

**JOHN
HOLLAND**

INLAND RAIL

ILLABO TO STOCKINBINGAL PROJECT

I2S | Minor Ancillary Facility - CH11950 (Ironbong Road)

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Environmental delegate on behalf of Andy Robertson.

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1 References, Definitions and Abbreviations

1.1 Definitions and Abbreviations

Definitions and abbreviations to be applied to the [I2S Minor Ancillary Facility – CH11950 \(Ironbong Road\)](#) are listed below.

Table 1: Definitions and Abbreviations

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

Term/Abbreviation	Definition
Environmental Assessment Documentation	<ul style="list-style-type: none"> Inland Rail – Illabo to Stockinbingal Environmental Impact Statement (ARTC 2022) Illabo to Stockinbingal Project Response to Submissions (ARTC 2023) Response to Submissions – Appendix E - Biodiversity Development Assessment Report version 12 (IRDJV, June 2024) I2S – Mitigation Measures (Inland Rail, April 2024) Illabo to Stockinbingal (SSI-9604) Additional and Appropriate Measures for Box Gum Woodland Impacts (Inland Rail, June 2024) Technical and Approvals Consultancy Services: Illabo to Stockinbingal – Box Gum Woodland Gum Flat Rehabilitation Opportunity (IRDJV, June 2024)
EID	Environment in Design
EIS	The Environmental Impact Statement referred to in Condition A1 submitted to the Planning Secretary seeking approval to carry out the CSSI described in it, as revised if required by the Planning Secretary under the EP&A Act, and including any additional information provided by the Proponent in support of the application for approval of the CSSI
EMS	Environmental Management System
EMIS	Environmental Management Information System
Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA	NSW Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)
EPL	<i>Environment Protection Licence under the Protection of the Environment Operations Act 1997 (NSW)</i>
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
Heavy vehicle	As defined in the <i>Heavy Vehicle National Law (NSW)</i> , a vehicle is a "heavy vehicle" if it has a GVM or ATM of more than 4.5t.
HMP	Heritage Management Sub-plan required under CoA Condition C23
Heritage NSW	Heritage NSW, Department of Climate Change, Energy, the Environment and Water
HSE	Health, Safety and Environment
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.
IMS	John Holland Integrated Management System
ISCA	Infrastructure Sustainability Council of Australia
ISC	Infrastructure Sustainability Council
IS	Infrastructure Sustainability
IRPL	Inland Rail Pty Ltd
I2S	Illabo to Stockinbingal
JHG	John Holland Group
km	kilometres
LAA	Land Access Agreement
LALC	Local Aboriginal Land Council
LGA	Local Government Area
LIW	Low Impact Work as defined by Table 1 of the CoA (CSSI-9406)
LLS	Local Land Services
MAF	Minor Ancillary Facility

Term/Abbreviation	Definition
Material Harm	is harm that: <ul style="list-style-type: none"> a) involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial; or b) results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).
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	<i>Protection of the Environment Operations Act 1997 (NSW)</i>
RMAR	rail maintenance access road
RAPs	Registered Aboriginal Parties
Relevant Councils	Cootamundra Gundagai Regional Council; Junee Council
RTS	The Proponent's response to issues raised in submissions received during the public exhibition of the CSSI application.
ROIs	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'	<i>Managing Urban Stormwater – Guidelines published by Landcom, 2004</i> 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 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) is situated at the northern end of the project, approximately 20 km north-west of Cootamundra in the Cootamundra–Gundagai Regional LGA. The major towns surrounding the project are Wagga Wagga, about 50 km to the south, Young to the north-east and Cootamundra to the east.

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

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

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

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

Key features of the Project are shown on Figure 2.

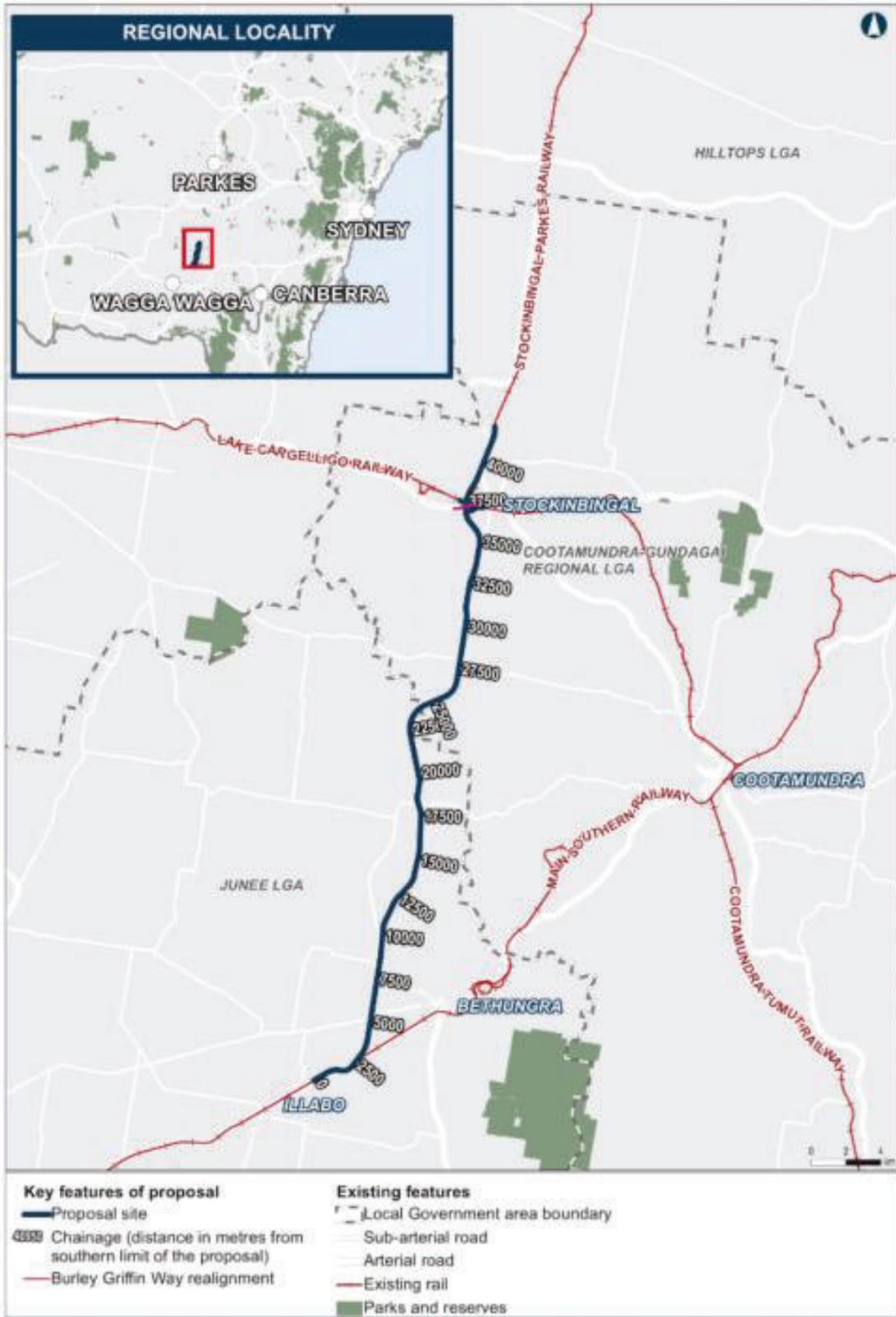


Figure 1 Project Locality (Source: Illabo to Stockinbinal - Environmental Impact Statement, 2022)

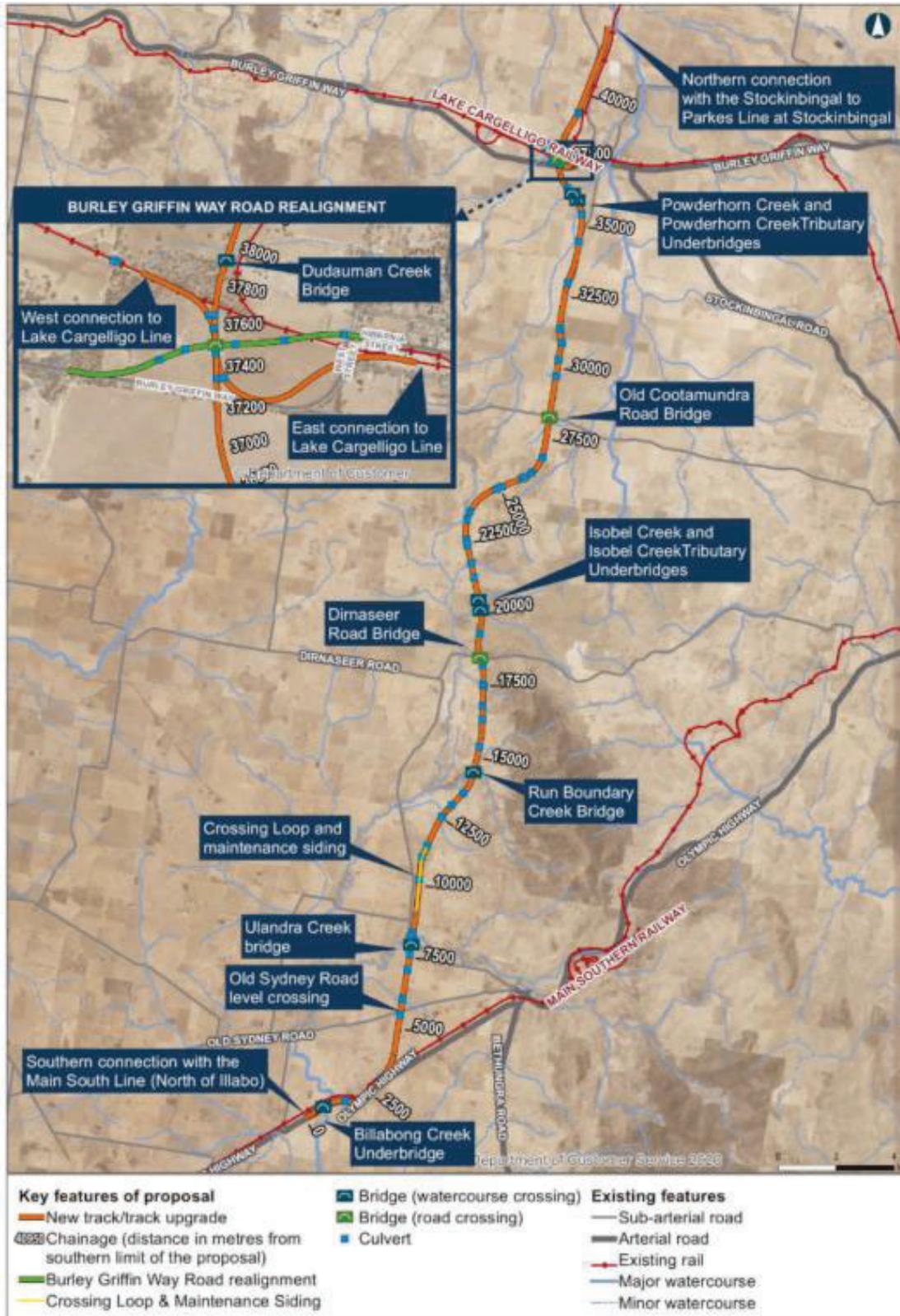


Figure 2 Key Project Features (Source: Illabo to Stockinbingal - Environmental Impact Statement, 2022)

2.2 Purpose

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

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

2.3 Compliance

Table 1: Low Impact Work (LIW) definition checklist

REFERENCE	DESCRIPTION	APPLICABLE?
	THE WORK SUBJECT TO THIS SUBMISSION MEETS THE DEFINITION OF LOW IMPACT WORK UNDER SSI 9406 BY BEING (WHERE A GREEN SHADED CHECK BOX IS TICKED, THE ER SHALL ENDORSE THIS FORM):	
(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;	<input type="checkbox"/>
(b)	Investigations including investigative drilling, contamination investigations and excavation	<input type="checkbox"/>
(c)	installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments;	<input type="checkbox"/>
(d)	property acquisition adjustment work including installation of property fencing;	<input type="checkbox"/>
(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;	<input type="checkbox"/>
(f)	archaeological and cultural salvage undertaken in accordance with a strategy or salvage operation required by the conditions of this approval;	<input type="checkbox"/>
(g)	maintenance work to existing buildings and structures as required to facilitate the carrying out of the CSSI; and	<input type="checkbox"/>
(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.	<input checked="" type="checkbox"/>
(i)	Site establishment work approved under a Site Establishment Management Plan in accordance with Condition C5.	<input type="checkbox"/>

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	<input type="checkbox"/>
(ii)	any Work undertaken outside the hours specified in Condition E1 that exceeds noise management and vibration levels as identified in Condition E3(b)	<input type="checkbox"/>
WILL LOW IMPACT WORK?		
Adversely affect or potentially adversely affect Heritage Items	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
Adversely affect or potentially adversely affect Threatened Species (or their habitat)	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
Adversely affect or potentially adversely affect Threatened Ecological Communities (within the meaning of the <i>Biodiversity Conservation Act 2016</i>)	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
Adversely affect or potentially adversely affect matters of national significance (within the meaning of the <i>Environmental Protection and Biodiversity Conservation Act 1999</i>)	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
If the answer is "YES" to any of the above, then the work is Construction (unless otherwise agreed or determined by the Planning Secretary in consultation with Heritage NSW, EHG or DPI Fisheries).		

2.4 Minor Ancillary Facility Checklist

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

Table 2: Minor Ancillary Facility (MAF) checklist

CRITERIA	COMMENT / DETAILS / ADDITIONAL CONTROLS
Section A – Type and Location	
Is the facility a minor ancillary facility?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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	<input checked="" type="checkbox"/> Yes – Proceed to Section B (b) <input type="checkbox"/> No – Review consistency against documents listed in A1 before proceeding.
(b) have been assessed by the ER to have:	

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

Activities that may be undertaken at construction compound sites under the EIS are provided in Table 3. The checklist included in Table 3 is checked where applicable to the CH11950 (Ironbong Road) MAF.

Table 3 Permissible activities for construction compound sites under the EIS

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

The relevant CoA, Revised Mitigation Measures (REMMs) and ARTC Construction Environmental Framework – A2P (Document Ref No: 0-0000-900-EEC-00-SP-0002_2) will be implemented to minimise potential environmental impacts and to inform JHG staff and subcontractors of the environmental requirements associated with LIW activities and the operation of the MAF. Additionally, the Unexpected and Incidental Finds Protocol has been developed in accordance with CoA Condition A17 and will be implemented during all LIW activities for the Project. A copy of the Unexpected and Incidental Finds Protocol is provided available via the Inland Rail project website and the Project Aconex document register, reference number 5-0019-220-PES-00-PR-0001.

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

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

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



<p>(c) Aboriginal Cultural Heritage; and</p> <p>(d) non-Aboriginal Heritage.</p> <p>The Unexpected and Incidental Finds Protocol must include procedures for:</p> <p>(i) all Work in the associated location to stop to prevent further impact; and</p> <p>(ii) notifying the Planning Secretary and relevant state agencies in writing.</p> <p>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.</p>	<p>been made publicly available on IRPL's website.</p> <p>Aconex reference: 5-0019-220-PES-00-PR-0001</p>
<p>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.</p>	<p>The Workforce Code of Conduct has been made publicly available on IRPL's website.</p> <p>The approved Workforce Code of Conduct is available via Aconex reference: 5-0019-220-PHR-00-SM-0001</p>
<p>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.</p>	<p>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.</p> <p>Aconex reference: 5-0019-220-PES-00-PR-0001</p>
<p>E144 The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of Work.</p> <p><i>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.</i></p>	<p>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.</p> <p>Aconex reference: 5-0019-220-PES-00-PR-0001</p>
<p>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</p>	<p>The Community Communication Strategy was approved by the Planning Secretary on the 13/11/24.</p> <p>Aconex reference:</p>



	<p>6-0001-220-EEC-00-LT-0003</p>
<p>B12 A Community Complaints Mediator that is:</p> <p>(a) independent of the design and construction personnel; and</p> <p>(b) accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board</p> <p>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.</p>	<p>A Community Complaints Mediator (Jack Ellis) was appointed to the project by the DPHI on 1/10/2024.</p> <p>Aconex reference: IR2200-DCACT-000879</p>
<p>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.</p>	<p>Notification of the commencement of LIW was issued to the Department on 4/10/24.</p> <p>Aconex reference: 6-0000-220-EEC-00-LT-0007</p>
<p>B18 A website or webpage providing information in relation to the CSSI must be established before</p> <p>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:</p> <p>(a) information on the current implementation status of the CSSI;</p> <p>(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;</p> <p>(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;</p> <p>(d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI;</p> <p>(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</p> <p>(f) a copy of the compliance and audit reports required under this approval.</p>	<p>A website has been established for the project, available at:</p> <p>https://inlandrail.com.au</p>



A copy of each document required to be made publicly available under this approval must be published within 14 days of the finalisation or approval of the relevant document unless an alternate timeframe is prescribed by another condition of this approval.

Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which they / it relates or before its implementation.

All information required in this condition is to be provided on the Proponent's website, ordered in a logical sequence and be easy to navigate.

Notes:

1. The intention of this condition is to increase transparency and for information/documents required as part of the approval to be provided proactively and publicly in an easily accessible manner. Where information is excepted by this condition, it is intended that these documents are provided in their redacted form.

2. The Planning Secretary may instruct the Proponent to finalise and upload any report or documents to the Project's website in accordance with Condition A4.

3. The publishing of documents should occur a minimum of a week before the relevant Work / activity is going to commence.

4. In determining what information should be published under this condition, the proponent should have regard to the principles in Division 2 of Part 2 of the Government Information (Public Access) Act, 2009.

5. Documents should be named to be consistent with the conditions of approval where possible. The name should also give an overall impression of what the document is about. The names should be simple and concise (no more than 50 characters) without any unnecessary punctuation or under scoring in the title.

B7 The Complaints Management System must make the following information publicly available to facilitate community enquiries and manage complaints, from one (1) month before the commencement of Work and for 12 months following the completion of construction of the CSSI:

- (a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI;
- (b) a postal address to which written complaints and enquires may be sent;
- (c) an email address to which electronic complaints and enquiries may be transmitted; and
- (d) a mediation system for complaints unable to be resolved.

This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.

E1 Work must be undertaken during the following hours: 7:00 am to 6:00 pm Mondays to Fridays;

7:00 am to 6:00 pm Saturdays; and

at no time on Sundays or public holidays.

Complaints Management System prepared and information under the Complaints Management System made public available in the following website:
<https://inlandrail.com.au/>

All works at the MAF to occur during standard hours as much as possible.

Any required OOHW approvals will be obtained prior to OOHW commencement.



<p>E3 Despite Conditions E1 and E2 work may be undertaken outside the hours specified in the following circumstances:</p> <p style="padding-left: 40px;">b) Low impact noise activities, including:</p> <p style="padding-left: 80px;">i) construction that causes LAeq(15 minute) noise levels:</p> <ul style="list-style-type: none"> • no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and • no more than the 'noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land uses; and... 	<p>Any required OOHW approvals will be obtained prior to OOHW commencement.</p>
<p>E5 An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which is outside the hours defined in Conditions E1 and E2, and that is not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of any out-of-hours work. The Protocol must be prepared in consultation with the EPA. The Protocol must:</p> <p>(a) provide a process for the consideration of out-of-hours work against the relevant noise</p> <p>(b) provide a process for the identification and implementation of mitigation measures for residual impacts, including respite periods in consultation with the community at each affected location;</p> <p>(c) identify procedures to facilitate the coordination of out-of-hours work approved by an EPL to ensure appropriate respite is provided;</p> <p>(d) identify an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where:</p> <p style="padding-left: 40px;">(i) the ER review all proposed out of hours activities and confirm their risk levels;</p> <p style="padding-left: 40px;">(ii) low risk activities can be approved by the ER, and</p> <p style="padding-left: 40px;">(iii) high risk activities that are approved by the Planning Secretary; and</p> <p style="padding-left: 40px;">(e) identify Department, EPA and community notification arrangements for approved out-of-hours work, which maybe detailed in the Communication Strategy.</p>	<p>No Out of Hours Work is expected to occur for the operation, mobilisation or demobilisation of the MAF included in this report.</p> <p>Where out of hours work is required, it will be applied for in a separate application/permit in accordance with the Out of Hours Work Protocol (if required) and CoA E1 and E3 (b).</p> <p>The Out of Hours Work Protocol must be approved by the Planning Secretary.</p>
<p>The following conditions must be met prior to Works, however, are not applicable to this assessment:</p>	
<p>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.</p>	<p>The MAF location or its access route included in this report are not proposed within the Indigenous Survey Zones, including those identified as requiring archaeological investigations or salvage.</p>
<p>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.</p>	<p>No buildings or structures identified in the Environmental Assessment Documentation as being at risk of damage are affected</p>



	<p>by the MAF included in this report.</p> <p>For DPHI correspondence on the interpretation of this condition, please see Aconex reference: IR2200-CA-000017</p>
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2.5 Certifications

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

Table 5: Certification checklists

<input checked="" type="checkbox"/>	Consistent with the Minister's Conditions of Approval (MCoA) SSI-9406 and the definition of 'Low Impact Work' and a 'Minor Ancillary Facility' and are not defined as 'Construction' or a 'Ancillary Facility'.
<input type="checkbox"/>	Not consistent with the Minister's Conditions of Approval (MCoA) SSI-9406 and/or defined as 'Construction' or a 'Ancillary Facility'.

Certification – Environmental Representative

ER Reviewed <input checked="" type="checkbox"/>	ER Endorsed <input type="checkbox"/>	ER Approved <input checked="" type="checkbox"/>
SIGNED	<i>Tim Elder</i>	
NAME	Ricardo Prieto-Curiel	
NAME	Derek Low	
NAME	Tim Elder	
POSITION	Environmental Representative	
DATE	20/11/2025	
COMMENTS	Name:	This approval verifies that the proposed Minor Ancillary satisfies the criteria outlined within CoA C9.

3 Location Details

The proposed minor ancillary facility (MAF) is proposed at approx. CH11936 to CH12050. The proposed location is within the Construction Impact Zone (CIZ) in accordance with CoA C9. The location details are summarised in Table 6 and visually presented in Appendix A.

Table 6: Site description

SITE NAME	Minor Ancillary Facility - CH11950 (Ironbong Road)
LOCATION	Ironbong Road (Junee Shire Council)
CHAINAGE (m)	CH11936 – CH12050
TIMING (expected)	Occupation: February 2025 – the duration of LIW investigations (approx. June 2025).
LAND USE	Category 1 – Exempt Land Secondary: 3.3.0 Cropping Tertiary: 3.3.0 Cropping Source: NSW Environment and Heritage (https://www2.environment.nsw.gov.au/topics/animals-and-plants/biodiversity/native-vegetation-regulatory-map)
FOOTPRINT/SIZE	Area: 10262.37m ² Perimeter: 441.61m
SITE SURROUNDINGS	<p>Minor Ancillary Facility - CH11950 (Ironbong Road) is surrounded:</p> <ul style="list-style-type: none"> • To the North, by: <ul style="list-style-type: none"> ○ Grazed agricultural land ○ PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions (Low condition), at approx. 35m from the MAF footprint. ○ Indigenous Survey Zone 4 (approx. 150m from the MAF footprint). • To the East, by: <ul style="list-style-type: none"> ○ Grazed agricultural land ○ PCT 80 Western Grey Box - White Cypress Pine tall woodland on loam soil on alluvial plains of NSW South Western Slopes Bioregion and Riverina Bioregion (Poor condition), approx. 190m from the MAF footprint. • To the South, by: <ul style="list-style-type: none"> ○ PCT 80 Western Grey Box - White Cypress Pine tall woodland on loam soil on alluvial plains of NSW South Western Slopes Bioregion and Riverina Bioregion (Moderate condition), at approx. 40m from the MAF footprint. ○ 1x farm dam with an area of approx. 1541m², at approx. 84m from the MAF footprint ○ Indigenous Survey Zone 3, approx. 500m from the MAF footprint. • To the West, by: <ul style="list-style-type: none"> ○ <i>Eucalyptus macrocarpa</i> (not verified), at approx. 4m from the MAF footprint. ○ 2x sensitive residential receiver (EIS ID: 226722, 226725) at approx. 820m (closest receiver) from the MAF footprint. <p>Maps showing these areas of sensitivity are provided in Appendix A.</p>
ACCESS	Access to Minor Ancillary Facility CH11950 (Ironbong Road) will be provided directly via Ironbong Road at approx. CH12200 using a private landowner farm gate.



4 Minor Ancillary Facility Description

This MAF location (CH11950 (Ironbong Road)) was chosen as a suitable location due to its non-impactful access/egress arrangements, landholder agreements, flat landscape and distance from residential receivers.

4.1 Minor Ancillary Facility Units

The proposed minor ancillary facility (MAF) at the location included in this application includes the following assets:

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

The MAF will be used for light and heavy vehicle parking. Whilst excavators and other plant have been included in noise modelling (Appendix B), no excavation works are proposed for the MAF. Indicative locations of all assets at MAF CH11950 (Ironbong Road) are shown in SEPs (Appendix A).

4.1.1 Caravan (2)

The caravans are moveable and will be used at CH11950 (Ironbong Road). The model of caravan is the Vansite 7.2 RG Series, which is a large van trailer which will be used for on-site amenity support for the duration of LIW. The van is comprised of features that will support the operation of daily work activities. Alternative models may also be used. The intention of the caravans is to provide adequate respite allowances to meet welfare requirements of site personnel. The van is equipped with and will be used for the following:

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

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



Figure 1: Caravan - Vansite 7.2 RG Series

4.1.2 Shipping Container

Up to 2 shipping containers will be used at CH11950 (Ironbong Road). They will function as storage units for equipment and materials to support LIW activities. The shipping containers will be approximately 6m by 2.4m. Items to be stored in the containers may include (but are not limited to):

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



- Drill heads



Figure 4: 6M X 2.4M Shipping Container

4.1.3 Storage Trailer

Storage trailers will be towed using JHG vehicles to locations along the alignment as required to support the transport of materials. The storage trailer will then be stored when not being used to transport materials at CH11950 (Ironbong Road). Items to be stored in the containers may include (but are not limited to):

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



Figure 5: Storage Trailer

4.1.4 Hazardous Chemical Storage Container

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



Figure 6: Hazardous Materials Storage Container

4.1.5 Lighting Towers

Lighting towers may be required during the winter months where low light periods begin earlier in the day, or where any out of hours works are required. Up to 6 lighting towers may be required at MAF CH11950 (Ironbong Road). Solar lighting towers will be used preferentially where reasonable and practicable.



Figure 7: Lighting Tower

4.1.6 Skip Bins and Mud Bins

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

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

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



Figure 8: Skip Bin

2 mud bins are proposed to be used at the site. The mud bins will be used to store liquid waste and sediment captured during non-destructive digging undertaken on the Project. The mud bins are approximately 10m³ in size. Their indicative appearance is provided in Figure 9. The indicative location of the mud bins are shown in Appendix A (marked as external waste receptacles). Waste streams include:

- Liquid waste
- GSW



Figure 9: Indicative appearance of a mud bin

The MAFs proposed in this application will not require vegetation clearing or ground disturbance, and will only be used (operated, mobilised and demobilised) within approved construction (standard) hours to the maximum extent possible. The standard hours on the Project are as follows;

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

Where out of hours works are required, they will be applied for as a separate application/permit in accordance with the approved Out of Hours Work Protocol. Out of hours will also be conducted in accordance with CoA E1 and E3 (b). All relevant OOHW approvals will be obtained prior to the commencement of OOHW. Out of hours work (OOHW) activities must be submitted to and approved by the ER prior to OOHW commencement.

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

4.2 Mobilisation, Maintenance and Demobilisation

Coates (or other hire service company) will deliver the assets to MAF CH11950 (Ironbong Road). JHG will then control the movements of all assets at the MAF during operations. Coates (or other hire service company) will pick up their assets for servicing, maintenance and demobilisation as required. Servicing of toilet facilities within the caravan will be undertaken on site, using a vacuum truck. More information is provided in Section 5.

4.3 Site Access

Site access will be directly via Ironbong Road. The gate and its surrounding environment is pictured in Figure 9.



Figure 10: Site access/egress point, Ironbong Road

5 Aspect and Impact Assessment

Table 7 provides an overview of the existing environmental constraints, potential impacts and mitigation measures associated with the MAF.

Table 7: Aspect and Impact Assessment

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
<p>Traffic, transport and access</p>	<p>Site access would be achieved via Ironbong Road (public road) via a private landowner farm gate.</p> <p>The approximate number of parking on-site is 25 light vehicles and 15 heavy vehicles.</p> <p>The maximum personnel on site is not expected to exceed 40 people (including visitors).</p> <p>Daily vehicle movements are not expected to exceed 40 2-way trips per day.</p>	<ul style="list-style-type: none"> Potential increase in light vehicle traffic relative to existing use of the roads. Traffic associated with the use of the sites will have minor amenity impacts on the surrounding residences. No closure or diversion of roads will be required for the operation of this MAF. Impacts to road safety as a result of increased road use and turning movements at intersections and construction site access gates. Impacts to condition of rural roads due to construction traffic. Impacts on access to private properties. 	<ul style="list-style-type: none"> Right of way will be given to the public (road users and pedestrians) at access points into the MAF location. The construction workforce and project staff will be encouraged to ride-share to reduce the number of light vehicles travelling to and from the MAF to other areas of the alignment Landholder gates will be closed (unless otherwise agreed by LAA's) when accessing/egressing the MAF location. The designated access gate to be used for the MAF is shown in Appendix A. Access to the property will be via private property and public roads (Ironbong Road). The landholder relevant to this MAF is Property ARTC 12000 - Deakin (leased by Carter). <p>A road dilapidation survey will be conducted on Ironbong Road prior to the use of the road by heavy vehicles.</p> <p>In accordance with E101: Before any local road is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for subject roads and bridges, and interfaces with regional roads. A copy of the Road Dilapidation Report must be provided to the relevant road authority(ies) within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the CSSI for endorsement by the roads authority.</p> <p>In accordance with CoA 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.</p>

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			<p>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.</p> <p>In accordance with CoA E103;</p> <ul style="list-style-type: none"> a) If damage to roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction, either (at the relevant road authority's discretion): rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E101; or b) compensate the relevant road authority(ies) for the damage so caused. The amount of compensation may be agreed with the relevant road authority(ies), but compensation must be paid even if no agreement is reached; or c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements. <p>A road dilapidation survey will occur using cameras mounted to site vehicles along Ironbong Road to ensure that the site post-demobilisation is consistent with the condition at pre-operation/mobilisation. 2 weeks prior to Construction commencement, a Road Dilapidation Report of Ironbong Road will be provided to the relevant road authority (CoA E101). In accordance with CoA E103;</p> <ul style="list-style-type: none"> d) If damage to roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction, either (at the relevant road authority's discretion): rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E101; or e) 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

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			<p>f) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.</p> <p>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.</p> <p>Written agreement with the landholder on the use of the property is provided in Appendix E. The agreement will be updated as required.</p> <ul style="list-style-type: none"> • 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, rewinding engines, slamming doors etc). • All vehicles accessing the MAF location must comply with local road and MAF speed restrictions. • Plant engines from light vehicles should be turned off when not in use to reduce potential noise impacts on surrounding stakeholders. • Noise monitoring will be conducted as required (i.e. during out of hours work, in response to complaints). • No additional control measures are proposed as results of noise modelling (Appendix B) do not exceed Project NMLs at nearby sensitive receivers during standard hours.
Noise and vibration	<p>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 844m to the West of the proposed MAF location (shown in Appendix A). The same residential receiver is located 180m from the MAF access/egress gate.</p> <p>The standard hours on the Project are as follows;</p> <ul style="list-style-type: none"> • Monday to Friday: 7am to 6pm • Saturday: 7am to 6pm • Sunday and public holidays: no work <p>No operation, mobilisation or demobilisation of facilities included in this application will be permitted prior to the approval of the Project Out of Hours Work Protocol. Out of hours work (OOHW) activities must be submitted to and approved by the ER prior to OOHW commencement. All Any</p> <p>Where out of hours work is required, it will comply with the criteria in CoA E3(b) as per</p>	<p>Potential noise generation during standard construction hours from facility use, including:</p> <ul style="list-style-type: none"> • Conversational chatter • Flushing of toilets • Operation of plant and equipment • Access/egress from the MAF • Pre-starts and inductions. <p>The construction noise management levels (RBL) at the MAF location are:</p> <ul style="list-style-type: none"> • 35 dBA during standard hours • 35 dBA during out of hours day • 30 dBA during the evening and night periods <p>Noise impacts are expected to be negligible from the MAF with</p>	

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	<p>definition of Low Impact Works in the planning approval.</p>	<p>the closest residents located approximately 844m from the MAF (shown in Appendix A). Noise modelling has been conducted (shown in Appendix B) showing the operation and mobilisation of the MAF as well as intermittent access/egress noise. Results show a 0 dBA exceedance of Project NMLs at the closest receivers during standard hours.</p>	
<p>Light Spill/ Visual Amenity</p>	<p>The MAF assets have built-in internal lighting. Up to 6 exterior lighting towers may be required during the winter months or during out of hours works to increase light availability.</p> <p>The lighting units will be placed at a distance at which it does not disturb the surrounding visual landscape. Surrounding residential receivers are unlikely to be impacted, as they are located > 1km from the MAF.</p>	<p>Additional lighting around the site for personnel safety and crime prevention in accordance with crime prevention through environmental design (CPTED) principles could result in light spill impacting sensitive receivers.</p> <p>Permanent visual impacts on sensitive visual receivers as a result of the introduction of new infrastructure visible from a number of viewpoints (including new rail overbridges, crossing loops, ancillary infrastructure and access road).</p>	<p>An inspection will be completed the first time any additional lighting is added at the site. This inspection should include spot measurements of horizontal light spill. Lighting would only be required during standard construction hours (e.g. entering the site at the start and end of the day shift during winter).</p> <p>Boundary screening will be erected on the western side of the site (where the closest sensitive receiver is located) if a site inspection determines that the MAF could significantly impact sensitive receivers. Vegetation exists along the road corridor (PCT76) that provides visual amenity relief to passing receivers on Ironbong Road.</p> <p>Lighting towers will be operated in a way that minimises light spillage on residences in accordance with CoA E125 and is consistent with the requirements of <i>Australian Standard 4282-2019 Control of the obtrusive effects of outdoor lighting</i>.</p> <p>The direction of temporary external lighting will be faced down or inward to prevent light spill in the direction of sensitive receivers on Ironbong Road and receiver 226722.</p>
<p>Biodiversity</p>	<p>No mapped native vegetation or trees require clearing for the occupation of the site. The MAF proposed in this application</p>	<ul style="list-style-type: none"> Impacts on potential habitat for listed threatened fauna species 	<p>Unexpected biodiversity finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Biodiversity.</p>

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Soil and water	<p>will not require vegetation clearing or ground disturbance.</p> <p>Flora species surrounding the site (however not within the MAF footprint) include;</p> <ul style="list-style-type: none"> PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions PCT 80 Western Grey Box - White Cypress Pine tall woodland on loam soil on alluvial plains of NSW South Western Slopes Bioregion and Riverina Bioregion Scattered paddock tree <i>Eucalyptus macrocarpa</i> (species not verified). <p>Fauna species surrounding the site access/egress point include;</p> <ul style="list-style-type: none"> 1x Spotted Harrier (<i>Circus assimilis</i>), recorded Oct 23, 2023. 	<ul style="list-style-type: none"> Incidental and unapproved clearing of native vegetation resulting in loss of fauna habitat, habitat fragmentation and loss of connectivity. 	<p>Access to the MAF site via Ironbong Road would require driving in proximity to areas marked as TEC, namely:</p> <ul style="list-style-type: none"> PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions (Moderate quality). <p>TEC's at the site access point (shown in Appendix A) will be avoided at all times, and will be delineated with bollards and/or rope/bunting to ensure vehicles cause no impact to the biodiversity values of PCT76 in this area.</p> <p>Scattered paddock tree <i>Eucalyptus macrocarpa</i> on the western side of the MAF footprint will be physically demarcated with a tree protection zone (TPZ). Delineation will be placed outside the drip line of the tree. Protection will not be placed on the Western side of the scattered tree to maintain trafficability along the road for the landholder.</p> <p>TEC areas and scattered trees will be marked on SEPs as no-go zones.</p> <p>There is to be no parking in the road reserve adjacent the access except to open the access gates. Any parking on site is to occur outside the drip line of native vegetation.</p> <p>Biosecurity risk will be managed via a clean down inspection. Vehicles entering the property must be clean and free of organic material, and boots and wheels disinfected with an appropriate cleaning agent.</p>
	<p>No groundbreaking activities or stockpile of materials are proposed for the use of the MAF. The risk of erosion at the MAF location is considered low, as no deliberate subsoil exposure will be occurring. The unnamed 1st order ephemeral stream to the west of the site is not intended to be crossed in the</p>	<ul style="list-style-type: none"> Mud, soil or otherwise tracking onto local roads 	<p>The existing driveways and parking areas will be monitored and maintained.</p> <p>The site is located within existing cropping lands with existing ground cover. The cropping lands that surround the MAF proposal footprint will not be disturbed which will ensure that any potential surface water runoff will be contained. ERSED controls</p>

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Contaminated land	<p>mobilisation, operation or demobilisation of the MAF. The MAF is located on relatively flat land with <1m fall across the site.</p> <p>Ironbong Road is a sealed road.</p>	<ul style="list-style-type: none"> Direct contact with contaminants. 	<p>will be implemented on the MAF boundary as required. Their indicative locations are included in Appendix A.</p> <p>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.</p> <p>ERSED control measures and mud control measures (including sandbags, coir logs, vehicle brush down or riprap at gate) will be implemented to reduce and prevent sediment tracking onto local roads. If mud and dirt is tracked onto Ironbong Road, a street sweeper or other means may be deployed to remove spoil, mud or otherwise from the roadway within 24 hours.</p> <p>ERSED controls will be placed at the access/egress point as required.</p> <p>All chemicals and liquids will be stored within the container which includes a self-contained bund (within the container) that is not exposed to rainfall or surface water runoff. The bund will hold a volume of liquid 10% larger than the largest container.</p> <p>A spill kit will be located in the caravan.</p> <p>All other equipment will be mobile and raised out of the way of surface water run off and can be removed from site in the event of a significant weather event (if deemed required).</p>
	<p>There are no identified Area of Environmental Concern (AEC) in proximity (within 1 km range) to the MAF site.</p> <p>No ground disturbance is proposed for the use of the site that could expose unexpected contaminated land. No ground disturbance</p>		<p>Unexpected contamination finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Contamination.</p> <p>Any refuelling undertaken on site must be done so ≥50m from waterways, wetlands or ephemeral streams and with a drip tray. This is indicated in the SEP (shown in Appendix A).</p>

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Cultural heritage	<p>is proposed at the MAF location and as such, are unlikely to be mobilised.</p> <p>The proposed location of the MAF and the associated access has been assessed and identified as being outside of the Indigenous Survey Zones listed in the EIS (Zones 1-11). The closest items of Aboriginal Heritage to the MAF location are Indigenous Survey Zone 4, 150m North of the MAF footprint and Indigenous Survey Zone 3, approx. 500m south of the MAF footprint.</p> <p>The MAF location is not in proximity to non-Aboriginal Heritage items at Stockinbingal.</p>	<ul style="list-style-type: none"> Potential impacts on registered Aboriginal heritage items/sites in the proposal site Impacts on unrecorded Aboriginal sites and/or areas of archaeological sensitivity Impacts on areas predicted to have moderate to high archaeological potential 	<p>A spill kit will be located in the caravan.</p> <p>Unexpected heritage finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Heritage.</p> <p>Indigenous Survey Zones in proximity to the MAF will be indicated on SEPs (Appendix A).</p> <p>No additional mitigation measures are proposed for cultural heritage due to the distance of the MAF from items of heritage sensitivity.</p>
Dust and odour	<p>No excessive dust and odour emissions are expected to occur from the operation of the MAF.</p>	<p>There will be little-no impact to dust and odour emissions resulting from the MAF.</p>	<p>Site vehicles and Utes are drive to the speed limits enforced on NSW roads and within private properties (including on the MAF site) to avoid excessive dust and disturbance of dirt/unsealed roads.</p> <p>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 fortnightly (when the MAF is operational).</p>
Flooding	<p>The site is located outside of the EIS modelled 1% AEP (shown in Appendix D).</p>	<p>There will be no additional flooding impacts from the MAF.</p>	<p>No additional control measures are required to manage flood impacts from the proposal.</p>
Waste management	<p>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.</p>	<p>Waste generated from the MAF will include:</p> <ul style="list-style-type: none"> Sewage Hard plastic 	<p>All waste will be contained internally within the MAF in plastic bins, bags and tanks (located within the containers and the caravan) and will be disposed of to the appropriately licensed waste facility. Waste will then be transferred to covered skip bins and disposed of offsite.</p>

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	<p>The waste generated from this proposal is considered minor and can be managed by staff as part of the day-to-day operations.</p> <p>Waste from toilet facilities within the caravan will be serviced using a vacuum truck on site.</p>	<ul style="list-style-type: none"> • Soft plastic • Food organics/garden organics (FOGO) • Paper/cardboard • Wastepaper 	<p>An appropriately licensed waste transporter will transport the waste from skip bins and mud bins to an appropriately licensed facility as required.</p> <p>The caravan units will be serviced using a vacuum truck for sewage waste pump out. This waste will then be disposed of by the waste hiring company to a suitably licensed facility. The unit will be pumped on-site by the hiring company into an enclosed system with controls to manage potential spill incidents (spill kits) in place.</p> <p>Mud bins will either be removed offsite or pumped on-site for waste disposal.</p> <p>Waste will be classified in accordance with the EPA NSW Waste Classification Guidelines, 2014.</p> <p>Waste management facilities located within the Cootamundra-Gundagai region that may be the final destination of waste from the MAF include;</p> <ul style="list-style-type: none"> • Cootamundra Waste Depot • Gundagai Burra Road Waste Depot • Juneee Landfill Facility <p>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.</p> <p>Any leaks or spills captured in the hazardous materials container bund will be disposed of offsite at a suitably licensed facility. Waste dockets from the waste contractor will be maintained and documented.</p>

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			<p>Waste will be recycled where possible.</p> <p>Waste generation will be avoided where possible, and where avoidance is not reasonably practicable, waste generation will be reduced.</p>

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)
- Contamination

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.

6.3 Training

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

7 Roles and Responsibilities

Table 8: Roles and responsibilities

ROLE	RESPONSIBILITY
Environmental and Sustainability Manager	<ul style="list-style-type: none">• Implementation of procedures• Liaise with specialist consultants and IRPL.• Notify regulators and relevant stakeholders as required• Complete incident investigation and reporting (where required)



	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none"> • 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 • Assist in implementation of the unexpected and incidental finds procedure
Inland Rail	<ul style="list-style-type: none"> • 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 approvals and/or with other stakeholders as required in relation to incidents/events.
Community and Stakeholder Engagement Team	<ul style="list-style-type: none"> • Develop and maintain open lines with the community, stakeholders, and landowners to ensure their concerns and feedback are effectively captured and addressed • Provide notifications to the community for the MAF and manage the complaints management process associated with the MAF. • Facilitate engagement activities, such as public meetings, information sessions, and consultations

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IRPL Document Number: 5-0019-220-EEC-00-RP-0003

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	<ul style="list-style-type: none"> • Coordinate with the Project Team to integrate community feedback into project planning and decision-making processes • Prepare and disseminate clear, accurate, and timely information about activities and changes to ensure transparency • Conduct consultation for written approval to use private access roads, provide notification to landowners and sensitive receivers ahead of the works and for noise consultation
Environmental Representative(s) (ER)	<ul style="list-style-type: none"> • 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 7 days before the commencement of works relating to that landholder.

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

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

- I. *0-0000-900-PCS-00-SP-0001 Specification – Complaints Management Requirements*
- II. *0-0000-900-PCS-00-ST-0005 Inland Rail Reputation Strategic Plan*
- III. *2-0000-220-PCS-00-PL-0001 I2S Engagement Implementation Plan; or Construction Communication Engagement Plan; and*
- IV. *Conditions of Approval.*

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

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

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

Community enquiries and complaints will generally be received via:

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

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

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

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

- a. safe and convenient stock and machinery movement across the rail corridor, including provision and maintenance of livestock holding pens;
- b. the safe and efficient operation of agricultural aerial activities;
- c. provision and maintenance of fencing of a type suited to stock and livestock husbandry operations conducted on the property (including barrier fencing where appropriate); and
- d. relocation of farm infrastructure necessitated by the CSSI.



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



9 Appendices

Appendix A—Site Environmental Plan

General	
Misc. Construction Controls to avoid Environmental Incidents	
Out of Hours Work (OOHW) as approved by Inland Rail and the ER. OOHW as described in the Out of Hours Work Protocol (5-0019-220-EEC-00-PO-0007).	
No works to be undertaken outside of standard construction hours without prior approval from the ER.	
Fatigue monitored to ensure environmental & safety incidents are avoided.	
Plant and equipment to be operated by a trained competent and authorised person only.	
Pre-mobilisation inspection for all plant and equipment.	
Licensed Asbestos Contractor Class A for removal of friable asbestos and Class B for bonded asbestos.	
Environmental Risks	
Impact	Risk
Noise Pollution	[L]
Water Pollution	[M]
Air Quality	[L]
Chemical Spills	[L]
Waste and Resource	[L]
Flora & Fauna	[M]
Housekeeping	[L]
Traffic Management	[L]
Heritage	[M]
EVENT MANAGEMENT	
All environmental incidents to be reported immediately to Inland Rail and Environmental Representative and entered into Horizon360 within 24 hours of the event.	
Air Quality Management	
Avoid works during unfavourable weather conditions, i.e., following BOM weather alerts and/or warnings.	Site Supervisor
Plant/equipment will cease where excessive emission of black smoke from the responsible plant/equipment is observed.	Site Supervisor
Contamination	
Controls / Actions	Responsibility
Upon identification/suspicion of contaminants, work must cease and the procedure in the Unexpected and Incidental Finds Protocol be adhered to (5-0019-220-PES-00-PR-0007).	Site Personnel

Project Contacts		
Project Title	Name	Contact No.
Site Supervisor	Matt Estens	0407 310 353
JHG Project Manager	Andy Buchanan	0417 014 864
JHG Construction Manager	Chad Bevan	0492 853 768
JHG Environment Manager	Dave Carberry	0428 918 886
JHG Environment Representative	Tess Anastakis	0427 275 193
JHG Safety Manager	Mark Baranowski	0437 477 911
IRPL Project Manager	Michael Matthews	0411 324 445
EPA Pollution Hotline		131 555
WIRES – Animal rescue		1300 094 737
Project Information Line		1800 732 761
Riverina Fire Brigade		6929 5700
Emergency – Police, Fire and Rescue		000 OR 112
Working Hours		
Standard Construction Hours: Mon – Sat 07:00 to 18:00		
ALL HOURS OUTSIDE OF THESE TIMES ARE TO BE CONSIDERED AS OUT OF HOURS WORK (OOHW) AND MUST BE APPROVED BY THE ER PRIOR TO OOHW COMMENCING		
Traffic Management		
Controls / Actions	Responsibility	
Ensure safe exit and entry to the site is maintained at all times.	Site Supervisor	
Site vehicles will be parked within or in close proximity to the CIZ to support project activities and minimise public disruption and overall impact.	Site Supervisor	
Ensure public/pedestrian access is maintained.	Site Supervisor	
Site access is only permitted via routes that have been approved by the ER, IRPL and relevant landowners.	Site Supervisor	
Adhere to speed limit restrictions on all roads to minimise dust generation	Site Supervisor	

Soil and Water Management		Responsibility
Controls / Actions		
Appropriate erosion and sediment controls will be installed in accordance with Blue Book for stormwater/rail corridor drains (as required). Monitor the sediment and erosion controls – repair and reinstate where these are damaged.		Site Supervisor Project Manager
Water will not be discharged unless approved by the JHG Environment Team.		Project Engineer
Inspection of the erosion and sediment controls to be completed after 20mm in 24hours.		Site Supervisor
Groundwater would be managed in accordance with the requirements of the Waste Classification Guidelines (EPA, 2014)		Site Supervisor
Refuelling / Servicing		
Spill kits to be located in close proximity to refuelling operations.		Site Supervisor
If required, only minor servicing activities are to be undertaken on site. >60mm from drainage lines.		Site Personnel
Ground protection measures (drip trays and plastic sheeting) must be installed prior to servicing / refuelling activities.		Site Personnel
Prevent the discharge of pollutants to stormwater. Undertake regular checks of equipment to ensure leaks and spills are rectified and cleaned immediately.		Site Supervisor Site Personnel
Report all environmental incidents to the JHG Environment Team.		Site Personnel
Waste and Resource Consumption		
Prevent waste being blown or washed outside of the construction boundary (CIZ).		Site Supervisor
Waste generated from workers consumables to be disposed of in bins.		Site Supervisor
All waste will be classified and managed in accordance with the NSW Environment Protection Agency (EPA) Waste Classification Guidelines.		Project Engineer

Heritage Management		Responsibility
Controls / Actions		
No ground disturbance to Aboriginal Heritage Zones (1-11).		Site Supervisor Project Manager
No works within 10m of Stockinbingal Heritage Conservation Area.		Site Personnel
Unexpected Heritage finds must be managed in accordance with the Unexpected and Incidental Finds Protocol (5-0019-220-PES-00-PR-0007).		Site Personnel
Flora and Fauna Management		
Contact project ecologist to have fauna relocated if found.		Site Personnel
NO VEGETATION IS TO BE REMOVED OR TRIMMED.		Site Personnel
Unexpected biodiversity finds must be managed in accordance with the Unexpected and Incidental Finds Protocol (5-0019-220-PES-00-PR-0007).		Site Personnel
Where no TEC polygons are present on the SEPs, all trees are to be avoided and protected where required.		Site Personnel
Vehicles to be inspected before movement between different landowners properties.		Site Personnel
Mud/soil material and tires sprayed with disinfectant prior to making between between-property movements.		Site Personnel
Noise Management		
No works to occur outside standard construction hours, unless otherwise approved by Inland Rail and the ER.		Project Manager Site Engineer Site Supervisor
Comply with Out of Hours Protocol conditions of approval, if applicable.		Environmental Representative
All plant equipment engines, including delivery vehicles, must be turned off when not in use to reduce potential noise impacts to the surrounding community.		Environmental Representative
Non-tonal reverse mechanisms will be installed on plant.		Environmental Representative
No unnecessary shouting, slamming doors		Environmental Representative
Chemical Storage		
Chemicals, fuels and oils to be stored in the securely bunded area within the storage area.		All personnel
Spill kits and absorbent material to be located in the site plant, light vehicles and in work area.		Site Supervisor

Site Environmental Plan – MAF CH11950 (Ironbong Road)

Site Access Point: iv (Ironbong Road)

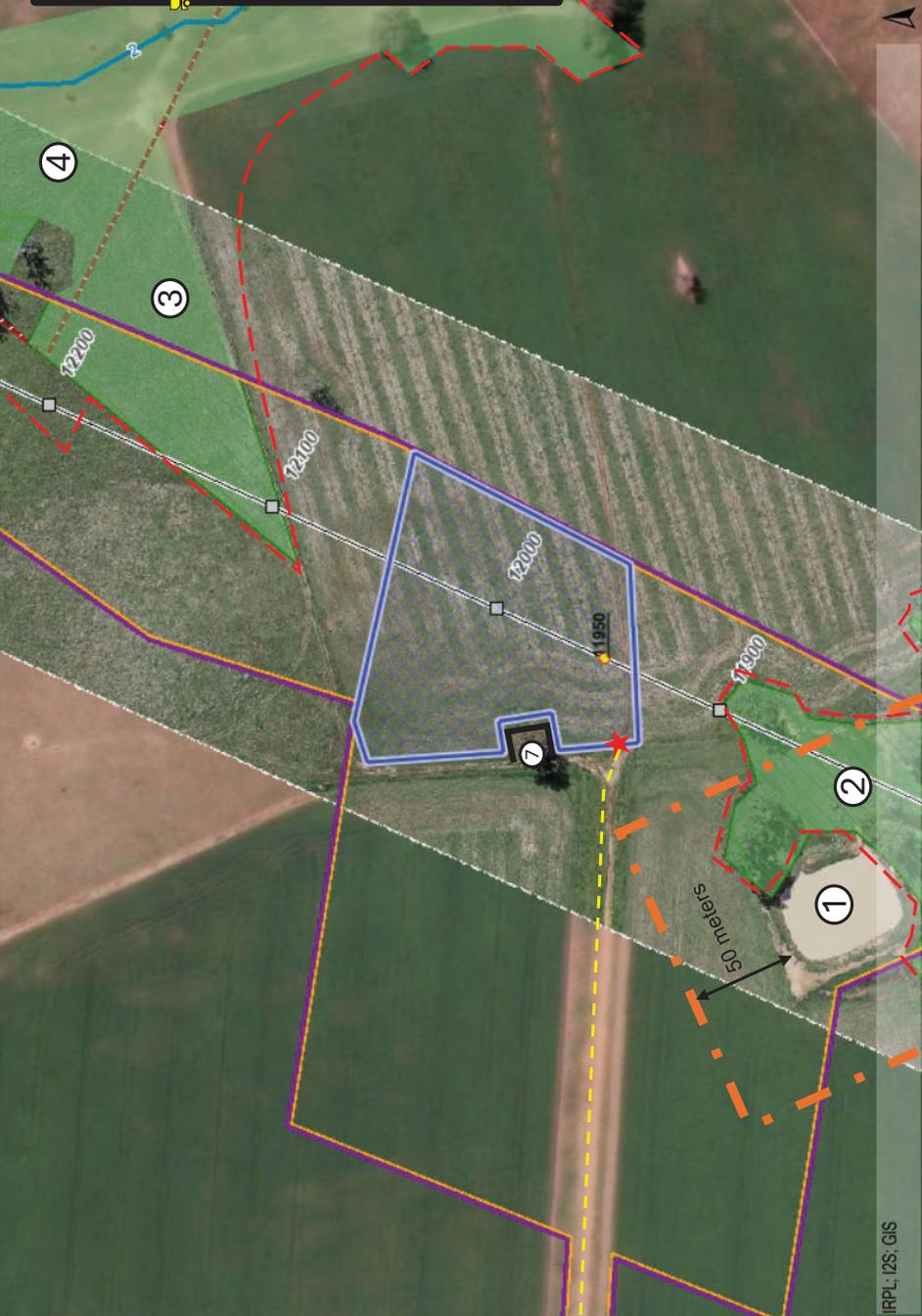
Property ARTC 12000 Deakin

Chainage from (m): 11936

Chainage to (m): 12050

**JOHN
HOLLAND**

Access Map (via Ironbong Road):

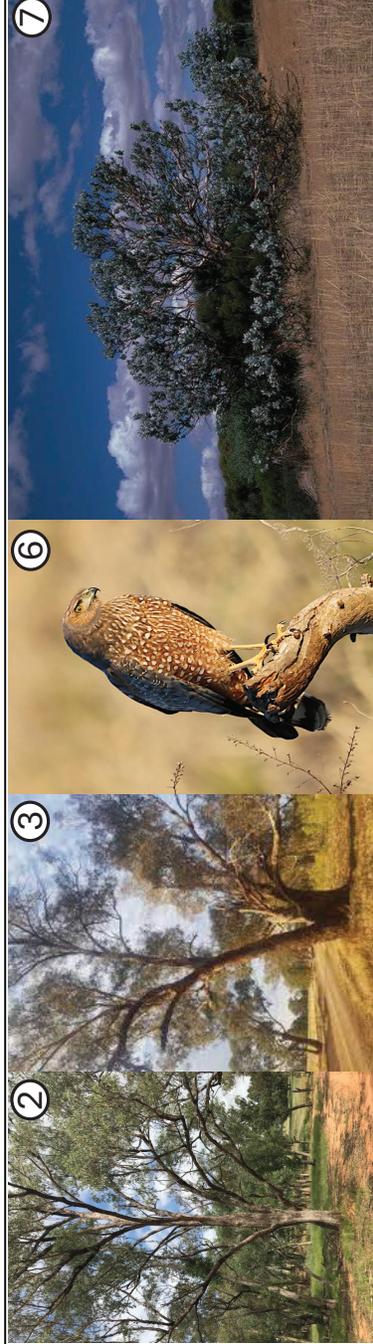


IRPL, IZS, GIS

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

ANTICIPATED PRESENCE IN THE AREA:



Legend:

- MAF footprint
- Farm gate
- No-refuel and no-parking buffer
- No-go zone
- Construction Impact Zone (CIZ)
- Access/egress point
- Farm gate
- Access/egress track
- Indigenous Survey Zone
- Sensitive item

Notes:

1. Farm dam
2. PCT 80 Western Grey Box
3. PCT 76 Western Grey Box
4. Indigenous Survey Zone
5. Sensitive receiver (residential dwelling)
6. Spotted Harrier
7. Scattered paddock tree (*Eucalyptus macrocarpa*)

Erosion and Sediment Controls (ESC):

- All erosion and sediment controls are to follow the requirements of the Blue Book Managing Urban Stormwater, Volume 1, 4th Edition, March 2004.
- ERSIED controls have been included on the SEPs in areas where potential ERSIED risks are anticipated. Additional ERSIED control equipment will be available to site teams if required. The orientation and position of ERSIED controls indicated in maps must be determined appropriately on site (i.e. downslope of work activity, covering a drain, etc.).
- The following ESC are implemented for the project site:
 - Appropriate ESC (e.g. geofabric) to be placed over stormwater/fall corridor drains (as required – if works have potential to impact)
 - Water will not be discharged or pumped off-site or to drains. For any water discharge, the Environment Team must be contacted immediately for water testing methodology for removal i.e. vacuum truck or to re-use on site).
 - Sediment control to be implemented in all laydown areas, specifically drains and gutters for stormwater control.
 - Groundwater will be managed in accordance with the requirements of the Waste Classification Guidelines (EPA, 2014).
 - Water will be used for dust suppression as required.

Monitoring of ESC:

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



Appendix B – Noise Model

Noise assessment summary:

A noise assessment has been conducted to assess potential noise impacts associated with the use of a Minor Ancillary Facility (MAF) at CH11950 (Ironbong Road).

Standard construction hours on I2S are;

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

Where out of hours work is required, it will comply with the criteria in CoA E3(b) as per definition of Low Impact Works in the planning approval. Out of hours works will be applied for via a separate application/permit.

Site Characteristics:

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

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

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

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

Rationale:

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

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



INLAND RAIL ILLABO TO STOCKINBINGAL

- 226725 – 1.28km from the MAF
- 226722 – 843.63m from the MAF
- 226702 – 1.64km from the MAF

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

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

Noise Management Levels

TABLE 16-1: NOISE MANAGEMENT LEVELS FOR RESIDENTIAL RECEIVERS

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

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

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

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



INLAND RAIL ILLABO TO STOCKINBINGAL

Map Overview

The following map shows the MAF operational location (where noise is to be emitted) and the closest affected residential receivers to the works. The distance to the closest receiver is 843.63m from the MAF. Note that receiver 226702 is outside of the 1.5km assessment range of the noise modelling software and is outside the range of this assessment. Access/egress was plotted at the closest point to any receiver.



Figure 2: Noise model map (showing MAF location and closest residential receiver)

Noise Model Inputs:

The following inputs (equipment type, quantity and usage) were entered into the noise model. Noise inputs are based on the “worst case scenario” approach with the maximum expected plant in use at any given time at varying usages during standard hours. This model includes site mobilisation of shipping containers on a flatbed truck. No excavations are intended at the MAF location, however, will be present at the site for laydown and will emit intermittent noise accessing and egressing the MAF.

11/02/2025 08:00AM - 11/02/2025 02:00PM

MAF Operation

Equipment type	Qty	Usage	Reduction	Sound power level	
				L _{Aeq}	L _{Amax}
Bogies	1	15%	0	92	105
Daymakers / Lighting plant	6	100%	0	101	94
Excavator (25 tonne)	5	40%	0	108	110
Flatbed Truck	2	30%	0	91	98
Generator (100 kVA)	1	100%	0	93	96
Ute	15	40%	0	93	90
Water pump large	1	10%	0	84	102

Activity Sound Power Level: 109

Figure 3: Noise model inputs, MAF operation



INLAND RAIL ILLABO TO STOCKINBINGAL

2: MAF Access/Egress 2 days ago Enabled

11/02/2025 08:00AM - 11/02/2025 09:00AM
MAF Access/Egress

Equipment type	Qty	Usage	Reduction	Sound power level ⓘ	
				LAeq	LAmx
Excavator (25 tonne)	5	5%	0	99	110
Flatbed Truck	2	5%	0	83	98
Ute	4	5%	0	78	90

Activity Sound Power Level: 99

Figure 4: Noise model inputs, MAF access/egress

Impact to Receivers:

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

DEAKIN 852 IRONBONG ROAD BETHUNGRA ×

NCA: NCA 1
Address: DEAKIN 852 IRONBONG ROAD BETHUNGRA
Land Use: Residential
Heritage Listing:
Visible:

Floor	Land Use	NML	Predicted level (dBA)	NML Exceedance	Sound Impact	Highly Affected	Sleep Disturbed
1	Residential	45	43.7	0	None	No	No

Ok

Figure 4: Noise impact profile receiver 226722



INLAND RAIL ILLABO TO STOCKINBINGAL

853 IRONBONG ROAD BETHUNGRA ×

NCA NCA 1

Address 853 IRONBONG ROAD BETHUNGRA

Land Use Residential

Heritage Listing

Visible

Floor	Land Use	NML	Predicted level (dBA)	NML Exceedance	Sound Impact	Highly Affected	Sleep Disturbed
1	Residential	45	37.3	0	None	No	No

Ok

Figure 5: Noise impact profile receiver 226725

Noise model summary:

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

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

Table 1: Noise model summary

Conclusion and Mitigation:

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

Mitigation measures
Using portable temporary acoustic screens where effective to screen the noise emissions.
Avoid the simultaneous operation of noisy plant within discernible range of noise sensitive receivers where possible.
Where available, equipment selection will favour the use of quieter and less vibration emitting construction methods.
Using noise source controls, such as the use of residential class mufflers, to reduce noise from all plant and equipment including bulldozers, cranes, graders, excavators and trucks
Static plant should be located as far as possible from sensitive receivers, be located to take advantage of natural acoustic screening such as terrain, site buildings, etc and where necessary for reduction of noise impacts, provided with an acoustic enclosure.



INLAND RAIL ILLABO TO STOCKINBINGAL

A telephone, email and web-based community information service shall be established to allow the community to obtain additional information on construction activities, provide feedback or make a complaint.
Regular communications on the activities and progress of the proposal shall be provided to the community (e.g. via newsletter, email and/or website).
Noise or vibration monitoring in response to complaints shall be undertaken where the results or the process assist in resolving or understanding the receiver's issue.
Where possible, construction compounds should be located a minimum of 1km from the nearest resident or noise sensitive receiver.
Where vibration levels are predicted to approach the criteria for cosmetic building damage or limits for critical or sensitive areas, attended vibration measurements shall be undertaken at the commencement of vibration generating activities to confirm that vibration limits are within the acceptable range.
Early morning works between 6am-7am will be low impact noise activities ¹

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

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

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

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



Appendix B—Noise Model



Appendix B – Noise Model

Noise assessment summary:

A noise assessment has been conducted to assess potential noise impacts associated with the use of a Minor Ancillary Facility (MAF) at CH11950 (Ironbong Road).

Standard construction hours on I2S are;

– 7:00am to 6:00pm Monday to Friday

– 7:00am to 6:00pm Saturday

– At no time on Sunday or public holidays.

Where out of hours work is required, it will comply with the criteria in CoA E3(b) as per definition of Low Impact Works in the planning approval. Out of hours works will be applied for via a separate application/permit.

Site Characteristics:

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

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

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

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

Rationale:

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

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



INLAND RAIL ILLABO TO STOCKINBINGAL

- 226725 – 1.28km from the MAF
- 226722 – 843.63m from the MAF
- 226702 – 1.64km from the MAF

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

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

Noise Management Levels

TABLE 16-1: NOISE MANAGEMENT LEVELS FOR RESIDENTIAL RECEIVERS

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

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

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

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



INLAND RAIL ILLABO TO STOCKINBINGAL

Map Overview

The following map shows the MAF operational location (where noise is to be emitted) and the closest affected residential receivers to the works. The distance to the closest receiver is 843.63m from the MAF. Note that receiver 226702 is outside of the 1.5km assessment range of the noise modelling software and is outside the range of this assessment. Access/egress was plotted at the closest point to any receiver.



Figure 2: Noise model map (showing MAF location and closest residential receiver)

Noise Model Inputs:

The following inputs (equipment type, quantity and usage) were entered into the noise model. Noise inputs are based on the “worst case scenario” approach with the maximum expected plant in use at any given time at varying usages during standard hours. This model includes site mobilisation of shipping containers on a flatbed truck. No excavations are intended at the MAF location, however, will be present at the site for laydown and will emit intermittent noise accessing and egressing the MAF.

11/02/2025 08:00AM - 11/02/2025 02:00PM

MAF Operation

Equipment type	Qty	Usage	Reduction	Sound power level	
				L _{Aeq}	L _{Amax}
Bogies	1	15%	0	92	105
Daymakers / Lighting plant	6	100%	0	101	94
Excavator (25 tonne)	5	40%	0	108	110
Flatbed Truck	2	30%	0	91	98
Generator (100 kVA)	1	100%	0	93	96
Ute	15	40%	0	93	90
Water pump large	1	10%	0	84	102

Activity Sound Power Level: 109

Figure 3: Noise model inputs, MAF operation



INLAND RAIL ILLABO TO STOCKINBINGAL

2: MAF Access/Egress 2 days ago ✎ 📄 🗑️ Enabled

11/02/2025 08:00AM - 11/02/2025 09:00AM
MAF Access/Egress

Equipment type	Qty	Usage	Reduction	Sound power level ⓘ	
				LAeq	LAmx
Excavator (25 tonne)	5	5%	0	99	110
Flatbed Truck	2	5%	0	83	98
Ute	4	5%	0	78	90

Activity Sound Power Level: 99

Figure 4: Noise model inputs, MAF access/egress

Impact to Receivers:

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

DEAKIN 852 IRONBONG ROAD BETHUNGRA ✕

NCA

Address

Land Use

Heritage Listing

Visible

Floor	Land Use	NML	Predicted level (dBA)	NML Exceedance	Sound Impact	Highly Affected	Sleep Disturbed
<input type="checkbox"/>	<input type="text" value="Residential"/>	45	43.7	0	None	No	No

Ok

Figure 4: Noise impact profile receiver 226722



INLAND RAIL ILLABO TO STOCKINBINGAL

853 IRONBONG ROAD BETHUNGRA ×

NCA NCA 1

Address 853 IRONBONG ROAD BETHUNGRA

Land Use Residential

Heritage Listing

Visible

Floor	Land Use	NML	Predicted level (dBA)	NML Exceedance	Sound Impact	Highly Affected	Sleep Disturbed
1	Residential	45	37.3	0	None	No	No

Ok

Figure 5: Noise impact profile receiver 226725

Noise model summary:

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

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

Table 1: Noise model summary

Conclusion and Mitigation:

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

Mitigation measures
Using portable temporary acoustic screens where effective to screen the noise emissions.
Avoid the simultaneous operation of noisy plant within discernible range of noise sensitive receivers where possible.
Where available, equipment selection will favour the use of quieter and less vibration emitting construction methods.
Using noise source controls, such as the use of residential class mufflers, to reduce noise from all plant and equipment including bulldozers, cranes, graders, excavators and trucks
Static plant should be located as far as possible from sensitive receivers, be located to take advantage of natural acoustic screening such as terrain, site buildings, etc and where necessary for reduction of noise impacts, provided with an acoustic enclosure.



INLAND RAIL ILLABO TO STOCKINBINGAL

A telephone, email and web-based community information service shall be established to allow the community to obtain additional information on construction activities, provide feedback or make a complaint.
Regular communications on the activities and progress of the proposal shall be provided to the community (e.g. via newsletter, email and/or website).
Noise or vibration monitoring in response to complaints shall be undertaken where the results or the process assist in resolving or understanding the receiver's issue.
Where possible, construction compounds should be located a minimum of 1km from the nearest resident or noise sensitive receiver.
Where vibration levels are predicted to approach the criteria for cosmetic building damage or limits for critical or sensitive areas, attended vibration measurements shall be undertaken at the commencement of vibration generating activities to confirm that vibration limits are within the acceptable range.
Early morning works between 6am-7am will be low impact noise activities ¹

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

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

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

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



Appendix C—Residential Receiver Map

Sensitive Receiver Map



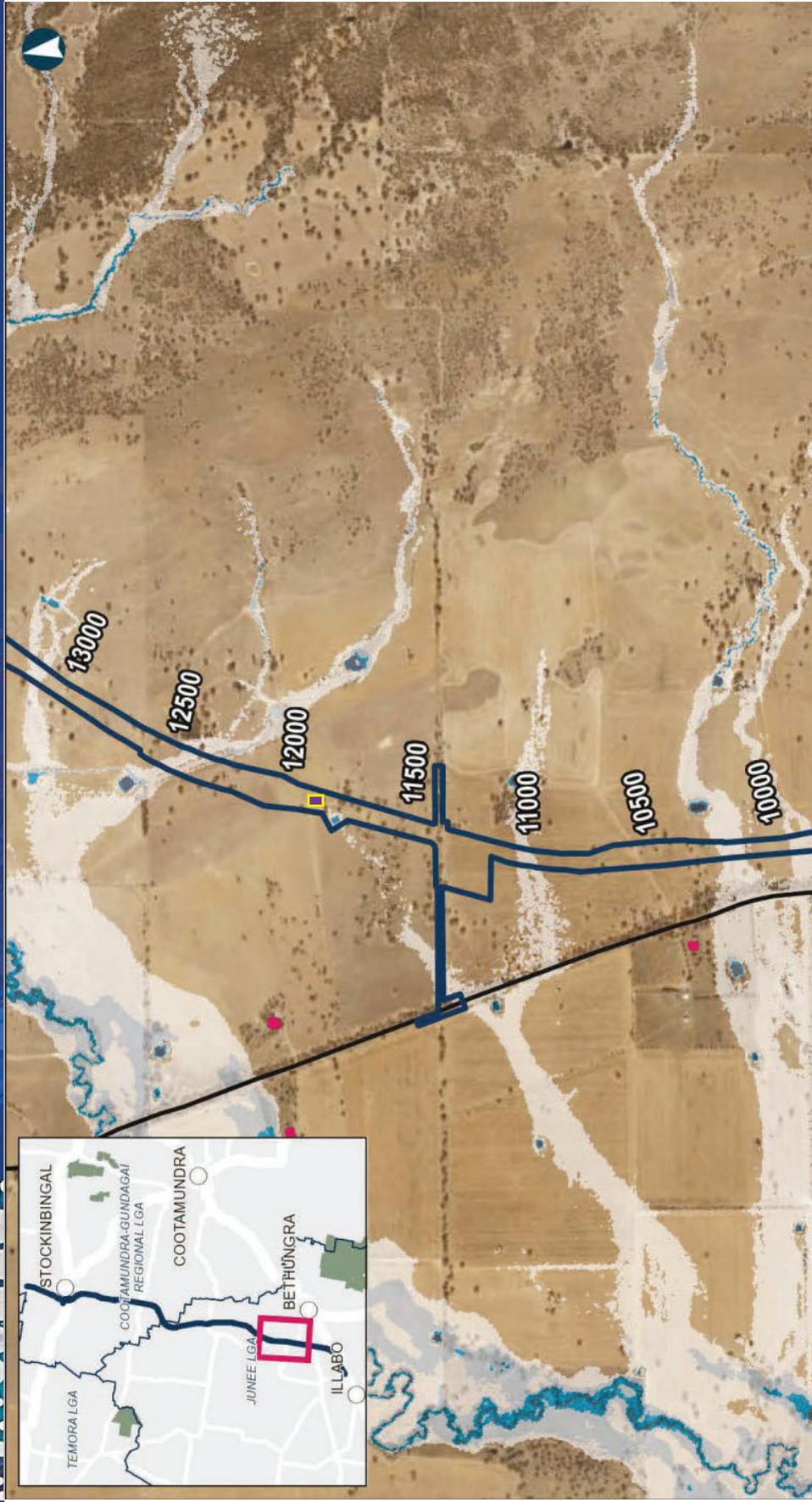
IRPL; I2S; GIS

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



Appendix D—Flood-Prone Land Map



Key features of proposal

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

Existing features

- Sub-arterial road
- Arterial road
- Existing Rail

Receptor Type

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

Existing flood depth (m)

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

- Proposed MAF Location

12.2 Existing flood conditions (1% AEP)

Coordinate System: GDA 1994 MGA Zone 55
Date: 8/8/2022 Paper size: A4 Scale: 1:35,000

MAP 2 of 7



Appendix E—Temporary Access Permit

3. Description of work

a. Temporary access :

Permit start: Tuesday, 1 April 2025 (date)
31 May 2025 (date)

Permit end : Saturday,

Between the hours of 6.00 am pm **AND** 6.00 am pm

Permit is only valid for the specified time.

b. Type of activity :

- Monitoring, sampling, auditing
- Transporting materials
- driving vehicle on ARTC land
- Landscaping
- Other, please specify _____

It is anticipated that there will be approximately 15 light and 10 heavy vehicle movements a day at the busiest point of the low impact works with a maximum of 40 people at the site on any given day. The works will include survey, test pits, bore holes and other geotechnical works.

c. detailed description of proposed route and site plan (attach plan).





4. Evidence of site condition before and after works, and make good requirements

a. The Applicant undertakes to provide the following evidence of the condition of the site to CBRE before starting any works or accessing the property.

- Dilapidation report
- Photographs showing condition of site
- Request for waiver of evidence as the permitted works are non-intrusive and unlikely to damage the Land

b. The Applicant undertakes to provide the following evidence of the condition of the site to CBRE within 2 days after this permit has ended or the Applicant's use of the property has ceased (whichever happens first)

- Dilapidation report
- Photographs showing condition of site
- Request for waiver of evidence as the permitted works are non-intrusive and unlikely to damage the Land

c. The Applicant will carry out the following make good and restoration works at the property before the Applicant vacates the property

- Restore the property to the same or better condition compared to its condition before works commenced
- Remove all of the Applicant's property and make good any damage to ARTC's property caused by that removal
- Fill in any excavations or bore holes with clean fill
- Remove all rubbish and waste from the property
- Other, please specify _____

d. Biosecurity requirements

The Applicant agrees to comply with ARTC's biosecurity policy for the property once provided to the Applicant.

- This requirement is accepted and agreed

5. Applicant's Declaration

Prior to the works commencing, the following has been confirmed:

- All workers are competent to identify and manage the risks related to the work this permit applies.
- Work will only proceed when the controls set out in the related SWMS/JSA are implemented and the work is safe to undertake.

All persons working under the permit understand and will abide by the controls.

I declare that all the information supplied is true and correct.

I also understand that:

- If incomplete, the application will not be accepted.
- The conditions of the Access Permit must be observed and payment of any damages associated with this work is agreed.
- This is a legally-binding agreement and CBRE and ARTC will have legal rights and remedies against me if I breach this agreement.
- I have received valuable consideration for entering into this agreement, being the use of the property authorised by this permit.

Name : Jodie Grant

Company & Position : John Holland –
Communications & Stakeholder Engagement
Manager

Signature :



Date:27/03/2025

To be completed by CBRE delegated Permit authoriser

6. Authorisation and review

I am satisfied that the information provided to me is sufficient to show that the applicant has a system in place to fulfil their legal obligations to conduct works in a safe manner.
Authorisation of the permit does not imply that the CBRE Permit authoriser who has signed below is a “competent person” nor have they reviewed this permit from a technical perspective.

Name:

Position

Signature

Date

Terms and conditions for access to and use of ARTC Land

In consideration of the benefits and obligations conferred on the parties to this permit, the parties agree as follows.

1. NO ENTRY INTO RAIL CORRIDOR

This permit does not allow the Applicant to enter ARTC's railway corridor except where this permit contemplates access across or under the rail corridor by an established level crossing or rail underbridge. The railway corridor boundaries are at least 15 metres either side of the railway tracks, but may be wider in some instances. Entry into a rail corridor may be an offence and may create a serious safety risk to the Applicant. A breach of this clause is a breach of a fundamental condition of this agreement.

2. DURATION OF PERMIT

- (a) This permit starts and ends on the dates specified in this permit. In no circumstances can the Applicant access or use the property after the end date specified in this permit, unless CBRE has given prior written permission for this to occur.
- (b) This permit can be terminated at will by either CBRE or the Applicant, by giving a written notice of termination using the address details (post or email) in this form. The Applicant will have no claim for loss, damage or liability against CBRE or ARTC if this permit is terminated at will by CBRE. The Applicant releases ARTC and CBRE from any such claim.

3. NATURE OF PERMIT

- (a) This permit creates a non-exclusive licence for the Applicant to use the property for the use specified in this permit and during the term of this permit. This permit confers no legal or equitable interest in the property on the Applicant. There is no relationship of landlord and tenant. All rights and remedies are contractual rights and remedies.
- (b) ARTC, CBRE and anyone else authorised by them can use the property at the same time as the Applicant and for any purpose. The Applicant cannot make a claim for loss or damage against CBRE or ARTC if a third party interferes with the Applicant's use of the property.

4. PERMITTED USE

- (a) The Applicant must use the property only for the use documented in this permit and not for any other use. Using the property for an unauthorised purpose is a breach of a fundamental condition of this permit.
- (b) The Applicant must comply with all requirements of any biosecurity plan provided or prepared in connection with this permit when accessing, leaving and using the property.
- (c) The Applicant must not do anything on the property that is illegal, offensive, dangerous or which may cause a nuisance to occupants of neighbours of the property.
- (d) When accessing, leaving and using the property, the Applicant must use all reasonable endeavours

to minimise disturbance to the property and anyone else who may be occupying the property or using it at the same time.

- (e) The Applicant must not use any existing service connections on the property for water, gas, power or telecommunications without CBRE's prior approval. If required by CBRE, the Applicant must pay the reasonable cost for the use of any such services.
- (f) It is the Applicant's responsibility to obtain any necessary legal authorisation or other permit from a government authority. The Applicant must comply with any such authorisations and permits.

5. DAMAGE TO THE PROPERTY AND CONTAMINATION

- (a) The Applicant must notify CBRE immediately if the Applicant becomes aware of damage to the property or any environmental contamination that may create a risk to the health or safety of people or property (including crops or livestock).
- (b) If the Applicant damages the property or causes environmental contamination to the property, the Applicant must inform CBRE immediately.
- (c) CBRE may require the Applicant to repair the damage or contamination, or pay CBRE's costs of causing the repairs to be made. The Applicant must pay these costs as a debt due and payable on demand.

6. RISKS

- (a) The access to and use of ARTC's property is at all times at the Applicant's sole risk and cost.
- (b) The Applicant is liable for and indemnifies ARTC and CBRE against all actions, liabilities, penalties, claims or demands made or recovered by any person against ARTC or CBRE by reason of any wrongful, negligent or unlawful act or omission or wilful misconduct on the part of the Applicant:
 - (i) causing injury to or the death of any person or damage to or destruction of any person's property; and
 - (ii) resulting in any breach of this permit by the Applicant,

arising out of or in any way connected to the Applicant accessing or using the property.

- (c) The Applicant releases ARTC and CBRE against any claim for loss, damage or liability which the Applicant has against ARTC or CBRE, or could, would or might but for this release have against ARTC or CBRE, where that loss, damage or liability arises from or is connected in any way to:
 - (i) the injury to or the death of any person or damage to or destruction of any person's property; and
 - (ii) any breach of this permit by the Applicant,
 during any period where the Applicant was accessing or using the property or the area surrounding it.

- (d) For the purposes of this indemnity, 'property' means all real and personal property, including fixtures, improvements, plant, machinery, equipment, tools, crops and livestock.

7. MAKE GOOD AND RESTORATION OF PROPERTY

- (a) The Applicant must provide to CBRE the evidence specified in part 4 of this permit on or before the due date for that evidence. This does not apply if part 4 says that the requirement to provide this evidence has been waived.
- (b) Except where there is an obvious error or omission, the evidence provided by the Applicant will be used to establish the condition of the property immediately before the works commenced and immediately after they have finished.
- (c) If evidence is required, but is not provided, or the evidence provided is not satisfactory to CBRE (including where there is an obvious error or omission), CBRE will provide evidence of the condition of the property according to CBRE's and ARTC's records. This evidence supersedes any of the Applicant's evidence in the event of an inconsistency.
- (d) If part 4 says that the Applicant will perform make good and restoration works to the property, then this must be done to CBRE's satisfaction before the Applicant vacates the property. If this is not done, or CBRE is not satisfied that the make good and restoration works have been done properly, CBRE may arrange for the works to be done at the Applicant's cost and expense. The Applicant agrees to pay those costs and expenses to CBRE as a debt due and payable on demand.

8. ABANDONED PROPERTY

- (a) Any items of personal property, waste or rubbish (including tools, equipment, machinery) left on the property after the Applicant has vacated the property will be deemed to be abandoned. CBRE may deal with and dispose of those items in any way that it sees fit. If CBRE incurs costs in doing so, the Applicant must pay CBRE's costs and expenses as a debt due and payable on demand.
- (b) The Applicant indemnifies CBRE and ARTC from any loss, damage or liability incurred by either of them where a person (including a financier) makes a claim because the abandoned property was dealt with or disposed of.

9. CONFIDENTIALITY

The information in this permit and the existence of this permit is confidential. The Applicant will not pass on this permit to any third party other than its employees, contractors, consultants and authorised persons who have a genuine need to know about this permit, or where a law compels the Applicant to disclose this permit.

10. ASSIGNMENT

This permit is personal to the Applicant. It cannot be assigned or transferred to anyone else. Any assignment, transfer, or attempted assignment or transfer, is a breach

of a fundamental condition of this permit and is of no lawful effect.

11. EMPLOYEES AND ASSOCIATES

- (a) In this permit, a reference to "Applicant" includes a reference to the Applicant's employees, agents, contractors (of any tier), consultants, representatives, invitees and other authorised persons.
- (b) If any of the persons mentioned in (a) cause the Applicant to breach this Agreement, then anything done or not done by that person is deemed to have been done or not done directly by the Applicant.

12. PERFORMANCE ASSURED

Any person who signs this permit on behalf of the Applicant personally guarantees the Applicant's due and proper performance of this permit.

13. NO AGRICULTURAL TENANCY

This permit is not intended to create a tenancy under any legislation pertaining to agricultural tenancies. However, if this legislation cannot be excluded, then the parties agree that the benefits conferred on each party under and in connection with this permit provide complete compensation to each party for everything that a party may or must do under or in connection with this permit.

14. NO LIMITATION ON LEGISLATIVE POWERS

Nothing in this permit limits CBRE's or ARTC's rights or remedies under legislation.

15. MISCELLANEOUS PROVISIONS

15.1 No variation

This permit cannot be varied unless CBRE and the Applicant exchange a written agreement which confirms the variation (which may be by email).

15.2 Costs and expenses

The Applicant must pay the Applicant's own costs and expenses for everything that the Applicant does or is required to do under or in connection with this permit. Neither CBRE or ARTC has any responsibility for paying any of those costs.

15.3 No merger and survival

Where this permit may require something to be done after the permit has ended or been terminated, that obligation survives the expiry and termination of this permit and remains enforceable. This includes, but is not limited to, releases and indemnities in this permit.

15.4 Joint and several obligations

If there is more than one Applicant, this agreement binds each Applicant separately and any two or more of them jointly.

15.5 Releases and indemnities

Where ARTC benefits from a release or indemnity in this permit, CBRE holds the benefit of that release or indemnity for ARTC, and may enforce that release or indemnity, as ARTC's agent. If requested by ARTC, CBRE may also hold the benefit of that release or indemnity on trust for ARTC.

15.6 GST

Unless otherwise stated, all consideration provided under this agreement is exclusive of GST. If GST is payable by the supplier, the recipient must, upon receipt of a tax invoice from the supplier, pay the supplier an amount equal to the GST payable on that supply.

15.7 No waiver

Rights and remedies under this permit are not waived unless the waiver is communicated in writing in clear terms. A delay in exercising a right or remedy is not a waiver of that right or remedy.

15.8 Electronic signing

This permit can be signed and exchanged electronically using electronic signatures and by email. Any person who signs electronically warrants that their signature is authentic and was used to identify them, and to bind them or their organisation to the terms of this permit.

15.9 Notices and demands

If a party is required to serve a formal notice or demand under this permit, this can be served by any method that is permitted by law in the state where the property is located. However, to be valid, any notice or demand must be in legible writing in the English language.

15.10 Governing law and jurisdiction

- (a) This permit is governed by the laws of the state in which the property is located and the laws of the Commonwealth of Australia.
- (b) The parties submit to the non-exclusive jurisdiction of the courts and tribunals of the state in which the property is located.

16. DEFINED TERMS

The following words have the following meanings in this permit:

Applicant includes the person or persons named in this agreement as Applicant and any person who has signed this form on behalf of the Applicant.

ARTC means Australian Rail Track Corporation Limited ACN 081 455 754 and its successors and assigns and, where the context requires, includes ARTC's employees, officers, consultants, contractors (of any tier), agents, tenants, licensees, invitees or other authorised persons.

CBRE means CBRE Pty Limited ACN 057 373 574, CBRE (V) Pty Limited ACN 694 357 and CBRE (C) Pty Limited ACN 003 205 552 and any of their successors or assigns and, where the context requires, includes any of CBRE's employees, officers, consultants, contractors (of any tier), agents, tenants, licensees, invitees or other authorised persons.

Condition means a condition that ARTC or CBRE has confirmed in writing to the Applicant, being a mandatory condition applicable to the Applicant's use of the property under this permit, which may or may not be expressly referenced in this permit, and may relate to a matter such as safety, security, biosecurity or the environment.

GST has the same meaning as in the A New Tax System (Goods and Services Tax) Act 1999 (Cth).

permit means this document, including all annexures, attachments, schedules and ancillary documents which the parties to this permit agree in writing form part of this permit, and including any agreed written variations to this permit.

person includes an individual, a corporation, a government authority and an incorporated association.

WHS Act means:

- (a) if the property is in NSW, the Work Health and Safety Act 2011 (NSW) and the regulations made under that Act from time to time;
- (b) if the property is in Victoria, the Occupational Health and Safety Act 2004 (Vic) and the regulations made under that Act from time to time;
- (c) if the property is in Queensland, the Work Health and Safety Act 2011 (Qld) and the regulations made under that Act from time to time; or
- (d) the Work Health and Safety Act 2011 (Cth) and the regulations made under that Act from time to time, where the property is Commonwealth land, or any of the Acts in the preceding paragraphs do not apply to the Applicant.