers approximately 720m to the east of the proposed MAF location. The standard hours on the Project are as follows; • Monday to Friday: 7am to 6pm • Saturday: 7am to 6pm	Potential noise generation during standard construction hours from facility use, including: • Conversational chatter • Operation of plant • Loading and unloading of material (fill, ballast) • Topsoil strip and stockpile • Construct hardstand area • Access/egress from the MAF.	**Standard Construction Hours** • Non-tonal reversing alarms must be fitted and used on all construction vehicles and mobile plant when accessing/egressing from the MAF location. • Avoid shouting and slamming doors to minimise unnecessary noise (loud radio, UHF conversations, revving engines, slamming doors etc). • Noise monitoring will be conducted for works outside standard hours where required and in response to complaints (where noise monitoring would assist in resolving the complaint). Results of noise modelling will be provided to IRPL as required. • All vehicles accessing the MAF location must comply with local speed restrictions.	

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	• Sunday and public holidays: no work Use of the compound, other than during the possession works, will occur during normal construction hours only.	The construction noise management levels (NML) at the proposed MAF location are: • 45 dBA during standard hours • 40 dBA during out of hours day period • 35 dBA during out of hours evening and night periods There are not expected to be vibration impacts on any sensitive receivers due to the distance of the works from those sensitive receivers. A full assessment of noise and vibration is included within Appendix 2.	• Plant engines from light vehicles should be turned off when not in use to reduce potential noise impacts on surrounding stakeholders. • No additional control measures are proposed as results of noise modelling (Appendix B—Noise Model) do not exceed Project NMLs at nearby sensitive receivers. • 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. **Out of Hours Works** • Potentially affected receivers will be notified of OOH works in accordance with project requirements. • The community and stakeholder engagement team will notify the nearest sensitive receivers of the proposed use of the site to ensure they are aware of the team's presence. • All workers will be inducted to the project prior to commencing work and will be cognisant of their noise and vibration obligations • Avoid dropping materials from height. • Priority given to the use of quieter and less vibration emitting construction methods and plant alternatives where feasible and reasonable. • Plant used intermittently to be throttled down or shut down. • Noise-emitting plant to be directed away from sensitive receivers where possible. • Stationary plant (i.e generator) should be located behind a structure or enclosed if practicable. • Plan traffic flow, parking and loading/unloading areas to minimise reversing.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			• Avoid compression breaking on approach to the site. • Where additional activities or plant may result in marginal noise increases and • Consideration of concentrating activities at one location and completing works as efficiently as possible. • Non-tonal reversing beepers (or an equivalent mechanism) must be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out of hours work. • Monitoring will be completed to verify the noise models for works occurring OOH in accordance with the relevant OOHW permit prepared and approved for the works.
Light Spill/ Visual Amenity	Lighting will be operational overnight for works occurring OOH. Lighting will consist of between 6 and 8 lighting towers placed throughout the MAF area. The lighting units will be placed at a distance at which it does not disturb the surrounding visual landscape. Surrounding residential receivers are unlikely to be impacted, as the closest is approximately 720 m from the MAF area.	Short-term visual visual impacts on sensitive visual receivers as a result of the introduction of lighting. Short term light spill impacts on fauna occupying vegetation to the east of the MAF along Billabong Creek.	An inspection will be completed the first time any additional lighting is added at the site. This inspection should include spot measurements of horizontal light spill. The direction of temporary external lighting will be faced down or inward to prevent light spill in the direction of sensitive receivers or to vegetation to the east. All lighting installed will be consistent with the requirements of *Australian Standard 4282-2019 Control of the obtrusive effects of outdoor lighting.*
Biodiversity	No mapped native vegetation or trees will require clearing for the occupation of the site. Stripping of crop areas (non-native vegetation) will be required for the establishment of the MAF area.	• Impacts on native vegetation and previously recorded threatened fauna species to the east. • Incidental and unapproved clearing of native vegetation to the	No native vegetation will be removed in order to establish and operate the MAF, including for MAF assets (such as lighting towers or the use of access tracks). Areas to the east along Billabong Creek will be protected by establishment of no-go areas separating the native vegetation from the MAF area.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	There are areas of PCT 276 - Yellow Box grassy tall woodland on alluvium or parna loams and clays on flats in NSW South Western Slopes Bioregion and PCT 79 River Red Gum herbaceous-grassy very tall open forest wetland on inner floodplains in the lower slopes sub-region of the NSW South Western Slopes Bioregion and the eastern Riverina Bioregion in the north-east corner of the site. This vegetation will be protected and retained. There are no threatened fauna records for the site. Records exist for Squirrel Glider, Little Eagle and Dusky Woodswallow in vegetation along Billabong Creek to the east. There are no hollow bearing-trees or other significant habitat features on the site. No native vegetation or significant habitat features will be cleared for the establishment or operation of the MAF.	east resulting in loss of fauna habitat, habitat fragmentation and loss of connectivity. • Impacts to native fauna species during works.	Demarcation will consist of star pickets with flagging, para-webbing or other suitable methods. Unexpected biodiversity finds would be managed in accordance with the Unexpected and Incidental Finds Procedure for Biodiversity. Access will be limited to existing tracks as much as possible. The direction of temporary lighting will be faced down or inward to prevent light spill in the direction of vegetation to the east. Site personnel inducted on responsibilities in relation to protecting flora and fauna, including native vegetation in no-go zones.
Soil and water	The establishment of the MAF area will require stripping of the topsoil in the current crop area for and laying of hardstand area for quarry material stockpile. There are no streams, creeks or drainage lines within the MAF area.	• The areas downslope of the site in Billabong Creek will require protection from potential sheet flows. • Sediment laden water flows into Billabong Creek	Sediment fence, and other controls where required (spillways/check dams etc) will be placed around the downslope perimeter of the MAF area protecting downstream areas prior to works commencing. The MAF area will be monitored and maintained. Establishment of hardstand area will reduce erosion risk and dirty water sheet flows. No topsoil stripping works will occur where significant wet weather is forecast as per http://www.bom.gov.au.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	The areas downslope of the site in Billabong Creek will require protection from potential sheetflows. Waters from the site do not flow to any local farm dams.	• Mud, soil or otherwise tracking onto local roads	Stabilised access as per Blue Book provided at access/egress point on Warrens Lane. Street sweeper mobilised to clean access points if required. Weather forecast will be regularly reviewed (via http://www.bom.gov.au/) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Any chemicals and liquids will be stored within the container which includes a self-contained bund (within the container) that is not exposed to rainfall or surface water runoff. The bund will hold a volume of liquid 10% larger than the largest container. Spill kits will be located at the MAF site for use in case of any unexpected spills or events. All other equipment will be mobile and raised out of the way of surface water runoff and can be removed from site in the event of a significant weather event (if deemed required and as per Flood Emergency Response Plan).
Contaminated land	There are no Areas of Environmental Concern (AEC) as identified within the Preliminary Site Investigations (PSI) for the Project.	• Unexpected contamination finds during topsoil stripping works. • Spills during MAF operational works.	Unexpected contamination finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Contamination. Any refuelling undertaken on site must be done so ≥50m from the banks of Billabong Creek and with a drip tray. Spill kits will be located within storage and parking areas.
Cultural heritage	The proposed location of the MAF and the associated access has been assessed and identified as being adjacent to Zone 1 of the Indigenous Survey Zones listed in the EIS (Zones 1-11). Archaeological surveys in Zone 1 as part of the Aboriginal	• Potential impacts on registered Aboriginal heritage items/sites in the proposal site • Impacts on unrecorded	ARTC-1, ARTC-2 and the low-density PAD will be protected with flagging/fencing/bollards with a 10-meter buffer (or other method agreed in consultation with the project heritage consultant) during the works prior to their salvage (if salvage is deemed required). This is in accordance with the heritage advice received for the compound site, available in Appendix E—

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	Cultural Heritage Assessment (ACHA) conducted by GML identified a Potential Archaeological Deposit (PAD, low density) approximately 250 metres to the east of the MAF area on the opposite side of Billabong Creek. Artefacts were also identified on the eastern boundary of the site ARTC-1 (AHIMS ID 50-05-0266) and ARTC-2 (AHIMS ID 50-05-0266). The site cards for these artefacts are available in Appendix A—Site Environmental Plan Locations of the artefacts relative to the MAF compound are visible in Appendix A—Site Environmental Plan .	Aboriginal sites and/or areas of archaeological sensitivity • Impacts on areas predicted to have moderate to high archaeological potential	Heritage Advice. These sites will be identified at pre-starts and addressed with work force personnel prior to works commencing. An archaeologist will conduct a site inspection prior to site establishment to confirm if any additional mitigation measures for heritage artefacts are required. All archaeological mitigation measures will be implemented. Unexpected heritage finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Heritage and the Unexpected and Incidental Finds Procedures for human remains.
Dust and odour	No excessive dust and odour emissions are expected to occur from the operation of the MAF.	• Local dust emissions during topsoil stripping and operation of compound • Local dust emissions as a result of use of the access track and unloading material	Site vehicles are to drive to the speed limits enforced on NSW roads and within private properties to avoid excessive dust and disturbance of dirt/unsealed roads. Where excessive dust is generated on the access track and hardstand areas, dust suppression techniques (saturating with water) will be used. The 15km/h speed limit at the MAF must be adhered to. Visual monitoring of dust levels will occur during topsoil stripping and site activities shut down if conditions deteriorate (eg >25km/h winds, hot and dry with visible dust levels). Odour will be managed by ensuring skip bins and other waste receptacles are covered at all times. Waste will be removed from skip bins at least weekly (when the MAF is operational).
	The site is mapped as 1-1.5m design flood depth within the EIS.	• Potential risk of flooding on site	Weather conditions will be monitored prior to commencement of works

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Flooding		• Damage to plant/equipment	The Flood Emergency Management Plan will be enacted in the likelihood of local flood warnings to the 1-1.5m design depth. The Flood Emergency Management Plan includes a Site-Specific Flood Preparation Plan which detail all measures for management of the site where forecast conditions indicate a flood risk.
Waste management	Waste is expected to be generated in the operation of this MAF. Waste will be contained to the MAF via waste tanks (for sewerage) and bins. The waste generated from this proposal is considered minor and can be managed by staff as part of the day-to-day operations.	Waste generated from the MAF will include: • Sewage • Hard plastic • Soft plastic • Food organics/garden organics (FOGO) • Paper/cardboard • Wastepaper • Construction waste such as scrap and packaging • Stripped and stockpiled material from possession works	All waste will be contained internally within the MAF site in plastic bins, bags and tanks (located within the containers and the skip bins) and will be disposed of to the appropriately licensed waste facility. Waste will then be transferred to covered skip bins. An appropriately licensed waste transporter will transport the waste from skip bins to an appropriately licensed facility as required. Waste management facilities located within the Cootamundra-Gundagai region that may be the destination of waste from the MAF include: • Cootamundra Waste Depot • Gundagai Burra Road Waste Depot • Junee Landfill Facility Waste types and quantities will be confirmed prior to haulage to the waste destination. Waste will be separated into skip bins by waste streams (i.e. recyclable, general waste) accordingly. Any leaks or spills captured in the hazardous materials container bund will be disposed of offsite at a suitably licensed facility. Waste dockets from the waste contractor will be maintained in a register and documented. All waste will be recycled where possible. Waste generation will be avoided where possible, and where avoidance is not reasonably practicable, waste generation will be reduced.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			Pre-sampling of material to be stripped as part of the possession and stockpiled within the MAF area will be completed to inform disposal and re-use options.

6 Workforce Notification

6.1 Induction

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

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

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

6.2 In-field reference materials

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

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

SEPs identify control measures and mitigation strategies outlined in the operational control documentation such as this report. SEPs will be continually updated to reflect changing work conditions, approvals and licenses as required. A copy of the SEP will be on display at the MAF.

6.3 Training

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

7 Roles and Responsibilities

Table 7-1: Roles and responsibilities

ROLE	RESPONSIBILITY
Environmental and Sustainability Manager	• Implementation of procedures • Liaise with specialist consultants and IRPL. • Notify regulators and relevant stakeholders as required • Complete incident investigation and reporting (where required)

	• Updates to scheduled activities and management plans as a result of varying on-site conditions and any changes are communicated to the Project Team • Ensures compliance on site with the project approvals, including this report.
Site Supervisors	• Ensure that this report and relevant documentation are communicated to all site personnel under their management and are being fully implemented on site • Stop work as required. • Ensure that any scope changes are approved by ER/IRPL prior to undertaking works. • Delineate the area • Contact Environmental Manager and Project Manager • Manage access into and out of the site
Specialist consultants – Ecologist, Archaeologist, Contaminated Land Expert, Site Auditor (Contamination)	• Indicate the required exclusion area or “no-go” zone for any nearby works • Advise on any controls that should be put in place to due to changing on-site conditions • Develop any required management plan (or equivalent) for the management of LIW • Call on other technical specialists as required to assist in any identification and management of LIW • Assist in the completion of any required notifications in consultation with the Project Environment Team
ARTC / Inland Rail	• Liaise between relevant government agencies and relevant stakeholders in relation to any incidents • Provide written approval for works • Liaise between relevant government agencies for any ARTC approvals and/or with other stakeholders as required in relation to incidents/events.
Community and Stakeholder Engagement Team	• Ddevelop and maintain open lines with the community, stakeholders, and landowners to ensure their concerns and feedback are effectively captured and addressed • Provide notifications to the community for the MAF and manage the complaints management process associated with the MAF. • Facilitate engagement activities, such as public meetings, information sessions, and consultations

	• Coordinate with the Project Team to integrate community feedback into project planning and decision-making processes • Prepare and disseminate clear, accurate, and timely information about activities and changes to ensure transparency
Environmental Representative(s) (ER)	• Assess the impacts of minor ancillary facilities (MAFs) and provide guidance on environmental best practices to mitigate potential negative effects • Consider and recommend improvements to work practices to reduce environmental impact and enhance community well-being. • Review and validate project documentation to ensure consistency with planning approvals and environmental regulations. • Conduct regular site inspections to monitor compliance with environmental standards and provide on-site environmental advice to support the project team

Table 9: Emergency contact list

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

8 Consultation

Consultation with relevant land holders is required at least 7 days before the commencement of works relating to that landholder. No consultation is required for the use of this property, as the property is owned by ARTC.

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

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

The requirements of C7 and C8 must be fulfilled before the commencement of site establishment works on this property (Property #1).

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

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

Community enquiries and complaints will generally be received via:

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

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

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

9 Appendices

Appendix A—Site Environmental Plan

Olympic Highway

50.00 m

418250 418200 418150 418100 418050 418000 417950 417900 417850

01 - Pam McInerney & Peter Curran

02 - David and Jenny Thompson

Zone 1 PAD (low density)

AHIMS ID: 50-5-0267

AHIMS ID: 50-5-0266
Appropriate mitigation to be applied as per archaeologist advice.

Scale 1128 | 20 m

Site Compound Map

Site Compound Access Map

01 - Pam McInerney & Peter Curran

Warrens Lane

02 - David and Jenr

100 m

Legend

- CIZ
- Property boundary
- Aboriginal Heritage artefact
- PAD – low density
- Native vegetation
- Area of environmental concern (AEC)
- Receiver
- Access track
- HV parking
- LV parking
- Lighting tower
- Stockpile – spoil
- Stockpile - structural fill
- Stockpile – capping
- Stockpile – ballast
- Site shed and amenities
- Fauna record – Little Eagle
- Fauna record – Little Eagle (nest)
- Fauna record – Squirrel Glider
- No-go zone

Aboriginal Site Recording Form

AHIMS Registrar
PO Box 1967, Hurstville 2220 NSW

AHIMS site ID: 50-5-0276 **Date recorded:** 11-01-2021

Site Location Information

Site name: Olympic Highway Illabo Artefacts 4

Easting: 571648 **Northing:** 6149536 **Coordinates must be in GDA (MGA)**

Horizontal Accuracy (m): 5

Zone: 55 **Location method:** Non-Differential GPS

Recorder Information

(The person responsible for the completion and submission of this form)

Title	Surname	First name
Ms.	Tooby	Lara

Organisation: GML Heritage

Address: Level 6, 372 Elizabeth St, Surry Hillys, NSW 2010 Australia

Phone: 0416094225 **E-mail:** larat@gml.com.au

Site Context Information

Land Form Pattern: Plain **Land Use:** Farming Low Intensity

Land Form Unit: Stream Bank **Vegetation:** Cleared

Distance to Water (m): 15 **Primary Report:**

How to get to the site: Private property: permission needs to be granted from landowner.
Recorded as part of the Inland Rail project.

Other site information:

Site location map

Site contents information

open/closed site: Open

Site condition: Erosion

Features:

		Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
1.	Artefact	1	1	1				

Description:

A small quartz flaked piece on the top edge of the creek bank, exposed by track erosion.

Features:

		Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
2.								

Description:

Features:

	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
3.							

Description:

Features:

	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
4.							

Description:

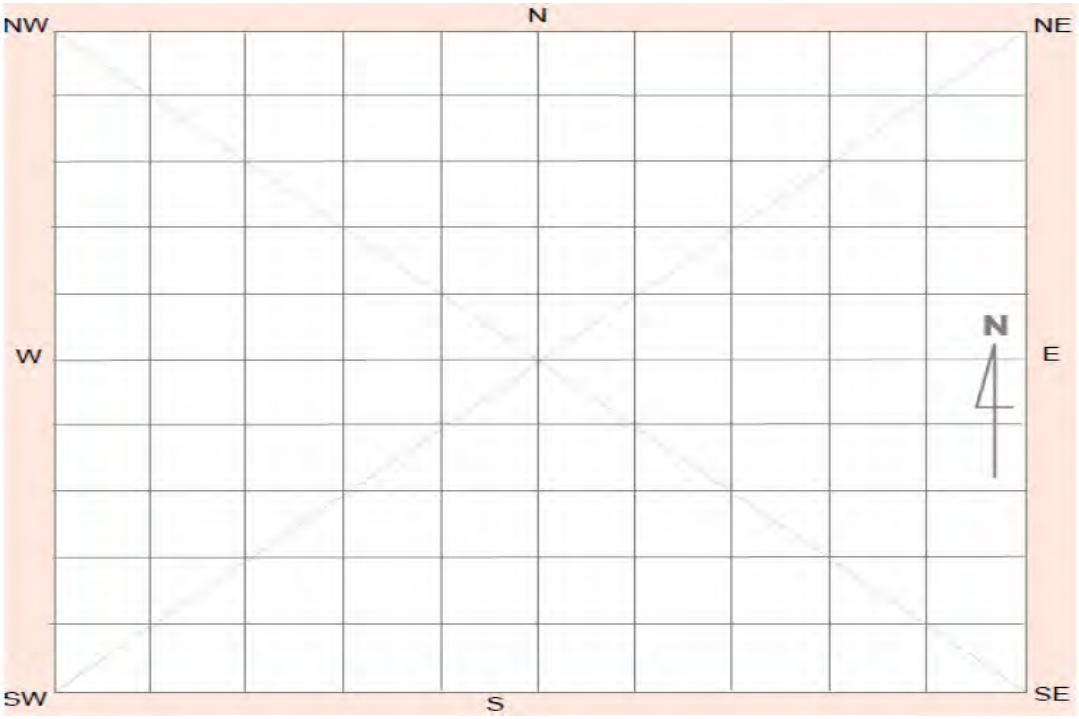
Features:

	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
5.							

Description:

Other Site Info:

Site plan



Site photographs

Description: Context

Description: Detail

Description:

Description:

Site restrictions

Do you want to Restrict this site?:

Restriction type: Gender General Location

Why is this site restricted?:

Further information contact

Title **Surname** **First name**

Organisation:

Address:

Phone: **E-mail:**

Aboriginal Site Recording Form

AHIMS Registrar
PO Box 1967, Hurstville 2220 NSW

AHIMS site ID: 50-5-0266 **Date recorded:** 11-01-2021

Site Location Information

Site name: Olympic Highway Illabo Artefacts 1

Easting: 571218 **Northing:** 6149339 **Coordinates must be in GDA (MGA)**

Horizontal Accuracy (m): 5

Zone: 55 **Location method:** Non-Differential GPS

Recorder Information

(The person responsible for the completion and submission of this form)

Title	Surname	First name
Ms.	Tooby	Lara

Organisation: GML Heritage

Address: Level 6, 372 Elizabeth St, Surry Hillys, NSW 2010 Australia

Phone: 0416094225 **E-mail:** larat@gml.com.au

Site Context Information

Land Form Pattern: Plain **Land Use:** Farming Low Intensity

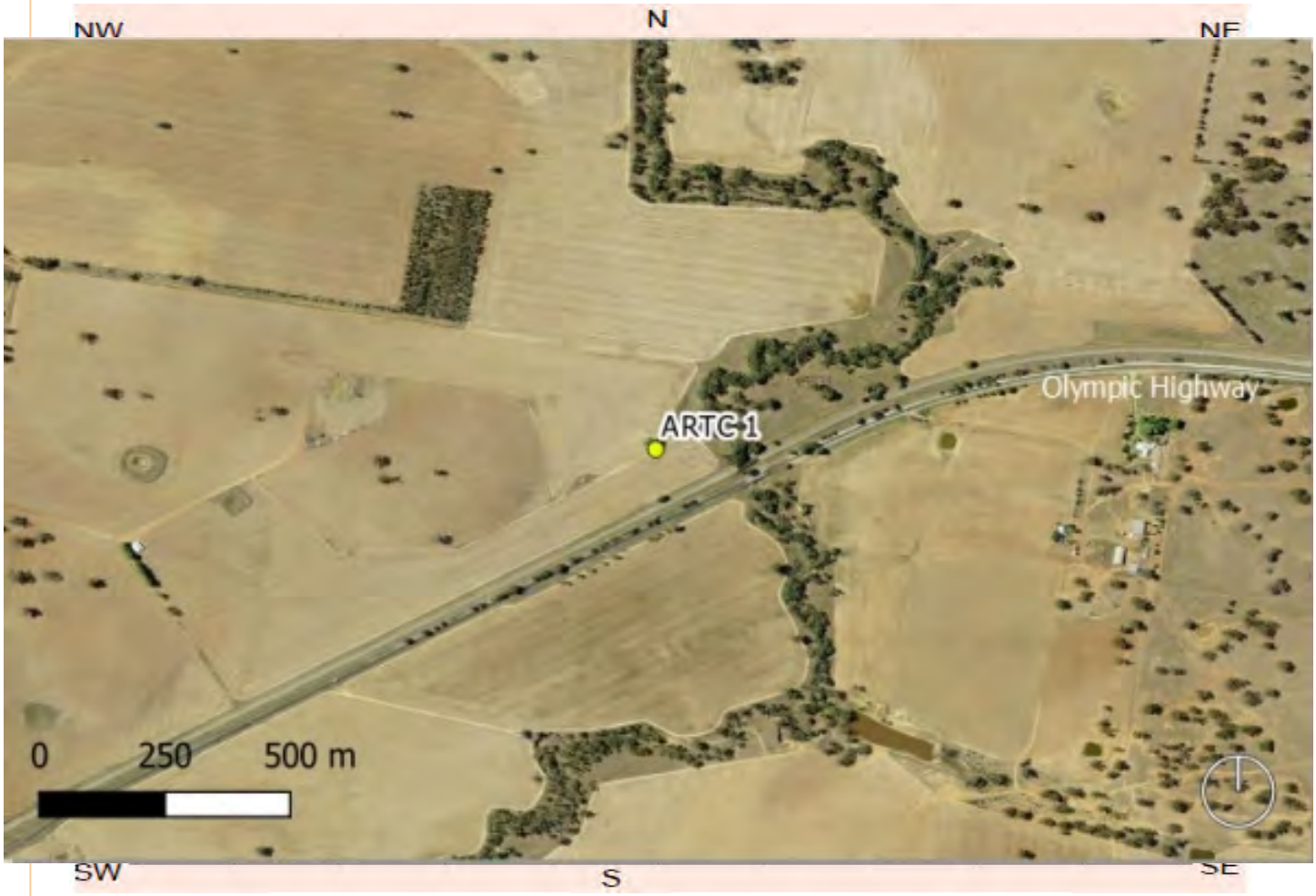
Land Form Unit: Flat **Vegetation:** Cleared

Distance to Water (m): 70 **Primary Report:**

How to get to the site: Private Property: Landowner access required.

Other site information: Located during site survey of property for the Inland Rail Project.

Site location map



Site contents information

open/closed site: Open

Site condition: Erosion

Features:

		Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
1.	Artefact	2	2	2				

Description:

Two small pink silcrete flaked pieces on track in paddock c70m from Billabong Creek. A few other quartz pieces noted c20m closer to the creek

Features:

		Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
2.								

Description:

Features:	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Regrowth (cm)	Scar shape	Tree Species
3.							

Description:

Features:	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Regrowth (cm)	Scar shape	Tree Species
4.							

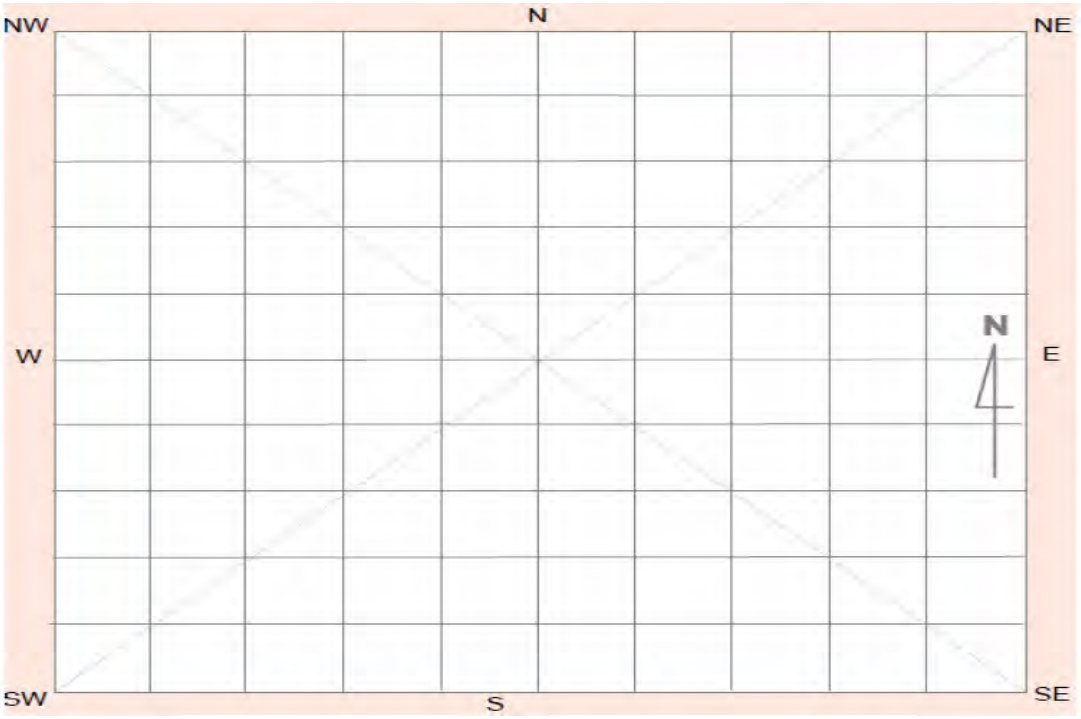
Description:

Features:	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Regrowth (cm)	Scar shape	Tree Species
5.							

Description:

Other Site Info: Located during site survey of property for the Inland Rail Project.

Site plan



Site photographs

Description: Detail of two pink silcrete flakes

Description: Location of artefacts

Description:

Description:

Site restrictions

Do you want to Restrict this site?:

Restriction type: Gender General Location

Why is this site restricted?:

Further information contact

Title **Surname** **First name**

Organisation:

Address:

Phone: **E-mail:**

Appendix B—Noise Model

Sept Possession

Project	Inland Rail - Illabo to Stockinbingal		
Client	Inland Rail		
Assessment Date	26/06/2025	Assessment Id	26.06.2025
Proposed start date	25/08/2025	Proposed end date	25/08/2025

Contents

Acoustic terms and acronyms

AA	Acoustic Advisor
AMM	Additional mitigation measures – applicable where standard measures have been implemented and NML is still expected to be exceeded.
dB(A)	Unit used to measure 'A-weighted' sound pressure levels. A-weighting is an adjustment made to sound-level measurement to approximate the response of the human ear.
DPIE	NSW Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
ICNG	Interim Construction Noise Guideline (Department of Environment and Climate Change 2009)
NCA	Noise Catchment Area
Noise level statistics	L_{A90} - The A-weighted sound pressure level exceeded 90% of the monitoring period. This is considered to represent the background noise. L_{Aeq} - The equivalent continuous A-weighted noise level—the level of noise equivalent to the energy average of noise levels occurring over a measurement period. L_{A1} – The A-weighted sound pressure level exceeded 1% of the monitoring period. L_{Amax} – The maximum A-weighted noise level associated with the measurement period.
NML	Noise Management Level
PPV	Peak Particle Velocity – Measurement of ground-borne vibration in units of mm/s
RBL	Rating Background Level - a single figure that represents the background noise level for assessment purposes
ROL	Road Occupancy Licence – granted by Transport for NSW and required for any activity likely to impact on traffic flow.
SWL	Sound Power Level - The A-weighted sound power level is a logarithmic ratio of the acoustic power output of a source relative to 10-12 watts and expressed in decibels. Sound power level is calculated from measured sound pressure levels and represents the level of total sound power radiated by a sound source.
SPL	Sound pressure level - This is the level of noise, usually expressed in dB(A), as measured by a standard sound level meter with a pressure microphone. The sound pressure level in dB(A) gives a close indication of the subjective loudness of noise. A technical definition for the sound pressure level, in decibels, is 20 times the logarithm (base 10) of the ratio of any two quantities related to a given sound pressure to a reference pressure (typically 20 µPa equivalent to 0 dB).
Tonal noise	Noise with perceptible and definite pitch or tone
VDV	Vibration dose value – used when assessing intermittent vibration as it is sensitive to peaks in vibration acceleration and accumulates the vibration energy received over the daytime and night-time periods

1 Introduction

1.1 Overview

John Holland is delivering the Illabo to Stockinbingal (I2S) section of the Inland Rail Project (the Project) on behalf of Inland Rail Pty Ltd (IRPL).

The Project is in south-western New South Wales (NSW) in the Riverina region. 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 route will comprise a total extent of approximately 42.5 km, including 39 km of new greenfield railway bypassing the townships of Cootamundra and Bethungra. The project's main elements include:

- 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 be constructed to house the workforce for the duration of the Project.

The Project was approved by the Department of Planning, Housing and Infrastructure (DPHI) as Critical State Significant Infrastructure (SSI 9406) in September 2024.

1.2 CNVIS

The Project's construction noise and vibration management sub-plan provides an assessment of, and mitigation measures for, the duration of the project including the main phases in each section of the project.

Ongoing risk analysis is completed as the project progresses. This risk analysis is performed using the project-specific noise and vibration tool, KNOWnoise, which is used to prepare site-specific or activity-specific noise assessments where any new activities and/or variations to the activities or locations are proposed during delivery, such as out-of-hours work.

The locations for the works sites are shown in Appendix B.

Under the Project's NVMP, activity-specific noise and vibration impact statements (NVIS) must be prepared for ongoing risk analysis during project delivery and for when out-of-hours work is proposed (as per the Project's out-of-hours protocol).

This NVIS has been prepared using KNOWnoise™, a project-specific noise prediction tool, which outlines the nature and scope of proposed works, describes predicted noise and vibration impacts and provides recommendations for management and mitigation. The structure of this NVIS includes:

- Section 1.2 – Construction works and hours with justification for these works in Section 1.3

- Section 2 – Existing environment
- Section 3 – Assessment framework including noise and vibration management levels
- Section 4 – Construction noise assessment
- Section 5 – Construction vibration assessment
- Section 6 – Mitigation and management, including consultation

1.3 Proposed construction hours

Works are scheduled to be undertaken during standard working hours:

- 7am to 6pm Monday to Friday
- 8am to 1pm Saturday
- No work on Sundays or Public Holidays.

However, works on or adjacent to roads may be required to be undertaken in accordance with a Traffic Control Plan (TCP) and/or Road Occupancy Licence (ROL) to facilitate safe work near live traffic and minimise impacts on other road users, parking and access.

Specific hours for the activities assessed in this report are listed in Appendix A with a description of the activity and proposed equipment.

In line with the Interim Construction Noise Guidelines (DECC 2009), justification is typically required to work outside approved construction hours. These situations may involve low impact or emergency works, works required to be undertaken under a Road Occupancy Licence (ROL) and works under an out-of-hours work protocol.

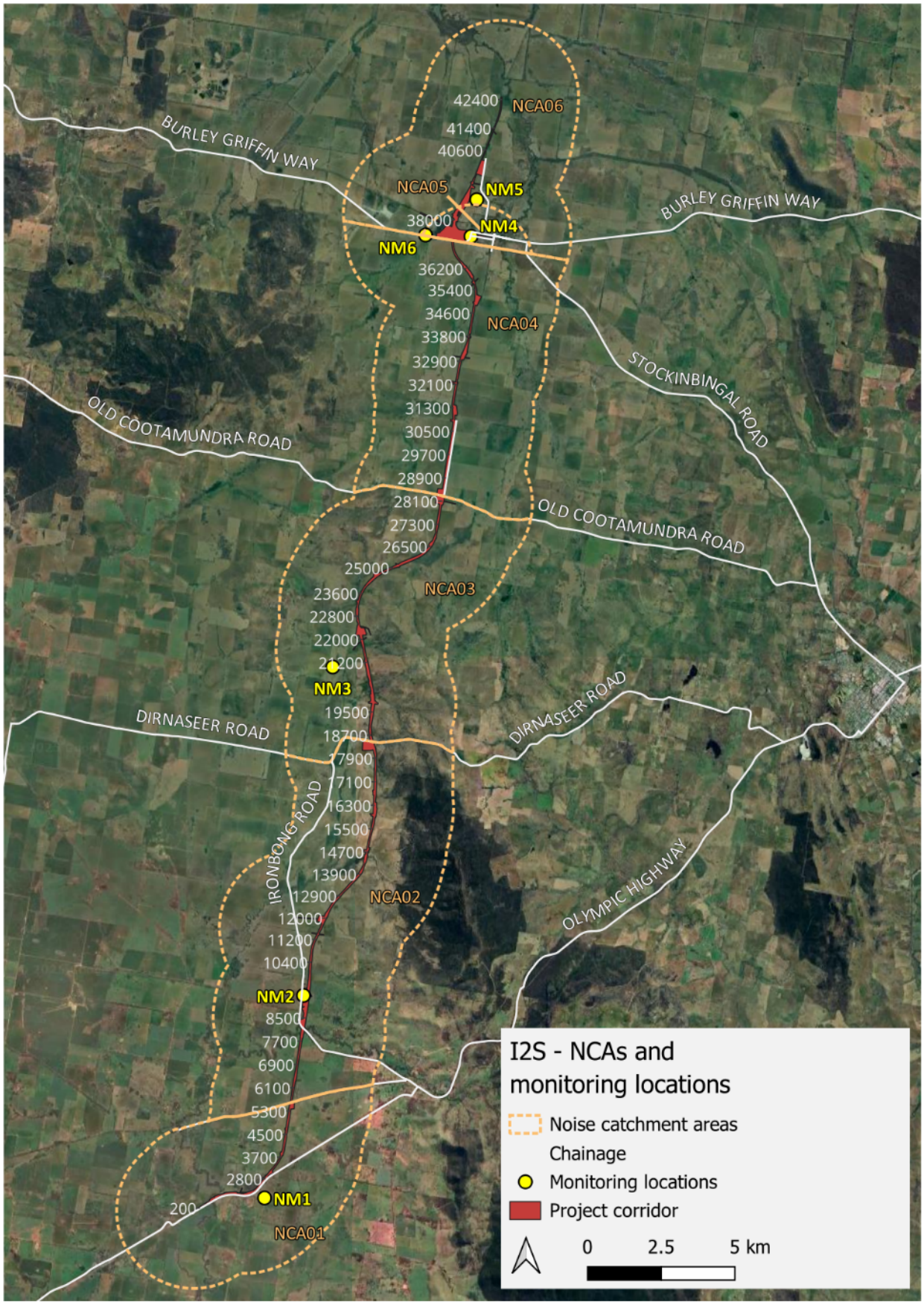


Figure 1 I2S construction sections and receivers

2 Existing environment

2.1 Sensitive receivers

The existing noise environment is typical of a rural landscape, zoned as Primary Production (RU1). Land within Stockinbingal and Illabo are zoned as Village (RU5), Public Recreation (RE1), Large Lot Residential (R5). Most of the Project site is sparsely settled and experiences little road traffic noise generally leading to low background noise levels.

Burley Griffin Way, Olympic Highway, and the existing rail lines are the primary noise sources within the Project site which are zoned as Infrastructure (SP2), however, traffic along these roads is typically of low volume and does not significantly impact the background noise levels of the surrounding environment.

The most significant existing sources of vibration along the Proposal site include those generated by traffic on the local road network and existing rail operations at Illabo and Stockinbingal. Although not measured directly, vibration from existing road and rail sources would be below the structural damage and human comfort criteria for all vibration-sensitive receivers

2.2 Noise catchment areas and sensitive receivers

Sensitive noise and vibration receivers near the project are divided into Noise Catchment Areas (NCAs) to with similar land use and ambient noise environments, facilitating application of representative Noise Management Levels (NMLs) and ensuring a targeted and efficient assessment of potential noise impacts. The project has been divided into six NCAs, as illustrated in Figure 1, and summarised in Table 1.

217 sensitive receivers have been identified though aerial-imagery combined with the Geocoded National Address File (G-NAF) within 2.6 kilometre of the Project area, with most in Stockinbingal. Receivers generally consist of low-density residential areas, predominantly in the form of single storey residential dwellings. Residential receivers outside of Stockinbingal are typically isolated rural residential dwellings in open farmland.

Non-residential, sensitive receivers include commercial/industrial buildings, places of worship, educational and recreation as in Table 2. Heritage structures that may be sensitive to vibration are listed in Table 3.

Table 1 Noise catchment area summary

Noise Catchment Area	Corresponding Noise Monitor ID	Description
NCA01	NM1	12 scattered rural receivers from south of the Olympic Highway to Old Sydney Road.
NCA02	NM2	16 scattered rural receivers between Old Sydney Road and Dirnaseer Road.
NCA03	NM3	7 scattered rural receivers between Old Sydney Dirnaseer Road and Old Cootamundra Road
NCA04	NM6	16 scattered rural receivers between Old Cootamundra Road and Burley Griffen Way
NCA05	NM4	Stockinbingal town area – 146 sensitive receivers including residences (125), educational (1),recreational (4) and commercial (12)
NCA06	NM5	20 scattered rural receivers north of Stockinbingal township and Burley Griffen Way to the northern extent of the project.

Table 2 Non–residential sensitive receivers sourced from the EIS Chapter 16

Sensitive receiver type	Location	Distance from Project
Various commercial/industrial buildings	Hibernia Street and Martin Street	Between 10m and 300m
Passive recreation	Stockinbingal Cemetery	300m
Place of worship	St Joseph's Catholic Church	500m
Place of worship	St James Anglican Church	550m
Active recreation	Britannia St Tennis Courts	250m
Active recreation	Stockinbingal Bowling Club	100m
Active recreation	Stockinbingal Recreation Ground	1000m
Active recreation	Stockinbingal Public School	300m
Education	Stockinbingal Public School	300m

Table 3 Heritage structures potentially at risk from vibration sourced from the EIS Chapter 16

Heritage type	Location (source)	Distance from Project
Non-Aboriginal heritage	Stockinbingal Railway Station (Cootamundra LEP (i78))	Within Project boundary
Non-Aboriginal heritage	Stockinbingal Heritage Conservation Area (Cootamundra LEP (C3))	Within Project boundary
Non-Aboriginal heritage	Cohen's Trade Palace, CWA Rooms (Cootamundra LEP (i71))	10m
Non-Aboriginal heritage	Ellwood's Hall (Cootamundra LEP (i82))	40m
Non-Aboriginal heritage	Bank of NSW and residence (Cootamundra LEP (i73))	15m
Non-Aboriginal heritage	Baker, William Fallon (Cootamundra LEP (i75))	30m
Non-Aboriginal heritage	Stock and station (former Powderhorn Museum) (Cootamundra LEP (i76))	60m
Non-Aboriginal heritage	Post office and residence (Cootamundra LEP (i66))	80m
Non-Aboriginal heritage	Stockinbingal Cemetery	250m

2.3 Existing noise levels (background/ambient)

Noise monitoring was carried out at six locations in February 2019 as part of the EIS. Locations were selected to represent the existing ambient (background) noise environment in the Project area, considering factors such as topography, proximity to the Project area, and contributions from other noise sources like road, industrial, or rail noise.

Unattended noise loggers recorded noise levels for various descriptors over a two-week period. The results are summarised in Table 4 with monitoring locations illustrated in Figure 1.

Operator-attended noise surveys were also conducted at each location to characterise the noise environment, identify noise sources, and validate unattended noise logger measurements. Despite the time since initial monitoring, no significant developments have occurred in the study area and measured levels represent the current acoustic environment.

Table 4 Summary of unattended noise monitoring sourced from the EIS Chapter 8

Noise monitor ID	RBL dB(A)			Ambient noise level dB(A)		
	Day	Evening	Night	Day	Evening	Night
NM01	27	30	28	45	45	47
NM02	28	28	29	46	49	45
NM03	29	28	29	46	49	45
NM04	30	26	22	60	58	53
NM05	27	27	22	43	42	38
NM06	27	22	19	57	57	52

3 Assessment framework

3.1 Permitted work hours

Permitted works hours for the Project, in accordance with CoA E1 to E14, are summarised in Table 5.

Works will generally be completed between 6am and 6pm Monday to Sunday. On a fortnightly basis, there will be no works between 6pm Saturday and 7am Monday.

These construction hours differ from standard construction hours, with an hour before 7am and work during weekends. Implemented mitigation measures will take into consideration of noise and vibration impacts during these times.

Table 5 Permitted work hours for the Project

Applicable Construction Period	CoA	Applicable Working Hours		
		Monday- Friday	Saturday	Sunday / Public Holiday
Standard construction hours	E1	7:00am to 6:00pm	7:00am to 6:00pm	No work
CoA E2 construction hours1	E2	6:00am to 6:00pm	6:00am to 6:00pm	6:00am to 6:00pm
Highly noise intensive works2	E4	8:00am to 6:00pm	8:00am to 1:00pm	No work
Standard Blasting Hours	Nil	9.00am to 5.00pm	9.00am to 1.00pm	No Blasting

Notes:

1) In accordance with CoA E2, works can only be undertaken during these times provided:
- 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;
- only low impact noise activities (defined in Condition E3(b)) are permitted between 6.00 am and 7.00 am; and
- 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.

2) CoA E2, refers to highly noise intensive works that result in an exceedance of the applicable NML at same receiver.
Must only be undertaken 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.

3.1.1 Variation to work hours

Certain activities may be justified out outside of standard construction hours for and Condition E3 provides for specific circumstances including the following.

a) Safety and Emergencies, including:

   i. For the delivery of materials required by the NSW Police Force or other authority for safety reasons; or
   ii. Where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm.

b) Low impact noise activities, that meet the following criteria:

   i. Construction that causes LAeq(15 minute) noise levels:

      - No more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and

- No more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and

ii. Construction that causes LAFmax noise levels no more than 15 dB above the rating background level at any residence during the night period as defined in the Noise Policy for Industry. and

iii. Construction that causes:

- Continuous or impulsive vibration values, measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or
- Intermittent vibration values measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006).

c) By Approval or agreement, including:

i. Where different construction hours are permitted under an EPL in force in respect of the CSSI; or
ii. Works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E5; or
iii. Negotiated agreements with directly affected residents and sensitive land use(s).

3.2 Noise assessment criteria

3.2.1 Construction noise

The ICNG provides guidelines for the assessment and management of construction noise. Table 6 shows how NMLs at residential receivers are determined and how they are to be applied. The rating background level (RBL) is used when determining the noise management level (NML). The RBL is the overall single-figure background noise level measured in each relevant assessment period (during or outside the recommended standard hours). The term and methodology to obtain RBLs is described in detail within the RNP.

Table 6 Noise Management Levels at residential receivers

Time of Day	NML $L_{AEQ\ (15min)}$	How to Apply
Standard hours: • Monday to Saturday 7am to 6pm • CoA E2 construction hours	RBL + 10 dB(A)	The noise affected level represents the point above which there may be some community reaction to noise. Where the predicted or measured LAeq (15 min) is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level. JHG should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
	Highly noise affected >75dB(A)	The highly noise affected level represents the point above which there may be strong community reaction to noise. Where noise is above this level, JHG would carefully consider other ways to reduce noise to below this level. If no quieter work method is feasible or reasonable and the works proceed, the proponent would provide respite periods and communicate with the impacted residents.
Outside construction standard hours	RBL +5 dB(A)	A strong justification would typically be required for works outside the recommended standard hours. JHG should apply all feasible and reasonable work practices to meet the noise affected level.

Time of Day	NML $L_{AEQ\ (15min)}$	How to Apply
		Where all feasible and reasonable practices have been applied and noise is more than 5 dB above the RBL, additional noise mitigation measures should be applied

The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML. Annoying activities identified in the ICNG include: use of 'beeper' style reversing or movement alarms, particularly at night-time;

- use of power saws, such as used for cutting timber, rail lines, masonry, road pavement or steel work;
- grinding metal, concrete or masonry;
- rock drilling;
- line drilling;
- vibratory rolling;
- rail tamping and regulating;
- bitumen milling or profiling;
- jackhammering, rock hammering or rock breaking; and
- impact piling.

Where monitoring has confirmed that activities described above do not possess annoying characteristics in accordance with the NPfI (e.g. tonality, low frequency), addition of 5 dB(A) will not apply.

3.2.2 Sleep Disturbance

Construction noise during the night (10pm to 7am Monday to Saturday, 10pm to 8am Sunday) has the potential to awaken residents from sleep. Guidance for the assessment of sleep disturbance is provided in the RNP.

With the aim of limiting sleep disturbance due to environmental noise, the RNP notes a screening test of LAF1,1min should not exceed the ambient LA90 + 15dB. Section 5.4 of the RNP then goes on to state:

- maximum internal noise levels below 50 to 55dBA Lmax would be unlikely to awaken people from sleep; and
- one or two noise events per night, with maximum internal noise levels of 65–70dBA, are not likely to affect health and wellbeing significantly.

The guidance within the RNP indicates that internal noise levels of 50 to 55dBA Lmax are unlikely to cause sleep awakenings. It follows that at levels above 55dBA Lmax, sleep awakening would be considered likely.

Assuming receivers may have windows partially open for ventilation, a +10dB(A) inside to outside correction has been adopted as indicated in the ICNG. Therefore, sleep disturbance external noise screening levels of LAmax of RBL+15dB and an awakening criterion of LAmax 65dBA, have been adopted.

Where the screening level is not likely to be exceeded, no disturbance to sleep is reasonably likely. Where this screening level is exceeded, review of planned activities should be undertaken to better understand the risk. Where the awakening criterion is exceeded, further review of management techniques is required to limit the number and nature of these exceedances.

3.2.3 Adopted Project NMLs for Residential Receivers

Based on the measured RBLs and requirements of the ICNG, Project-specific NML's for residential receivers are provided in Table 7

Table 7 Adopted NMLs for residential receivers

NCA	Noise Management Levels ($L_{Aeq(15min)}$ -dBA) (measured externally)				
	Standard hours (RBL +10dB)	Out of Hours (RBL +5dB)			Sleep disturbance L_{AFmax} (RBL +15dB)
	Day[1]	Day[1]	Evening	Night	
NCA01	45	40	35	35	45
NCA02	45	40	35	35	45
NCA03	45	40	35	35	45
NCA04	45	40	35	35	45
NCA05	45	40	35	35	45
NCA06	45	40	35	35	45

1 - Section 2.3 of the NPfI states that minimum RBLs should be applied to the noise monitoring results. As such, where background levels are below 35 dBA during the day period, and 30 dBA during the evening and night periods, levels have been set to these minimum levels.

3.2.4 Other Sensitive Land Uses

The ICNG provides noise management levels for commercial and industrial premises and 'other sensitive' land uses (ICNG, Table 3). The management levels for other noise sensitive receivers not listed in the ICNG that are applicable to the Project, are listed in Table 8.

Table 8 NMLs at other sensitive land uses

Land Use	NML($L_{Aeq(15min)}$)	Where NML Applies	Reference	Accumulated Façade Loss	External Equivalent NML ($L_{Aeq(15min)}$)
Classrooms at schools and other educational institutions	45 dB(A)	Internal noise level	ICNG	10 dB(A)	55 dB(A)
Places of worship	45 dB(A)	Internal noise level	ICNG	10 dB(A)	55 dB(A)
Hotel (bars and lounges)	50 dB(A)	Internal noise level	AS2107 'maximum'	20 dB(A)	70 dB(A)
Restaurant, bar (Bars and lounges/ Restaurant)	50 dB(A)	Internal noise level	AS2107 'maximum'	20 dB(A)	70 dB(A)
Passive recreation (e.g. area used for reading, meditation)	60 dB(A)	External noise level	ICNG	-	60 dB(A)
Active recreation (e.g. sports fields)	65 dB(A)	External noise level	ICNG	-	65 dB(A)
Commercial premises (including offices and retail outlets)	70 dB(A)	External noise level	ICNG	-	70 dB(A)
Industrial premises	75 dB(A)	External noise level	ICNG	-	75 dB(A)

3.3 Vibration management

3.3.1 Human comfort

When assessing human exposure to construction-related vibration, the CNVS requires vibration goals to be established using *Environmental Noise Management Assessing Vibration: A Technical Guideline* (DECC 2006), which provides criteria for the assessment of vibration impacts on humans.

Construction activities typically generate vibration of an intermittent nature, which is assessed using a Vibration Dose Value (VDV). Acceptable values of vibration doses are presented in Table 9 for sensitive receivers.

Table 9 VDV Vibration criteria

Receiver type	Low probability of adverse comment ($m/s^{1.75}$)	Adverse comment possible ($m/s^{1.75}$)	Adverse comment probable ($m/s^{1.75}$)
Residential buildings – 16 hour day (7am to 11pm)[1]	0.2 to 0.4	0.4 to 0.8	0.8 to 1.6
Residential buildings – 8 hour night (11pm to 7am)[1]	0.13	0.26	0.51

Note 1: Day time and night time as described in BS6472:1992 (as referenced in the CNVS), i.e. a daytime period of 16 h or a night time period of 8 h, for example 23.00 h to 07.00 h.

3.3.2 Buildings

Potential building damage from construction vibration requires the application of values in BS 7385 Part 2-1993 *Evaluation and measurement for vibration in buildings* Part 2. These values are presented in Table 10 and relate to transient vibration which does not give rise to resonant responses in structures, and to low-rise buildings.

Table 10 Guideline values for vibration velocity for the effects of short-term vibration on structures (BS 7385).

Line	Type of building	Peak component particle velocity in frequency range of predominant pulse	
		4 Hz to 15 Hz	15 Hz and above
1	Reinforced or framed structures Industrial and heavy commercial buildings	50	
2	Unreinforced or light framed structures Residential or light commercial type buildings	15 at 4 Hz increasing to 20 mm/s at 15 Hz	20 mm/s at 15 Hz to 50 mm/s at 40 Hz and above

Where vibration may give rise to magnification due to resonance, especially at lower frequencies where lower guide values apply, the guide values may be reduced by 50%. The CNVS describes rock breaking/hammering and sheet piling activities as having potential to cause dynamic loading in some structures (e.g. residences).

For activity involving rock breakers, piling rigs, vibratory rollers, excavators, vibration predominantly occurs at frequencies in the 10 Hz to 100 Hz range. On this basis, a conservative vibration damage screening level is:

- Reinforced or framed structures: 25.0 mm/s
- Unreinforced or light framed structures: 7.5 mm/s

4 Impact assessment

4.1 Modelling method

Predictions of noise impacts were performed using KNOWnoise™, a project-specific noise assessment tool developed by Hutchison Weller for the Project. KNOWnoise calculates the maximum $L_{Aeq,15minute}$ noise level for each identified receiver for each proposed activity using predictions from SoundPlan noise modelling software. Predictions include geometric spreading, air and ground absorptions as well as topographical and structural screening and reflection.

The following components were incorporated in the model:

- Topography – Based on terrain data of 1 m resolution.
- Individual sensitive receivers – Worst-affected façade of each building to 400 metres from the works
- Results predicted to each floor of multi-storey buildings
- Construction noise sources –Activities and equipment were included in the noise model as individual sources across the nominated work areas for each activity. The maximum predicted LAeq noise level within each work area was identified for each receiver.
- Cumulative impacts – all activities with overlapping time periods are included in cumulative results
- Source height – construction noise sources assumed to be at 1.5 metres above ground level.
- Ground Absorption – Ground assumed to be mixed hard and soft with absorption factor of 0.5
- Meteorology –worst-case meteorological conditions (gentle breeze from source to receiver and stable conditions).
- Residential building structures are included in the model, meaning screening provided by neighboring houses is considered.
- Results are shown for all floors of assessed buildings with the worst-case façade result assumed for the whole floor.

Equipment proposed to be used for OOHW activities together with estimated sound power levels for each item are summarised in Appendix A. Reductions for noise attenuation due shielding by noise barriers are also shown and would generally be based on the following guidance.

3 dB	Noise barrier or other obstruction (like a dirt mound) just barely breaks the line-of-sight between the noise source and the receiver.
5 dB	Noise source is enclosed or shielded with heavy vinyl noise curtain material (e.g. Wavebar or similar).
5 dB to 8 dB	Noise source is completely shielded with a solid barrier close to the source - use 8 dB. Enclosure and/or barrier has some gaps in it - reduce to 5 dB.
10 dB	Noise source is completely enclosed with a solid barrier located close to the source.

The sound power levels and ultimate predicted noise levels will depend on the number of plant items operating at any one time and their precise location relative to a sensitive receiver. In practice, the predicted levels will vary due to plant moving around the site and not operating intensively or concurrently for a 15 minute assessment period. Shielding and reflection provided by buildings will also vary as plant moves around the site. Therefore, predicted noise levels are conservative.

4.2 Predicted noise levels

Predicted impact classes for the Period0 period are illustrated graphically in Appendix B. Each identified receiver in the study area has been coloured to highlight the predicted level of impact.

Detailed predicted noise levels for each potentially affected receiver are presented Appendix C.

Table 11 presents the worst-case predicted noise level of 55 dB(A) during the works, resulting in 0 receivers classed as highly noise affected.

Table 11 Summary of maximum predicted noise level and highly affected receivers for the Period0 period.

Maximum cumulative predicted $L_{Aeq,\ 15\ minute}$ noise level	55 dB(A)
Number of highly noise affected receivers (>75 dB)	0

With reference to the CNVG, the number of senstive receivers classified in each impact class for each assessment period are summarised in the following tables.

Table 12 Summary of NML exceedance ranges for standard hours.

Impact class	Predicted noise level	Predicted number of receivers
Noticable	= 0 dB above NML	0
Clearly Audible	0 <= 10 dB above NML	3
Moderately Intrusive	10 <= 20 dB above NML	0
Highly Intrusive	> 20 dB above NML	0

Table 13 Summary of NML exceedance ranges for outside standard hours - weekend.

Impact class	Predicted noise level	Predicted number of receivers
Noticable	0 <= 5 dB above NML	2
Clearly Audible	5 <= 15 dB above NML	3
Moderately Intrusive	15 <= 25 dB above NML	0
Highly Intrusive	> 25 dB above NML	0

Table 14 Summary of NML exceedance ranges for outside standard hours - evenings.

Impact class	Predicted noise level	Predicted number of receivers
Noticable	0 <= 5 dB above NML	2
Clearly Audible	5 <= 15 dB above NML	3

Impact class	Predicted noise level	Predicted number of receivers
Moderately Intrusive	15 <= 25 dB above NML	2
Highly Intrusive	> 25 dB above NML	0

Table 15 Summary of NML exceedance ranges for outside standard hours - nights.

Impact class	Predicted noise level	Predicted number of receivers
Noticable	0 <= 5 dB above NML	2
Clearly Audible	5 <= 15 dB above NML	3
Moderately Intrusive	15 <= 25 dB above NML	2
Highly Intrusive	> 25 dB above NML	0

In the event works are planned for more than two consecutive nights, sleep disturbance has been considered. Table 16 summarises the number of residents predicted to exceed the sleep disturbance screening criterion. Further analysis is also provided to indicate the number of receivers expected to be woken, at LAmax noise levels greater than 65 dBA.

Where exceedances of the awakening criteria are predicted, additional care should be taken, and mitigation measures implemented in line with the CNVS.

Table 16 Summary of predicted exceedances of sleep disturbance screening criterion and awakening criterion.

Criterion	Predicted number of receivers
Potentially Sleep Disturbed (exceed RBL + 15 screening criterion)	0
Exceed 65 dBA awakening criterion	0

4.3 Vibration

Based on the proposed work locations and selected equipment, indicative exceedances of the vibration criteria are summarised in Table 17. The exceedances are based on recommended minimum working distances from vibration intensive plant given in Appendix D of the *Construction Noise and Vibration Guideline* (Transport for NSW 2016). Vibration impacts for each sensitive receiver are listed in Appendix C.

Table 17 Predicted exceedances of vibration criteria

Impact classification	Number of potentially affected receivers
Human comfort	0
Cosmetic damage	0
Heritage structure	0

5 Controls and safeguards

5.1 Management measures

The Project represents a risk of adverse impacts on sensitive receivers, particularly when working close to the project boundary and outside approved hours.

Where short term noise impacts are unavoidable, mitigation measures described in the project construction environment management plan should be implemented together with the recommendations in Table 18.

Table 18 Standard mitigation measures

Community consultation	• Potentially affected receivers will be notified of OOH works in accordance with project requirements. • Where practicable, works will be scheduled to not conflict with major student examination periods, church congregation times, and other sensitive periods identified through community consultation.
Site induction	• All workers will be inducted to the project prior to commencing work and will be cognisant of their noise and vibration obligations under the CNVMP.
Behavioural practices	• Avoid swearing and unnecessary shouting or loud radios onsite. • Avoid dropping materials from height.
Equipment selection	• Priority given to the use of quieter and less vibration emitting construction methods and plant alternatives where feasible and reasonable. • The noise levels of plant and equipment would meet the maximum noise requirements of the CNVS.
Use and siting of plant	• Locate compounds away from sensitive receivers and discourage access from local roads. • Plant used intermittently to be throttled down or shut down. • Noise-emitting plant to be directed away from sensitive receivers where possible. • Stationary plant should be located behind a structure or enclosed if practicable. • Deliveries should be made as far as practical from sensitive receivers. Dedicated loading/unloading sites should be shielded where possible, if close to receivers. • Plan traffic flow, parking and loading/unloading areas to minimise reversing. • Avoid compression breaking on approach to the site. • Where additional activities or plant may result in marginal noise increases and speed works up, consider concentrating activities at one location and complete works as quickly as possible.
Non-tonal reversing alarms.	• Non-tonal reversing beepers (or an equivalent mechanism) must be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out of hours work.
Noise monitoring	• Monitoring should be completed to verify the assumptions of this CNVIS, regarding estimated equipment noise emissions and to ensure compliance with the CNVG, as outlined in the monitoring program below.
Vibration monitoring	• Attended vibration measurements should be completed at commencement of vibration generating activities predicted to occur within safe working distances for cosmetic damage. • Where monitoring demonstrates maximum levels exceeded, consider alternative methodologies/equipment
Implement any project specific mitigation measures	
1	None

5.2 Monitoring plan

Timing, frequency and methods of monitoring will be in line with the NVMP including requirements under the Environmental Protection Licence and as necessary based on predicted noise levels and the AMM in the CNVG.

Specific locations are not stipulated in this assessment since they may not be the best location at the time of the works, access may not be available or other factors render them unsuitable. Instead, those completing measurements will use their judgement to select monitoring locations representative of the worst-case noise impacts. These will usually be the closest affected receivers and may be directly adjacent to the works or at a greater distance depending on the situation. The results of this report will be used to assist selection.

Monitoring will also cover the time of the works for which noise levels are to be verified. That is, the works described in this assessment should be underway at the time of the measurement.

When completing measurements, the qualified and experienced attendant will nominate and record measurement locations as part of the report, including a map to depict the work site relative to the measurement locations. Measured levels would also be directly compared with predicted levels for the nominated measurement location.

Appendix A Proposed activities and associated sound power levels

MAF Establishment

MAF Establishment

8/25/2025 7:00:11 AM - 8/25/2025 6:00:15 PM

Equipment	Quantity	Usage	Reduction	SWL
Bobcat / skidsteer large	2	30%	0	107
Daymakers / Lighting plant	8	100%	0	102
Dozer D6 (pushing up)	2	40%	0	112
Dump Truck (approx. 15 tonne)	2	30%	0	98
Excavator (15 tonne)	2	40%	0	102
Excavator (30 tonne)	2	40%	0	108
Front End Loader	2	40%	0	113
Generator (6 kVA)	1	100%	0	89
Light vehicle	15	40%	0	93
Smooth Drum Roller (20 tonne)*	2	40%	0	113
Vibratory Roller (20 tonne)*	2	40%	0	113
Water Tanker (8000 litre)	2	40%	0	102

Activity Sound Power Level: 120

* includes 5 dB penalty for potentially annoying characteristics in line with the ICNG

Appendix B Map showing predicted noise impacts by impact class

Appendix C Detailed predictions

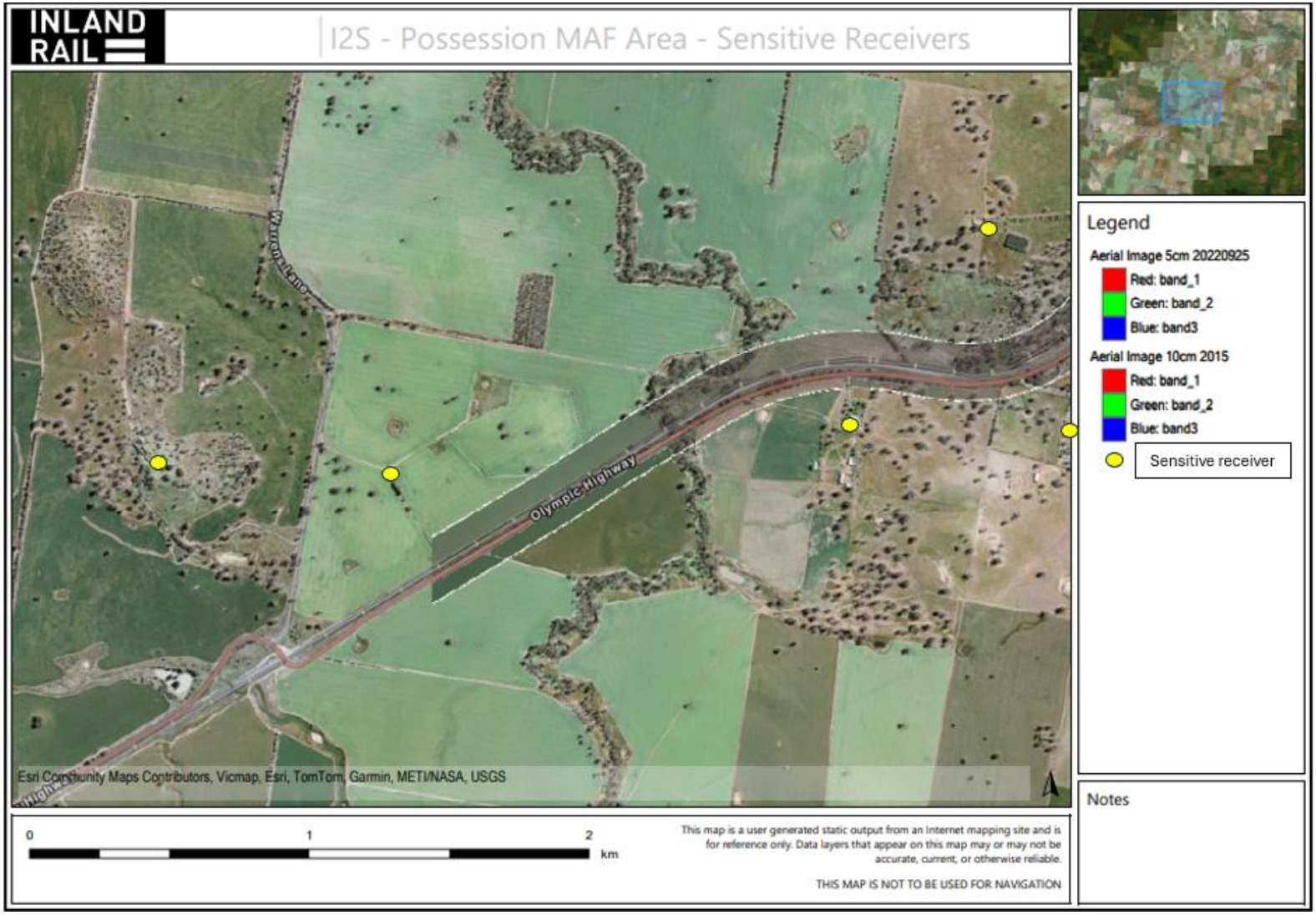
C.1 Noise

Assessment: Sept Possession					NML, LAeq, 15 minute				Predicted noise level, dBA		Exceedance summary											
												Exceed NML by (dB):				Exceed sleep disturbance by (dB):		Impact classification			
NCA	Rec	Address	Flr	Land use	Day	O/day	Eve	Night	Cumulative LAeq, 15 minute	LMax	Highly Affected?	Day	O/day	Eve	Night	Screen	Awake	Day	O/day	Eve	Night
NCA05	1609995	72 WARRENS LANE, ILLABO NSW 2590	1	RES	45	40	35	35	54.9	54.2		9.9	14.9	19.9	19.9	-	9.9	Clearly Audible	Clearly Audible	Moderately Intrusive	Moderately Intrusive
NCA06	1610081	2184 OLYMPIC HWY, ILLABO NSW 2590	1	RES	45	40	35	35	53.6	52.9		8.6	13.6	18.6	18.6	-	8.6	Clearly Audible	Clearly Audible	Moderately Intrusive	Moderately Intrusive
NCA01	1610101	BEHTUNGRA PARK 37 WARRENS LANE, ILLABO NSW 2590	1	RES	45	40	35	35	45.9	45.2		0.9	5.9	10.9	10.9	-	0.9	Clearly Audible	Clearly Audible	Clearly Audible	Clearly Audible

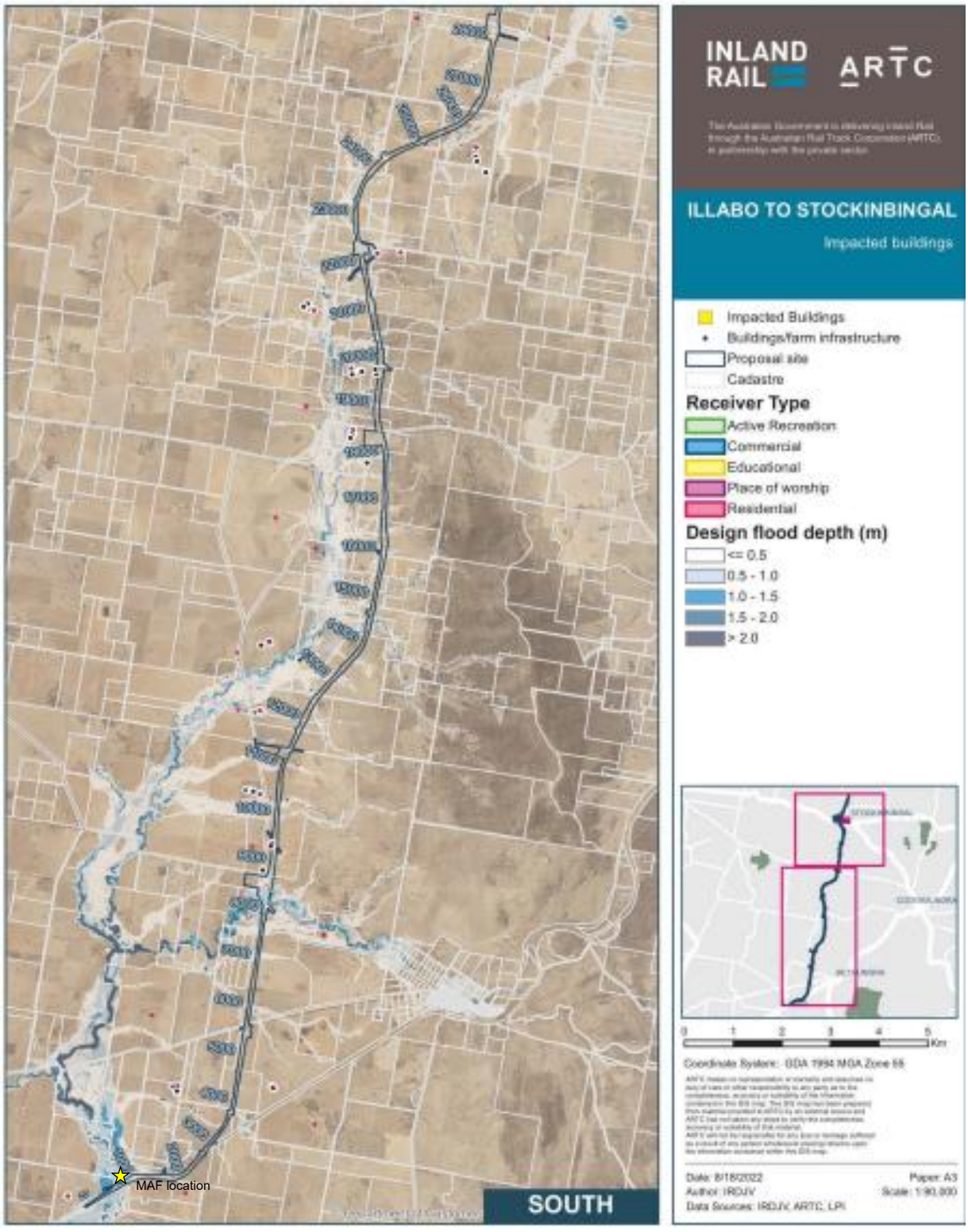
C.2 Vibration

NCA	Receiver	Address	Land use	Vibration Impact

Appendix C—Residential Receiver Map



Appendix D—Flood-Prone Land Map



Appendix E—Heritage Advice

Outlook

RE: Olympic Highway Illabo Artefacts - Use of Access Track

From jenni@apexarchaeology.com.au <jenni@apexarchaeology.com.au>
Date Tue 7/15/2025 3:05 PM
To Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>
Cc 'Leigh Bate' <leigh@apexarchaeology.com.au>; Trent Doyle-JHG <Trent.Doyle@jhga.com.au>; Fiona Leslie <fiona.leslie@mtsheritage.com.au>; Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>; Andy Robertson-JHG <Andy.Robertson2@jhg.com.au>

My apologies, I meant a 10m buffer around the coordinate location or actual artefact location.

Thanks,

APEX ARCHAEOLOGY
Jenni Bate
DIRECTOR - ARCHAEOLOGIST
0422 229 179
JENNI@APEXARCHAEOLOGY.COM.AU
WWW.APEXARCHAEOLOGY.COM.AU

From: jenni@apexarchaeology.com.au <jenni@apexarchaeology.com.au>
Sent: Tuesday, 15 July 2025 2:58 PM
To: 'Tess Anastakis-JHG' <Tess.Anastakis@jhg.com.au>
Cc: 'Leigh Bate' <leigh@apexarchaeology.com.au>; 'Trent Doyle-JHG' <Trent.Doyle@jhga.com.au>; 'Fiona Leslie' <fiona.leslie@mtsheritage.com.au>; 'Daniel Lidbetter-JHG' <Daniel.Lidbetter3@jhg.com.au>; 'Andy Robertson-JHG' <Andy.Robertson2@jhg.com.au>
Subject: RE: Olympic Highway Illabo Artefacts - Use of Access Track

Hi Tess,

Thanks for your email and phone call. All registered sites must be avoided until the salvage strategy is approved and can be enacted.

The artefact sites should be fenced off with an approximate 5m buffer from their coordinate location or the location of the registered items, if they can be identified on the ground surface. This will give them protection whilst allowing works to proceed.

Delineation of the PAD prior to works is also a good idea. This area should also be avoided.

Kind regards,

APEX ARCHAEOLOGY
Jenni Bate
DIRECTOR - ARCHAEOLOGIST
0422 229 179
JENNI@APEXARCHAEOLOGY.COM.AU
WWW.APEXARCHAEOLOGY.COM.AU

From: Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>
Sent: Monday, 14 July 2025 4:04 PM
To: jenni <jenni@apexarchaeology.com.au>
Cc: 'Leigh Bate' <leigh@apexarchaeology.com.au>; Trent Doyle-JHG <Trent.Doyle@jhga.com.au>; Fiona Leslie <fiona.leslie@mtsheritage.com.au>; Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>; Andy Robertson-JHG <Andy.Robertson2@jhg.com.au>
Subject: Olympic Highway Illabo Artefacts - Use of Access Track

Hey Jenni,

Thanks for your time on the phone today.

As discussed, we are hoping to establish a site compound towards Illabo throughout the end of August. Please see attached the site compound map.

The access track could potentially interface with some AHIMS sites outside of our project boundary that are not yet confirmed to require salvage as per the strategy.

The PAD (site zone 1) will be delineated prior to the commencement of works.

Can you please confirm the mitigation that would be required at these sites prior to confirmation of the salvage strategy?

Thanks Jenni,
Tess

Tess Anastakis

Environment Graduate

Inland Rail | Illabo to Stockinbingal (I2S)

JOHN HOLLAND

Level 5, 15 Bourke Rd

Mascot NSW 2020

M. +61 427 275 193

E: tess.anastakis@jhg.com.au

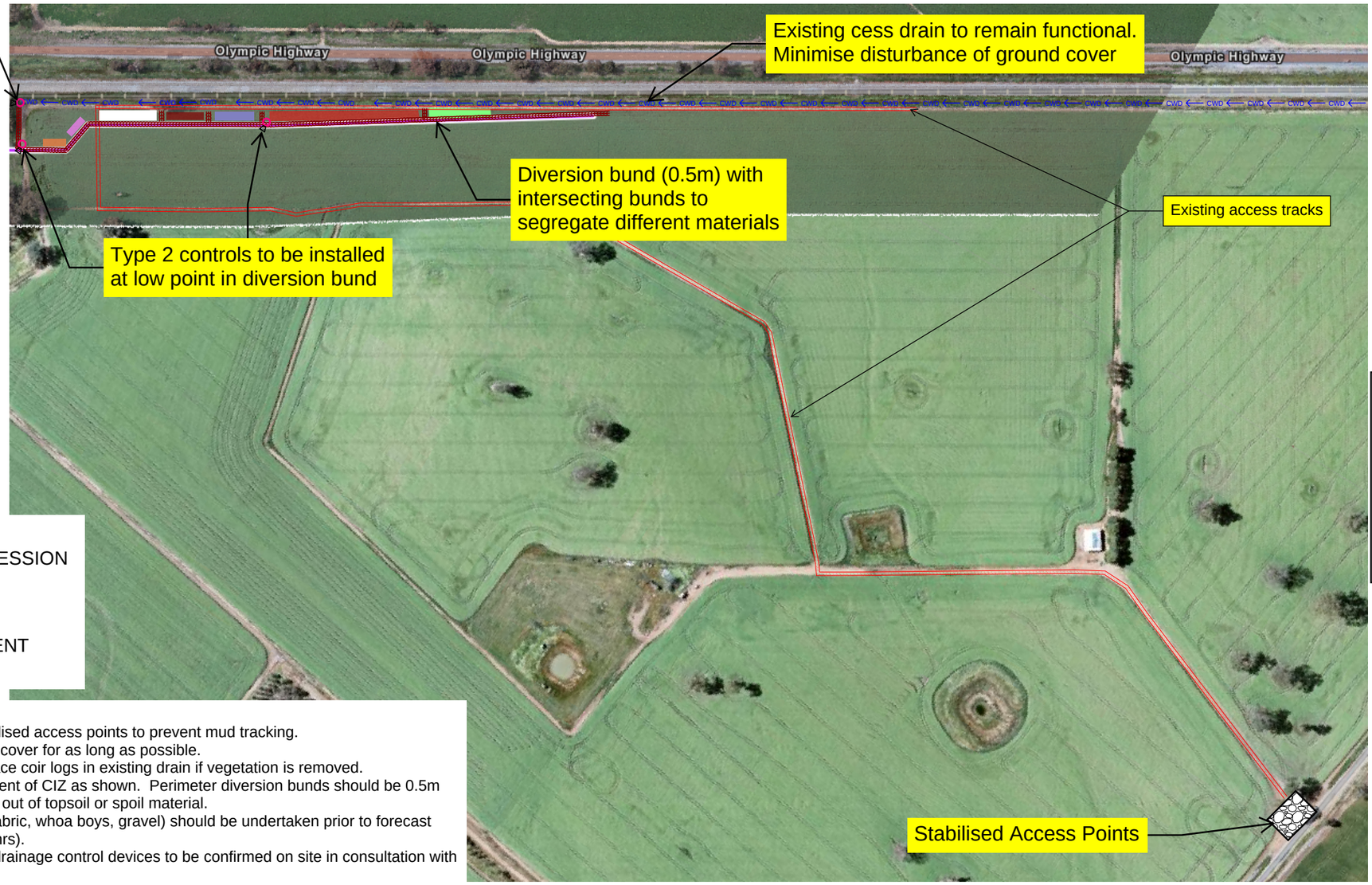
W. johnholland.com.au

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.

Appendix F—PESCP

INLAND RAIL - ILLABO TO STOCKINBINGAL

EROSION AND SEDIMENT CONTROL PLAN - LIW - SEPTEMBER POSSESSION



Legend
- CIZ
- Property boundary
- Aboriginal Heritage artefact
- PAD – low density
- Native vegetation
- Area of environmental concern (AEC)
- Receiver
- Access track
- HV parking
- LV parking
- Lighting tower
- Stockpile – spoil
- Stockpile - structural fill
- Stockpile – capping
- Stockpile – ballast
- Site shed and amenities
- Fauna record – Little Eagle
- Fauna record – Little Eagle (nest)
- Fauna record – Squirrel Glider
- No-go zone

LEGEND - ESC
- CWD Cess Drain
- Stabilised Access
- Earth Diversion Bund
- Excavated Sed Trap
- Stable Vegetation
- Dirty Water
- Clean Water
- Gravel Sheeting

DRAWING LIST:
000 - PESCP - LIW - SEPT POSSESSION
STANDARD DRAWINGS
001 - STANDARD DRAWINGS
002 - STANDARD DRAWINGS
003 - EROSION RISK ASSESSMENT

ESC INSTRUCTIONS

1. Delineate clearing limits and install stabilised access points to prevent mud tracking.
2. Stage stripping to retain existing ground cover for as long as possible.
3. Retain existing cess drain as shown. Place coir logs in existing drain if vegetation is removed.
4. Place diversion bund along southern extent of CIZ as shown. Perimeter diversion bunds should be 0.5m high minimum and stabilised if constructed out of topsoil or spoil material.
5. Protection of soil surfaces (soil binder, fabric, whoa boys, gravel) should be undertaken prior to forecast rain (>80% chance of 20mm in more in 24hrs).
6. 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 Section 120 of the POEO Act. Water can be used on site for dust supression, material conditioning, vegetation establishment.
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.

NTS

REVISION	DESCRIPTION	APPROVED	DATE
A	ORIGINAL ISSUE	SS	11/08/25

N

TREESTONE ENVIRONMENTAL

JOHN HOLLAND

CLIENT: John Holland Group
DRAWN: SS | DESIGNED: SS | DATE: 11/08/25
CPESC CERTIFICATION: APPROVED Sarah Steel CPESC 7317

PROJECT: INLAND RAIL - ILLABO TO STOCKINBINGAL
DRAWING TITLE: PESCP - LIW - SEPTEMBER POSSESSION
PROJECT No: I2S | DRAWING No: 000 | REV: A

EROSION AND SEDIMENT CONTROL PLAN - STANDARD DRAWINGS

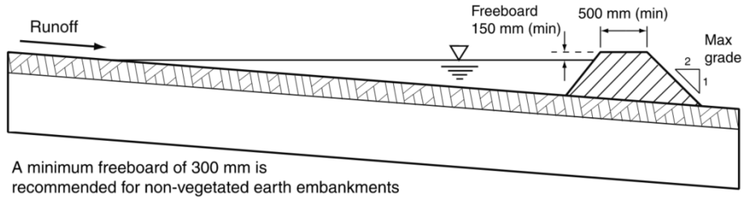
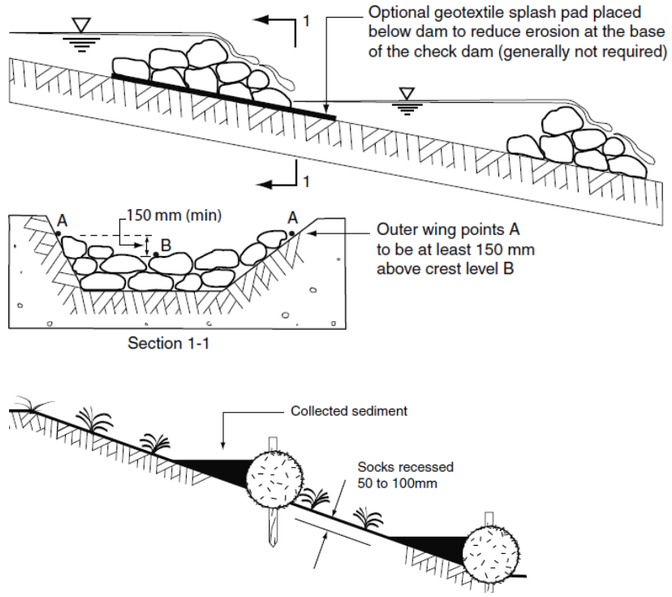


Figure 1 - Typical profile of flow diversion bank formed from earth

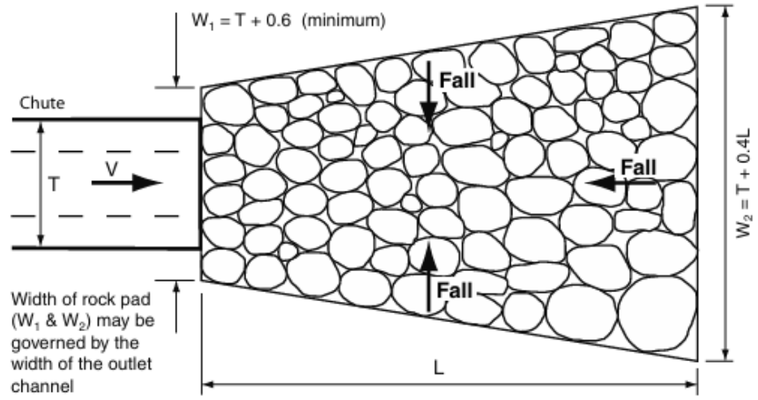
Table 1 - Recommended dimensions of flow diversion banks

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)

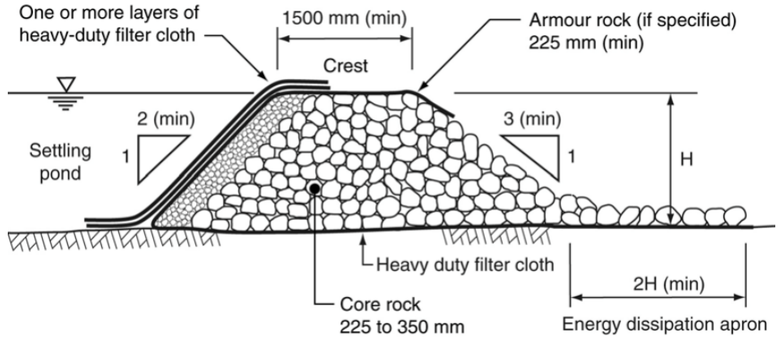


ROCK CHECK AND COIR LOG TYPICAL ARRANGEMENT (IECA, 2008)

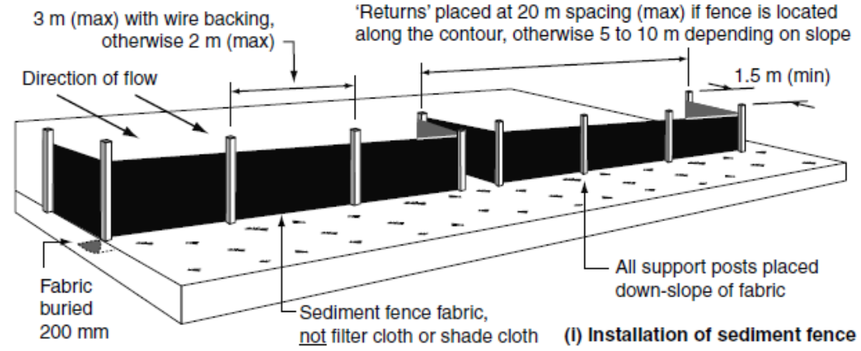


(c) Typical layout of a rock pad outlet structure for a drainage chute

ROCK PAD OUTLET STRUCTURE (IECA, 2008)

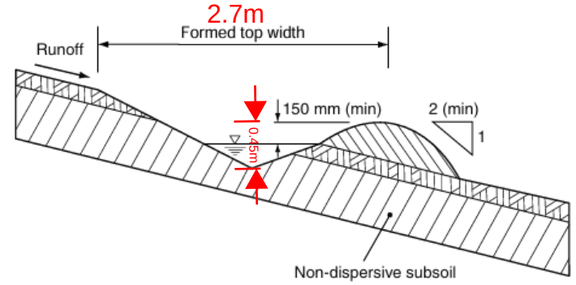


ROCK FILTER DAM (IECA, 2008)



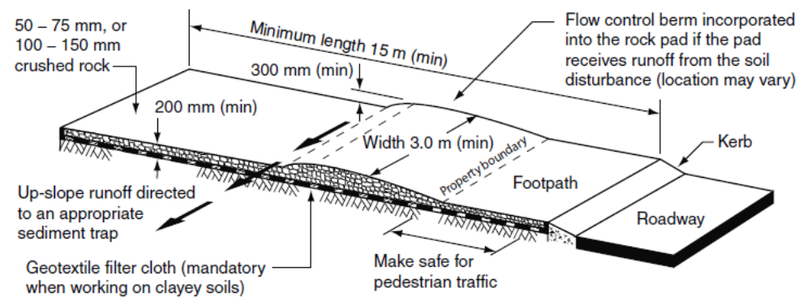
(i) Installation of sediment fence

SEDIMENT FENCE (IECA, 2008)



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

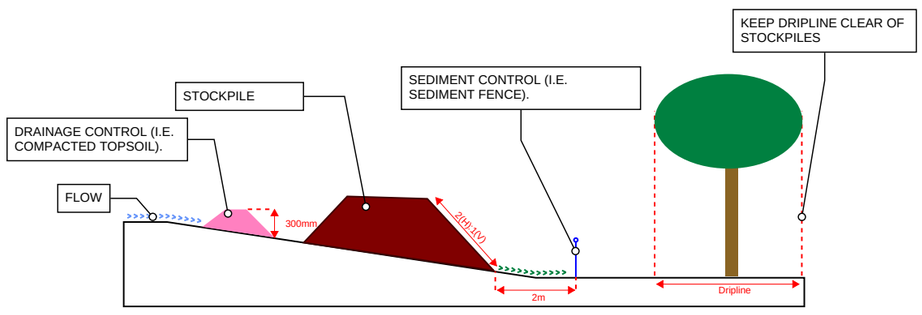
CATCH DRAIN (IECA, 2008)



STABILISED ACCESS (IECA, 2008)

COIR LOG SEDIMENT TRAP

COIR LOG SEDIMENT TRAP



STOCKPILE CONTROLS

REVISION	DESCRIPTION	APPROVED	DATE
A	ORIGINAL ISSUE	SS	11/08/25

NTS

TREESTONE ENVIRONMENTAL

JOHN HOLLAND

CLIENT: DT INFRASTRUCTURE

DRAWN: SS | DESIGNED: SS | DATE: 11/08/25

CPESC CERTIFICATION: APPROVED Sarah Steel CPESC 7317

PROJECT: INLAND RAIL - ILLABO TO STOCKINBINGAL

DRAWING TITLE: PESCP - LIW - SEPTEMBER POSSESSION

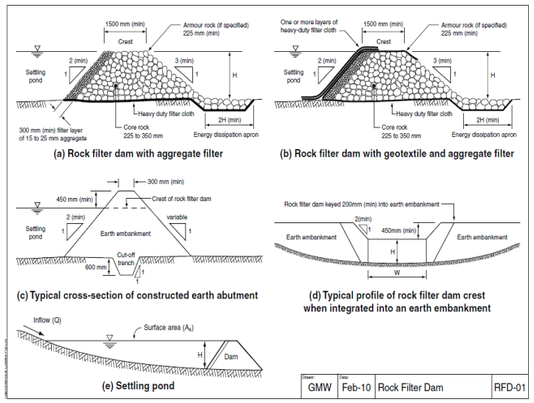
PROJECT No: I2S | DRAWING No: 001 | REV: A

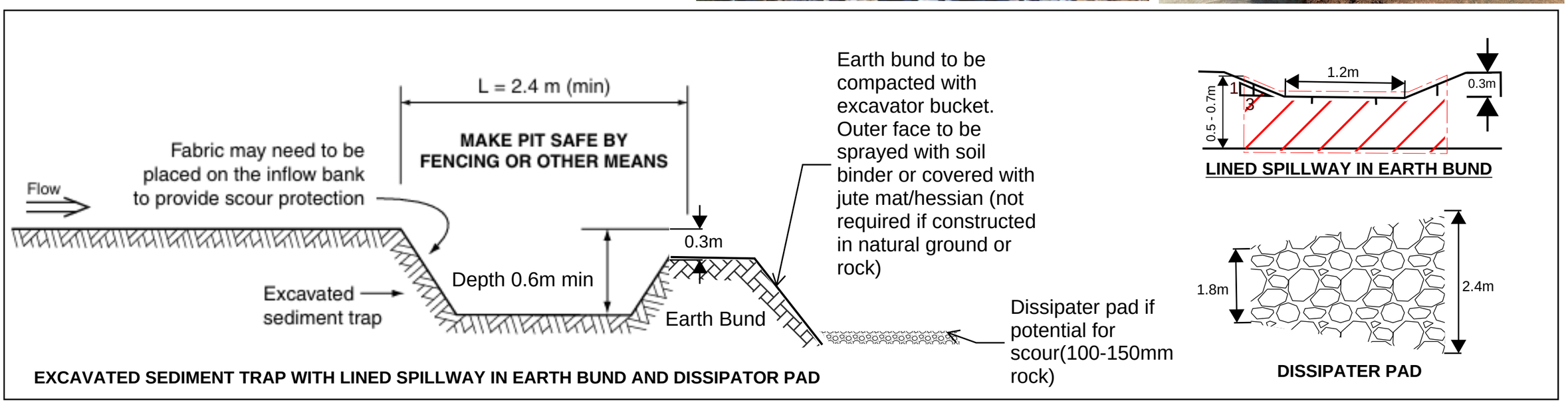
STANDARD DRAWINGS

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
Area (ha)	0.2	0.5	1	2	4	5
0.5 x 1yr (mm/h)	72.6	67.4	63.1	59.3	59.3	56.1
Runoff Coefficient	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
Design Flow (m^3/s)	0.011	0.026	0.049	0.092	0.185	0.218
Minimum Surface Area (m^2)	1.8	4.1	7.7	14.4	28.8	34.1
Optimal Surface Area (m^2)	**7.1**	**16.5**	**30.9**	**58.2**	**116.3**	**137.6**





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

REVISION	DESCRIPTION	APPROVED	DATE
A	ORIGINAL ISSUE	SS	11/08/25

TREESTONE ENVIRONMENTAL

JOHN HOLLAND

CLIENT: DT INFRASTRUCTURE

DRAWN: SS | DESIGNED: SS | DATE: 11/08/25

CPESC CERTIFICATION: APPROVED, Sarah Steel, CPESC 7317

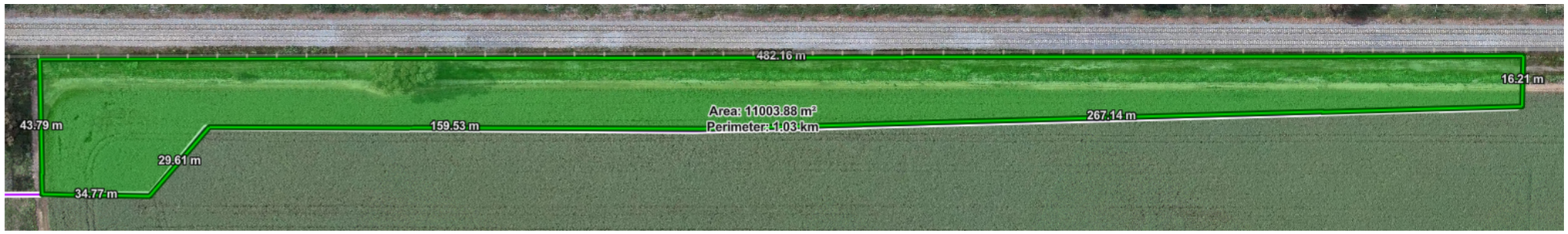
PROJECT: INLAND RAIL - ILLABO TO STOCKINBINGAL

DRAWING TITLE: PESCP - LIW - SEPTEMBER POSSESSION

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

EROSION AND SEDIMENT CONTROL PLAN - EROSION RISK ASSESSMENT

CATCHMENT AREA



CATCHMENT RISK ASSESSMENT - ANNUAL SOIL LOSS

CATCHMENT ID	AREA (HA)	R	K	Slope (%)	Slope Length (M)	LS	P	C	A (t/ha/yr)	A (t/yr)	Sediment Control Standard	Soil Loss Class
LIW	1.10	1250	0.050	3	80.0	0.65	1.3	1.00	53	58	TYPE 3	1 - Very Low

REVISION	DESCRIPTION	APPROVED	DATE
A	ORIGINAL ISSUE	SS	11/08/25

NTS

TREESTONE ENVIRONMENTAL

JOHN HOLLAND

CLIENT: JOHN HOLLAND GROUP

DRAWN: SS | DESIGNED: SS | DATE: 11/08/25

CPESC CERTIFICATION: APPROVED, Sarah Steel, CPESC 7317

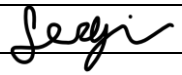
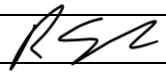
PROJECT: INLAND RAIL - ILLABO TO STOCKINBINGAL

DRAWING TITLE: PESCP - LIW - SEPTEMBER POSSESSION

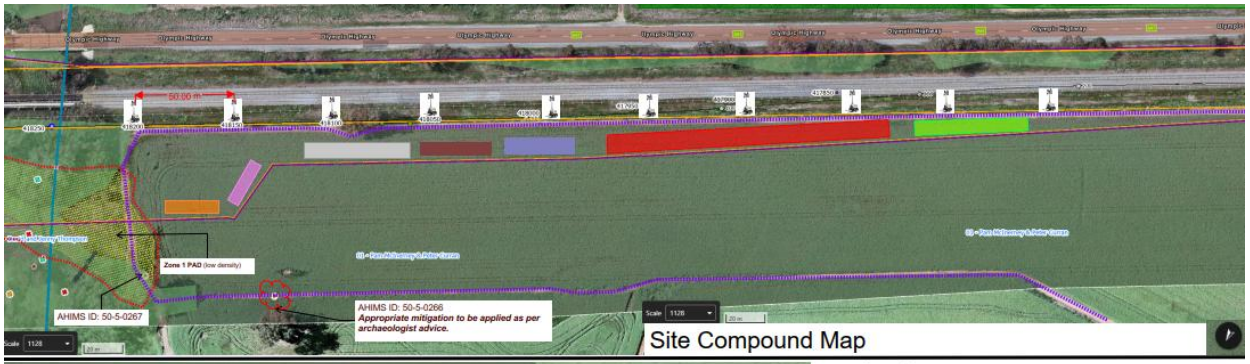
PROJECT No: I2S | DRAWING No: 003 | REV: A

Appendix G—Site-Specific Flood Preparation Plan

Appendix A Site Specific Flood Preparation Plan

Site Name	Prepared By	Approved By	Date
CH300 Warrens Lane	(**Site Engineer**): Mustafa Sezgin	(**Project Engineer**): Richard Szlicht	19/08/2025
			

Instructions: This Site-Specific Flood Preparation Plan is to be prepared prior to the mobilisation to site and triggered following a Flood Warning or Flood Watch alert issued by BOM.

Site Layout Diagram NOTE: This Site Layout Diagram must include key site features, temporary works, access routes, onsite flood refuge (elevated) ground, drainage features, etc	 
Flood Evacuation Route	Flood Evacuation Route via the access/egress track on existing farm access track, proceeding to **WARRENS LANE**.

Key Personnel / Response Crew	**Name:**	**Phone Numbers:**
	Mal Gerrish – Site Superintendent	0439 631 637
	Ray McLellan – Site Supervisor	0407 879 178

Site Preparation Checklist

Task	Completed
Undertake actions in consultation with the Project Manager – environmental, safety risk assessment / WMS?	
Check perimeter of all building structures for any loose items that need to be secured.	
Isolate dams/water catchments where possible – battering/windrowing	
Secure/remove pumping station where possible – high ground designated area	
Empty and secure effluent tanks to ensure no leakages?	
Move plant/machinery or other equipment to designated ‘high ground’ areas and secure. Photograph for records.	
Stored fire extinguishers inside buildings?	
Empty rubbish bins and store inside storage/shipping containers?	
Secure all windows on huts on sites?	
Close all air conditioner vents and tie down condensers?	
Empty fridges of all perishable goods?	
Close all internal doors?	
Clear and tidy all office desks?	

Cover all records, drawings and documents etc. in plastic (watertight)?	
Turn off and cover (or remove from site) all computers and hardware?	
Monitor phone and fax until site evacuation?	
Close and lock all external doors?	
Turn off all electrical equipment?	
Secure or store all loose items in office areas and laydown areas?	
Secure gas cylinders, oil and fuel drums?	
Raise materials and equipment that are vulnerable to water damage from the floor?	
Isolate, secure and store all fuel dispensing equipment?	
Bundle and secure all loose debris?	
Secure or remove signs and star pickets?	
Check all ties on buildings and objects?	
Check of high ground that is considered appropriate for holding machinery/material/hazardous substances/chemicals & other equipment in the event of flooding on the worksite – identified on site prior to commencement of works (environmental risk assessment)?	
Remove temporary traffic control devices where possible e.g. traffic cones?	
Ensure clear drainage paths on sites – to accommodate heavy rainfall?	
Monitor and maintain ESC devices?	

Establish stable access/egress points – gravel/rock?	
Separation of dirty and clean water catchments where possible?	
Cover road areas with gravel & seal wherever possible?	
Tasking – team inspections to designated areas for inspection of ESC devices/batters/verges – includes photographs of same – recorded data?	
Site Specific Actions / Measures (Insert) – Incl. Temporary Works Response Measures	
1. Sandbags – Place sandbags around excavation zones and site offices if required	
2. Elevated storage – Relocate materials and tools to raised platforms if required	
3. Drainage Check – Ensure that temporary/permanent drains are clear – Visual check	
4.	
5.	
6.	