

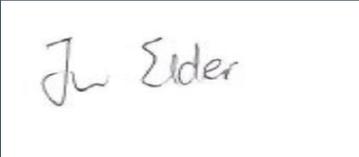
# INLAND RAIL – ALBURY TO ILLABO – CSSI 10055

ER MONTHLY REPORT

AUGUST 2025

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## Authorisation

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<b>Date:</b>	05/09/25	<b>Date:</b>	05/09/25

## Document Revision History

Revision	Date	Details
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**Report Name:** Inland Rail – Albury to Illabo – CSSI 10055 – ER Monthly Report – August 2025

**Project No.:** 1161

**Prepared for:**  
The Planning Secretary

**Prepared by:**  
WolfPeak Group Pty Ltd

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## CONTENTS

<b>1. Key Findings for the Reporting Period.....</b>	<b>6</b>
<b>2. Background.....</b>	<b>7</b>
<b>3. Project Activities.....</b>	<b>8</b>
3.1 Construction works .....	8
3.1.1 Works undertaken during the reporting period .....	8
3.1.2 Upcoming works .....	8
3.2 Minor Construction Ancillary Facilities .....	9
3.3 Changes to the Project .....	9
3.4 Community consultation and complaints received .....	9
3.4.1 Consultation.....	9
3.4.2 Complaints.....	10
3.5 Incidents, Emergency Works and non-compliances.....	10
3.5.1 Incidents .....	10
3.5.2 Emergency Works .....	10
3.5.3 Non-compliances .....	10
<b>4. ER Activities.....</b>	<b>10</b>
4.1 Advice provided to the Proponent on the CoA and other authority conditions .....	10
4.2 Environmental management plans and programs.....	11
4.2.1 Development.....	11
4.2.2 Implementation .....	12
4.2.3 Site inspections.....	12
4.2.4 Audits .....	14
4.2.5 Complaint resolution .....	14
4.2.6 Meetings .....	14
4.2.7 Documentation issued .....	14
4.2.8 Communications with the Secretary .....	14
<b>5. Environmental Performance of the Project.....</b>	<b>15</b>
5.1 Environmental Performance .....	15
5.2 Key learnings.....	15



**Limitations..... 16**

**Appendix A – ER Approval & Endorsement Letters ..... 17**

## 1. KEY FINDINGS FOR THE REPORTING PERIOD

CSSI 1055 condition A22(k) requires that the Environmental Representative (ER) must *'prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports. The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI, or as otherwise agreed by the Planning Secretary."*

This ER Monthly Report has been prepared in accordance with CoA A22(k), covering the period from 1 to 31 August 2025 (the reporting period).

Construction works by Inland Rail's Principal Contractor, Martinus Rail (MR) continued under CSSI 10055 during the reporting period. Works included Kemp St lighting and establishment of Kemp St compound; Edmondson St 66kv, lighting and APA works; J2I pre-possession works, shoulder recon works (minor vegetation clearing) and culvert fauna inspections; DCP testing, door knocking/letter box drops, geotechnical inspections, SAQP testing (Kemp, J2I and Albury Yard) and signalling works.

No incidents, non-compliances or non-conformances with the CoA were recorded during the reporting period.

Consultation with potentially affected stakeholders continued during August 2025, in the forms of meeting, email, phone call and SMS.

No complaints were received during the reporting period.

The ER reviewed and approved the following Management Plans in accordance with the terms of the Approval during the reporting period:

- Construction Cultural Heritage Management Plan - Stage B (Rev 3) on 22 August 2025
- Construction Flood and Bushfire Emergency Management Plan - Stage B (Rev 1) on 22 August 2025
- Social Impact Management Plan (Rev 6) on 22 August 2025
- Construction Waste, Contamination and Hazardous Materials Management Plan - Stage B (Rev 1) on 22 August 2025
- Construction Soil and Water Management Plan – Stage B (Rev 2) on 22 August 2025
- Construction Biodiversity Management Plan - Stage B (Rev 1) on 22 August 2025.

The ER reviewed and endorsed the following Management Plans in accordance with the terms of the Approval during the reporting period:

- Construction Environmental Management Framework (Rev 6) on 20 August 2025
- Staging Report (Rev 5) on 20 August 2025
- Construction Environmental Management Plan – Stage B (Rev 1) on 26 August 2025

- Construction Traffic, Transport and Access Management Plan (Rev 3) on 26 August 2025
- Construction Noise and Vibration Management Plan - Stage B (Rev 2) on 26 August 2025.

The ER reviewed and endorsed the following Low Impact Work documents in accordance with the terms of the Approval during the reporting period:

- Kemp Street Bridge (Rev 0.1) on 15 August 2025
- Geotechnical and Utilities Investigations (Rev 0) on 19 August 2025.

One inspection was conducted during the reporting period:

- 26 August 2025 – one finding

The next inspection is scheduled for 13 – 14 September 2025.

The ER will continue to report on the progress of the Project each month.

## 2. BACKGROUND

Inland Rail is a proposed 1,600km freight rail line, comprising 12 sections, which will connect Melbourne and Brisbane via regional Victoria, New South Wales and Queensland. Inland Rail Pty Ltd (IR), a subsidiary of Australian Rail Track Corporation (ARTC), is building Inland Rail on behalf of the Australian Government.

This Environmental Representative Report relates to the Albury to Illabo section of Inland Rail, which involves the upgrade and operation of 185km of the Main South Line freight corridor to facilitate double stacked freight trains through Albury, Greater Hume, Lockhart, Wagga Wagga and Junee government areas (the Project).

The Project is declared critical State Significant Infrastructure (CSSI 10055) under section 5.13 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Approval of the Project was granted by the Minister for Planning and Public Spaces on 08 October 2024, subject to a number of Conditions of Approval (CoA).

IR is the Applicant/Proponent of the Project. Martinus Rail (MR) have been engaged by IR as the Principal Contractor delivering the Project.

In accordance with CoA A18, Inland Rail sought approval to engage WolfPeak as the Project's Environmental Representatives (ER). This approval was granted by the Department of Planning Housing and Infrastructure (the Department) on 25 October 2024.

CoA A22(k) requires that the Environmental Representative (ER) must '*prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports. The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI, or as otherwise agreed by the Planning Secretary."*

This ER Monthly Report has been prepared in accordance with CoA A22(k), covering the period from 1 to 31 August 2025 (the reporting period).

### **3. PROJECT ACTIVITIES**

#### **3.1 Construction works**

##### **3.1.1 Works undertaken during the reporting period**

Construction (as defined by the Approval) commenced in March 2025. The following activities were conducted during August 2025:

- OOHWP – J2I pre-possession Monday nights
- OOHWP – Kemp Street lighting
- OOWHP Edmondson 66kv
- OOHWP – Edmondson lighting
- OOHWP – J2I culvert fauna inspection
- J2I Shoulder Recon works – minor vegetation clearing
- DCP testing
- APA Works – Edmonson
- Door knocking/letter box drops
- Geotechnical inspections
- SAQP testing (Kemp, J2I and Albury Yard)
- Establishment of Kemp St compound
- Signalling works

##### **3.1.2 Upcoming works**

The following works are planned for September 2025 (subject to the required pre-work/construction approvals being obtained):

- OOHW Kemp Street Traffic Diversion
- OOHW Kemp Street Line marking
- OOHW September Possession (Riverina, The Rock, Wagga Yard, Kemp, J2I)
- DCP testing
- APA Works – Edmonson
- J2I Shoulder Recon works – minor vegetation clearing
- Signalling works

## 3.2 Minor Construction Ancillary Facilities

Nothing to report for August 2025.

## 3.3 Changes to the Project

### Construction Staging

Martinus Rail are proposing to construct the Project in three Stages:

- Stage A: preparation activities for rail possession (Substage A1), the rail possession activities (Substage A2), and post-possession activities (Substage A3).
- Stage B: continuation of Stage A works, Wagga Wagga Precinct, Uranquinty Creek, Billy Hughes Bridge, culvert, level crossing and finishing work.
- Stage C: continuation of Stage A and Stage B works, traffic mitigation measures identified in the Wagga Wagga Construction Traffic, Transport and Access Mitigation Report, and demolition and construction of the new Edmondson Street bridge.

A Staging Report was prepared in accordance with CoA A9 and A10 to reflect this staging approach. The ER reviewed and endorsed the Staging Report (Rev 1) on 19 November 2024. The most recent update to the Staging Report (Rev 5) was reviewed and endorsed by the ER on 20 August 2025.

### Consistency Assessments

The following Consistency Assessments (CAs) were approved by Inland Rail during the reporting period:

- EIS Consistency Assessment Report (Minor) – Signalling Scope (MR reference: 6-0052-210-EAP-99-AS-0002, revision 0, dated 22 August 2025).
- EIS Consistency Assessment Report (Minor) – Junee Precinct (MR reference: 6-0052-210-EAP-J0-AS-0001, revision 1, dated 27 August 2025)
- EIS Consistency Assessment Report (Minor) – Albury Precinct (MR reference: 6-0052-210-EAP-B0-AS-0001, revision 0, dated 28 August 2025).

## 3.4 Community consultation and complaints received

### 3.4.1 Consultation

Consultation occurred prior to the reporting period and throughout July 2025 in the form of emails, face-to-face, door knocks, SMS, phone calls, letters, meetings and webpage updates. Consultation undertaken during August 2025 included the following:

- OOHW notifications
- Monthly updates
- Property Access changes

- Surveys
- Noise and Vibration Impacts
- Project Works/Timing
- Traffic impacts
- Project works and design

### 3.4.2 Complaints

The complaints register current to 29 August 2025 was supplied to the ER. It includes details of all complaints received and the actions undertaken by Martinus Rail to resolve each complaint.

No complaints were received during the reporting period.

No complaints remain open from previous reporting periods. A copy of the complaints register can be provided by IR to the Department on request, in accordance with CoA B12.

## 3.5 Incidents, Emergency Works and non-compliances

### 3.5.1 Incidents

No incidents causing or threatening to cause material harm were recorded during the reporting period.

### 3.5.2 Emergency Works

Nothing to report for August 2025.

### 3.5.3 Non-compliances

No non-compliances were reported during August 2025.

## 4. ER ACTIVITIES

### 4.1 Advice provided to the Proponent on the CoA and other authority conditions

Advice has been provided by the ER to Inland Rail and MR since late 2024 through to August 2025 regarding the development of the Staging Report, CEMF, CEMP and Sub-plans under CoA A9, C1, C6, C16, C18, and C26. Further details are provided in Section 4.2, below.

## 4.2 Environmental management plans and programs

### 4.2.1 Development

CEMP and Sub-plans were developed from late 2024 to August 2025 and submitted to the ER for review and approval or endorsement. The following documents were approved or endorsed by the ER for submission to the Department during the reporting period:

- Construction Cultural Heritage Management Plan - Stage B (Rev 3) (MR reference: 6-0052-210-PMA-00-PL-0015, revision 3, dated 20 August 2025), approved 22 August 2025
- Construction Flood and Bushfire Emergency Management Plan - Stage B (Rev 1) (MR reference: 6-0052-210-PMA-00-PL-0016, revision 1, dated 21 August 2025), approved 22 August 2025
- Social Impact Management Plan (MR reference: 6-0052-210-PMA-00-PL-0001, revision 6, dated 20 August 2025), approved 22 August 2025
- Construction Waste, Contamination and Hazardous Materials Management Plan - Stage B (MR reference: 6-0052-210-PMA-00-PL-0017, revision 1, dated 25 August 2025), approved 22 August 2025
- Construction Soil and Water Management Plan – Stage B (MR reference: 6-0052-210-PMA-00-PL-0012, revision 2, dated 21 August 2025), approved 22 August 2025
- Construction Biodiversity Management Plan - Stage B (MR reference: 6-0052-210-PMA-00-PL-0014, revision 1, dated 21 August 2025), approved on 22 August 2025
- Construction Environmental Management Framework (MR reference: 6-0052-210-PES-00-PJ-001, revision 6, dated 20 August 2025), endorsed on 20 August 2025
- Staging Report (6-0052-210-PES-00-RP-0001, revision 5, dated 20 August 2025), endorsed on 20 August 2025
- Construction Environmental Management Plan – Stage B (MR reference: 6-0052-210-PMA-00-PL-0010, revision 1, dated 22 August 2025), endorsed on 26 August 2025
- Construction Traffic, Transport and Access (MR reference: 6-0052-210-PMA-00-PL-0011, revision 3, dated 25 August 2025), endorsed on 26 August 2025
- Construction Noise and Vibration Management Plan - Stage B (MR reference: 6- 0052-210-PES-00-PJ-0004, revision 2, dated 25 August 2025), endorsed on 26 August 2025

Letters of endorsement are presented in Appendix A.

The ER reviewed and endorsed the following Low Impact Works during the reporting period:

- Kemp Street Bridge (Rev 0.1) on 15 August 2025
- Geotechnical and Utilities Investigations (Rev 0) on 19 August 2025

## 4.2.2 Implementation

Stage A Construction commenced in March 2025 and continued throughout the reporting period. Stage B Construction commenced in August 2025.

## 4.2.3 Site inspections

One inspection was conducted during the reporting period:

- 26 August 2025 – one finding

The next inspection is scheduled for 13 – 14 September 2025 during possession activities.



*Figure 1. Hazchem Storage at J2I – Illabo compound*



Figure 2. Kemp Street compound, Junee



Figure 3. Noise blankets around lighting tower on Edgar Street, Junee

#### **4.2.4 Audits**

No audits were undertaken during the reporting period.

#### **4.2.5 Complaint resolution**

No open complaints.

#### **4.2.6 Meetings**

Regular meetings as required for the review and endorsement of the Project's CEMP and sub-plans have been held throughout 2024 to August 2025, including the involvement of the ER. Meetings with Inland Rail, MR and the ER for the purposes of discussing Project works, progress on post-approval documentation, compliance, incidents, complaints etc. were held on 4, 11, 18 and 25 August 2025.

Monthly routine meetings between the Department, IR, MR and ER commenced in March 2025. A meeting was held on the 8 August 2025.

#### **4.2.7 Documentation issued**

Refer to the approvals and endorsements referred to in Section 4.2.1 and Appendix A.

An inspection was carried out on 26 August and Inspection Report issued.

#### **4.2.8 Communications with the Secretary**

There have been no written communications with the Planning Secretary or its representatives during the reporting period, other than through issue of the endorsement letters for the Sub-plans as noted in Section 4.2.1; issue of the ER monthly report for July 2025 on the 7 August 2025; and attendance to the monthly regulatory meeting on the 8 August 2025 as discussed in Section 4.2.6. Informal project discussions have been held with the Department as required.

## **5. ENVIRONMENTAL PERFORMANCE OF THE PROJECT**

### **5.1 Environmental Performance**

Construction works commenced in March 2025 and are ongoing. Current work activities include lighting, utility installation, pre-possession works, shoulder reconstruction works (minor vegetation clearing), environmental inspections, geotechnical inspections, SAQP testing and signalling works. Environmental mitigation and control measures and implemented consistent with approval requirements. The ER is of the view that the potential for environmental impact is low.

### **5.2 Key learnings**

No lessons learned sessions are scheduled at this time.



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## APPENDIX A – ER APPROVAL & ENDORSEMENT LETTERS



26 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

**RE: Inland Rail: ER Approval of Waste, Contamination and Hazardous Materials Management Plan Stage B for Albury to Illabo (SSI-10055) – Condition A22(j)**

Approval of the Inland Rail's Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of conditions.

CoA A22(j) requires an Environmental Representative (ER) to consider any minor amendments to be made to the CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment.

The undersigned was approved as ER for the Project by the Planning Secretary's nominee on the 7 February 2025.

Martinus Rail (MR) has prepared a Construction Contamination and Hazardous Materials Management Plan (CCHMMP) (MR reference: 6-0052-210-PMA-00-PL-0017) to satisfy the requirements of CoA C6(i) and (j). MR has amended the CCHMMP (MR reference: 6-0052-210-PMA-00-PL-0017, revision 1, dated 25 August 2025) to include the Kemp Street Bridge Enhancement Site Modification.

I consider that amendments within the revised version of the CCHMMP to be administrative in nature and consistent with the terms of the SSI Approval. In accordance with the requirements of CoA A22(j), I approve the amended CCHMMP (MR reference: 6-0052-210-PMA-00-PL-0017, revision 1, dated 25 August 2025).

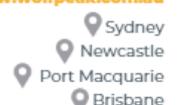
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Yours sincerely,

*Tim Elder*

Tim Elder

**Environmental Representative** (alternate)

P: 0439 763 103

E: [telder@wolfpeak.com.au](mailto:telder@wolfpeak.com.au)



COMMERCIAL IN CONFIDENCE



25 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

**RE: Inland Rail: ER Approval of Amendment – Construction Biodiversity Management Plan for Inland Rail’s Albury to Illabo (SSI-10055) – Condition A22(j)**

Approval of the Inland Rail’s Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of Conditions of Approval (CoA).

CoA A22(j) requires an Environmental Representative (ER) to consider any minor amendments to be made to the CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment.

The undersigned was approved as ER for the Project by the Planning Secretary’s nominee on the 7 February 2025.

Martinus Rail (MR) has prepared a Construction Biodiversity Management Plan (CBMP) (MR reference: 6-0052-210-PMA-00-PL-0014) to satisfy the requirements of CoA C6, C7, C10, C15, C26, C27, C34 and E19 – E37. MR has amended the CBMP (MR reference: 6-0052-210-PMA-00-PL-0014, revision 1, dated 21 August 2025) to include the Kemp Street Bridge Enhancement Site Modification.

I consider that amendments within the revised version of the CBMP to be administrative in nature and consistent with the terms of the SSI Approval. In accordance with the requirements of CoA A22(j), I approve the amended CBMP (MR reference: 6-0052-210-PMA-00-PL-0014, revision 1, dated 21 August 2025).

Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.





Yours sincerely,

*Tim Elder*

Tim Elder

**Environmental Representative** (alternate)

P: 0439 763 103

E: [telder@wolfpeak.com.au](mailto:telder@wolfpeak.com.au)





25 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

**RE: Inland Rail: ER Approval of Amendment – Construction Cultural Heritage Management Plan for Inland Rail’s Albury to Illabo (SSI-10055) – Condition A22(j)**

Approval of the Inland Rail’s Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of Conditions of Approval (CoA).

CoA A22(j) requires an Environmental Representative (ER) to consider any minor amendments to be made to the CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment.

The undersigned was approved as ER for the Project by the Planning Secretary’s nominee on the 7 February 2025.

Martinus Rail (MR) has prepared a Construction Cultural Heritage Management Plan (CCHMP) (MR reference: 6-0052-210-PMA-00-PL-0015) to satisfy the requirements of CoA C6, C7, C11 and C12. MR has amended the CCHMP (MR reference: 6-0052-210-PMA-00-PL-0015, revision 3, dated 20 August 2025) to include the Kemp Street Bridge Enhancement Site Modification.

I consider that amendments within the revised version of the CCHMP to be administrative in nature and consistent with the terms of the SSI Approval. In accordance with the requirements of CoA A22(j), I approve the amended CCHMP (MR reference: 6-0052-210-PMA-00-PL-0015, revision 3, dated 20 August 2025).

Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.





Yours sincerely,

*Tim Elder*

Tim Elder

**Environmental Representative** (alternate)

P: 0439 763 103

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25 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

**RE: Inland Rail: ER Approval of Amendment – Construction Flood and Bushfire Emergency Management Plan for Inland Rail’s Albury to Illabo (SSI-10055) – Condition A22(j)**

Approval of the Inland Rail’s Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of Conditions of Approval (CoA).

CoA A22(j) requires an Environmental Representative (ER) to consider any minor amendments to be made to the CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment.

The undersigned was approved as ER for the Project by the Planning Secretary’s nominee on the 7 February 2025.

Martinus Rail (MR) has prepared a Construction Flood and Bushfire Management Plan (CFBFEMP) (MR reference: 6-0052-210-PMA-00-PL-0016) to satisfy the requirements of CoA C5, C6, C7, C14 and C15. MR has amended the CFBFEMP (MR reference: 6-0052-210-PMA-00-PL-0016, revision 1, dated 21 August 2025) to include the Kemp Street Bridge Enhancement Site Modification.

I consider that amendments within the revised version of the CFBFEMP to be administrative in nature and consistent with the terms of the SSI Approval. In accordance with the requirements of CoA A22(j), I approve the amended CFBFEMP (MR reference: 6-0052-210-PMA-00-PL-0016, revision 1, dated 21 August 2025).

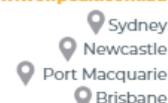
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Yours sincerely,

*Tim Elder*

Tim Elder

**Environmental Representative** (alternate)

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25 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

**RE: Inland Rail: ER Approval of Amendment – Construction Soil and Water Management Plan for Inland Rail’s Albury to Illabo (SSI-10055) – Condition A22(j)**

Approval of the Inland Rail’s Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of Conditions of Approval (CoA).

CoA A22(j) requires an Environmental Representative (ER) to consider any minor amendments to be made to the CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment.

The undersigned was approved as ER for the Project by the Planning Secretary’s nominee on the 7 February 2025.

Martinus Rail (MR) has prepared a Construction Soil and Water Management Plan (CSWMP) (MR reference: 6-0052-210-PMA-00-PL-0012) to satisfy the requirements of CoA C6, C7, C13, C15, C26 and C27. MR has amended the CSWMP (MR reference: 6-0052-210-PMA-00-PL-0012, revision 2, dated 21 August 2025) to include the Kemp Street Bridge Enhancement Site Modification.

I consider that amendments within the revised version of the CSWMP to be administrative in nature and consistent with the terms of the SSI Approval. In accordance with the requirements of CoA A22(j), I approve the amended CSWMP (MR reference: 6-0052-210-PMA-00-PL-0012, revision 2, dated 21 August 2025).

Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.





Yours sincerely,

*Tim Elder*

Tim Elder

**Environmental Representative** (alternate)

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25 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

**RE: Inland Rail: ER Approval of Amendment - Social Impact Management Plan for Inland Rail's Albury to Illabo (SSI-10055) – Condition A22(j)**

Approval of the Inland Rail's Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of Conditions of Approval (CoA).

CoA A22(j) requires an Environmental Representative (ER) to consider any minor amendments to be made to the CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment.

The undersigned was approved as ER for the Project by the Planning Secretary's nominee on the 7 February 2025.

Martinus Rail (MR) has prepared a Social Impact Management Plan (SIMP) (MR reference: 6-0052-210-PMA-00-PL-0001) to satisfy the requirements of CoA E113 and E114. MR has amended the SIMP (MR reference: 6-0052-210-PMA-00-PL-0001, revision 6, dated 20 August 2025) to include the Kemp Street Bridge Enhancement Site Modification.

I consider that amendments within the revised version of the SIMP to be administrative in nature and consistent with the terms of the SSI Approval. In accordance with the requirements of CoA A22(j), I approve the amended SIMP (MR reference: 6-0052-210-PMA-00-PL-0001, revision 6, dated 20 August 2025).

Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.





Yours sincerely,

*Tim Elder*

Tim Elder

**Environmental Representative** (alternate)

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20 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

## **RE: Inland Rail Albury to Illabo (SSI-10055): ER Endorsement of updated Construction Environmental Management Framework – Conditions C16 and C17**

Approval of the Inland Rail Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of conditions.

Condition A18 requires an Environmental Representative (ER) to be nominated by the Proponent and approved by the Planning Secretary prior to the commencement of works. The undersigned was approved as ER for the Project by the Planning Secretary's nominee on the 7 February 2025.

Condition A22(d) requires the ER to review documents to ensure they are consistent with the terms of the Project Approval. It states:

- A22(d) *[For the duration of the work until the completion of construction, or as agreed by the Planning Secretary, the approved ER must] review documents identified in Conditions A9, C1, C6, C16, C18 and C26 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so:*
- (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or*
  - (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary / Department).*

Under condition C16, a Construction Environmental Management Framework (CEMF) may be prepared to facilitate the preparation and approval of construction environmental management and monitoring plans required under the approval. Specifically, it states:

- C16 *A Construction Environmental Management Framework (CEMF) may be prepared to facilitate the preparation and approval of construction environmental management and monitoring plans required under Part C of this approval. The CEMF must:*

- (a) identify the Construction Environmental Management Plans (CEMPs), CEMP Subplans and Construction Monitoring Programs (CMP) required for each stage of construction consistent with the Staging Report prepared under Condition A9;
- (b) document the proposed structure of the CEMPs, CEMP Sub-plans and CMPs for the relevant stage of construction;
- (c) provide, by way of a Risk Matrix, an assessment of the predicted level of environmental and social risk, including the potential level of community concerns posed by each construction stage. This must use a process consistent with AS/NZS ISO 31000: 2018; Risk Management – Guidelines; and
- (d) nominate the consultation and endorsement level for the CEMPs, CEMP Sub-plans and CMPs required for each construction stage. The endorsement level being one of the following:
- (i) Low Risk Stage – to be self-endorsed and consultation with agency and council stakeholders is not mandatory,
  - (ii) Medium Risk Stage – to be endorsed by the ER and consultation with agency and council stakeholders required, and
  - (iii) High Risk Stage– to be endorsed by the Planning Secretary and consultation with agency and council stakeholders required.

*For a Low Risk Stage(s) the requirements of Part C of this approval do not apply. In these circumstances, a CEMP, CEMP sub-plan and CMP, may be substituted with an alternate process such as a Construction Method Statement or the like.*

*The CEMF must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the lodgement of any CEMP, CEMP sub plan or CMP.*

*The approved CEMF must be implemented for the duration of construction.*

Condition C17 requires that, where updates to staging occur, the CEMF must be revised and resubmitted for approval. It states:

C17 *Where changes are proposed to the staging of construction, a revised CEMF must be prepared, endorsed by the ER and submitted to the Planning Secretary for approval no later than one (1) month prior to the proposed change in the staging.*

Martinus Rail (MR) prepared a CEMF in accordance with condition C16 (MR reference: 6-0052-210-PES-00-PJ-001). On 19 November 2024, the ER endorsed revision 2 of the CEMF in accordance with the requirements of C16 and CoA A22(d). The Department provided comment on the document and (following updates undertaken by MR) approved revision 3 of the CEMF on 10 December 2024. An update was made (revision 4) to the document to capture some minor changes to risks associated with access and parking and this was subsequently endorsed by the ER on 16 January 2025. A further update was made (revision 5) to correct inconsistencies regarding the location of Stage A ancillary facilities; and update Traffic, Transport and Access risk item #2 to align with the CEMP. Revision 5 was endorsed by the ER on 10 June 2025.

MR have completed another update to the CEMF (MR reference: 6-0052-210-PES-00-PJ-001, revision 6, dated 20 August 2025) to:

- incorporate the Kemp Street Bridge Enhancement Site Modification
- reflect the updated Project Staging as described within the Staging Report (MR reference: 6-0052-210-PES-00-RP-0001 revision 5, dated 20 August 2025).

Table 1 of this letter sets out where and whether, in my view, the CEMF content requirements of the Project Approval have been addressed.

In accordance with the requirements of conditions A22, C16 and C17, I endorse the updated CEMF (MR reference: 6-0052-210-PES-00-PJ-001, revision 6, dated 20 August 2025) for submission to the Planning Secretary for approval.

Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.

Yours sincerely,



Tim Elder

**Environmental Representative** (alternate)

P: 0439 763 103

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Table 1: Summary of ER review of the CEMF (Ref: 6-0052-210-PES-00-PJ-001, revision 5, dated 24 February 2025)

Ref	Requirement	Section of the document	ER Comment
C16	A Construction Environmental Management Framework (CEMF) may be prepared to facilitate the preparation and approval of construction environmental management and monitoring plans required under Part C of this approval. The CEMF must:	The CEMF	Consistent
	a) identify the Construction Environmental Management Plans (CEMPs), CEMP Sub-plans and Construction Monitoring Programs (CMP) required for each stage of construction consistent with the Staging Report prepared under Condition A9;	Sections 4 and 5	Consistent
	b) document the proposed structure of the CEMPs, CEMP Sub-plans and CMPs for the relevant stage of construction;	Section 5	Consistent
	c) provide, by way of a Risk Matrix, an assessment of the predicted level of environmental and social risk, including the potential level of community concerns posed by each construction stage. This must use a process consistent with AS/NZS ISO 31000: 2018; Risk Management – Guidelines; and	Appendix A (risk matrix) Appendix C (Risk assessments)	Consistent
	d) nominate the consultation and endorsement level for the CEMPs, CEMP Sub-plans and CMPs required for each construction stage. The endorsement level being one of the following: i. Low Risk Stage – to be self-endorsed and consultation with agency and council stakeholders is not mandatory, ii. Medium Risk Stage – to be endorsed by the ER and consultation with agency and council stakeholders required, and iii. High Risk Stage– to be endorsed by the Planning Secretary and consultation with agency and council stakeholders required.	Sections 3.2 and 4.3	Consistent
	For a Low Risk Stage(s) the requirements of Part C of this approval do not apply. In these circumstances, a CEMP, CEMP sub-pan and CMP, may be substituted with an alternate process such as a Construction Method Statement or the like.	Section 3.2	Consistent
	The CEMF must be endorsed by the ER and then submitted no later than one (1) month before the lodgement of any CEMP, CEMP sub plan or CMP to the Planning Secretary for approval.	Section 1.5	Consistent
	The approved CEMF must be implemented for the duration of construction. <i>Note: The Planning Secretary may vary the CEMF in relation to the endorsement authority for the CEMPs, CEMP Sub-plans and CMPs.</i>	Section 1.6	Consistent

Ref	Requirement	Section of the document	ER Comment
C17	Where changes are proposed to the staging of construction, a revised CEMF must be prepared, endorsed by the ER and submitted to the Planning Secretary for approval no later than one (1) month prior to the proposed change in the staging.	Section 1.6	Consistent
A14	Should a Construction Environmental Management Framework (CEMF) be submitted for approval under Condition C16, the Staging Report must be submitted with the CEMF, i.e. no later than one (1) month before the lodgement of any CEMP, CEMP sub plan or CMP to the Planning Secretary for approval.	Section 1.7	Consistent

25 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

## **RE: Inland Rail: ER Endorsement of Construction Environmental Management Plan Stage B for Albury to Illabo (SSI-10055) – Conditions A22(d) and C4**

Approval of the Inland Rail's Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of conditions.

Condition A18 requires an Environmental Representative (ER) to be nominated by the Proponent and approved by the Planning Secretary prior to the commencement of works. The undersigned was approved as ER for the Project by the Planning Secretary's nominee on the 7 February 2025.

Condition A22 provides the requirements of the ER on the Project. It requires, by way of condition A22(d), that the ER review documents to ensure they are consistent with the terms of the Project Approval. It states:

- A22(d) *[For the duration of the work until the completion of construction, or as agreed by the Planning Secretary, the approved ER must] review documents identified in Conditions A9, C1, C6, C16, C18 and C26 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so:*
- (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or*
  - (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary / Department).*

Further, condition C4 requires ER endorsement of CEMPs which are to be submitted to the Planning Secretary for approval. It states:

- C4 *Where a CEMP (and relevant CEMP Sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP Sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement*

*of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.*

Martinus Rail (MR) prepared a Construction Environmental Management Plan (CEMP) for Stage B (MR reference: 6-0052-210-PMA-00-PL-0010). Stage B, as described in the Staging Report (MR reference: 6-0052-210-PES-00-RP-0001), comprises continuation of activities started in Stage A; commencement of construction activities in the Wagga Wagga Precinct, Uranquinty Creek and Billy Hughes Bridge; and culvert, level crossing and finishing works.

The CEMP Stage B was prepared to satisfy the requirements of conditions C1 and C2, consistent with the staging set out in the Staging Report prepared under condition A9. . Revision 0 of the CEMP Stage B was endorsed by the ER on 1 May 2025.

The CEMP Stage B has since been updated by MR to account for:

- Kemp Street Bridge Enhancement Site Modification
- a change to the construction boundary to accommodate utility adjustments and tree removal (Kildare Catholic College), as documented within the following Consistency Assessments:
  - Edmonson St Utility Adjustment (MR reference: 6-0052-210-EEC-W5-AS-0002\_C) approved by Inland Rail on 29 January 2025
  - Kildare Catholic College (MR reference: 6-0052-210-EEC-00-RP-0005 Rev 0) approved by Inland Rail on 15 April 2025
  - Junee to Illabo – Construction Boundary Changes (MR reference: 6-0052-210-EEC-J7-AS-0003) approved by Inland Rail on 30 April 2025
  - Cassidy Parade and Pearson St Utility Adjustments (MR reference: 6-0052-210-EEC-00-RP-0004 Rev 0) approved by Inland Rail on 7 May 2025.

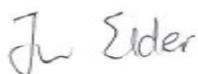
Table 1 of this letter sets out where and whether, in my view, the CEMP Stage B content requirements of the Project Approval have been addressed.

In accordance with the requirements of conditions A22(d) and C4, I hereby endorse the CEMP Stage B (MR reference: 6-0052-210-PMA-00-PL-0010, revision 1, dated 22 August 2025) for submission to the Planning Secretary for approval.

I note that CEMP Sub-plans and Monitoring Programs required for Stage B are subject to separate review and endorsement and, as such, do not form part of this endorsement letter.

Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.

Yours sincerely,



Tim Elder

**Environmental Representative** (alternate)

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Table 1: Summary of ER review of the CEMP Stage B (Ref: 6-0052-210-PMA-00-PL-0010, revision 1, dated 22 August 2025)

Ref	Requirement	Section of the document	ER Comment
C1	Except as provided by Condition C16, a Construction Environmental Management Plan (CEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020).	The CEMP CEMP Sections 1.4, 2.2.3, 3.3.1	Consistent
C2	The CEMP must provide:		
	(a) a description of all activities to be undertaken during construction (including the scheduling of construction);	CEMP Section 4.2	Consistent
	(b) details of environmental and social policies, guidelines and principles to be followed in the construction of the CSSI;	CEMP Sections 2.2 and 3	Consistent
	(c) a program for ongoing analysis of the key environmental and social impact risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the CSSI. The initial risk assessment may be undertaken as part of the CEMP pursuant to Condition C16;	CEMP Sections 5 and 6	Consistent
	(d) details of how the activities described in subsection (a) of this condition will be carried out to:	-	-
	(i) meet the performance outcomes stated in the documents listed in Condition A1 and as required by this approval; and	CEMP Sections 5 and 7	Consistent
	(ii) manage the risks identified in the risk analysis undertaken in subsection (c) of this condition;	CEMP Section 5	Consistent
	(e) an inspection program detailing the activities to be inspected and frequency of inspections;	CEMP Section 7.1	Consistent
	(f) a protocol for managing and reporting, including to the relevant roads authority, asset owner(s) and in the case of a classified road, TfNSW, where relevant to traffic, transport and access management any:	CEMP Section 7	Consistent
	(i) incidents; and		
	(ii) non-compliances with this approval and with statutory requirements;		
(g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction;	CEMP Section 8.5 Appendix A5	Consistent	
(h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C6. Where staged construction is proposed, the CEMP must also identify which CEMP Subplan applies to each of the proposed stages of construction;	CEMP Section 3.3	Consistent	

Ref	Requirement	Section of the document	ER Comment
	(i) an organisational chart including description of the roles and environmental responsibilities for relevant employees and any independent appointments;	CEMP Section 6.1.	Consistent
	(j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental, social and compliance obligations under the terms of this approval; and	CEMP Section 6.2	Consistent
	(k) For period review and update of the CEMP and all associated plans and programs.	CEMP Section 10.4	Consistent
C3	CEMP(s) (and relevant CEMP Sub-plans) must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C16.	CEMP Section 3.3	Consistent
C4	Where a CEMP (and relevant CEMP Sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP Sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	CEMP Section 3.3	Consistent
C5	CEMP(s) (and relevant CEMP Sub-plans) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage. The CEMPs (and relevant CEMP Sub-plans) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	CEMP Section 3.3	Consistent
C18	Before the establishment of an ancillary facility that is required prior to the approval of a CEMP (excluding minor ancillary facilities determined by the ER to have minimal environmental impact and those established under Condition C22), an Ancillary Site Establishment Management Plan must be prepared which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facilities. The Ancillary Site Establishment Management Plan must be prepared in consultation with the relevant council and government agencies. The Plan must be submitted to the Planning Secretary for approval one (1) month before the establishment of any ancillary facilities. The Ancillary Site Establishment Management Plan must detail the management of the ancillary facilities and include:	The CEMP Section 1.5 Appendix A7	Consistent
	(a) a description of activities to be undertaken during establishment of the ancillary facility (including scheduling and duration of work to be undertaken at the site);	Section 4.2.2 and Section 4.3	Consistent
	(b) figures illustrating the proposed operational site layout and the location of the closest sensitive land use(s);	Appendix A7	Consistent

Ref	Requirement	Section of the document	ER Comment
	(c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment work;	Section 3.3, Appendix A2, Appendix A7, Sub-plans and Monitoring Programs	Consistent
	(d) details of how the site establishment activities described in subsection (a) of this condition will be carried out to: <ul style="list-style-type: none"> <li>i. meet the performance outcomes stated in the documents listed in Condition A1, and</li> <li>ii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and</li> </ul>	Section 2.1, Appendix A2, Sub-plans and Monitoring Programs	Consistent
	(e) a program for monitoring the performance outcomes, including a program for construction noise monitoring.	Construction monitoring programs including the construction noise and vibration monitoring program (Appendix B of the CNVMP)	Consistent
	<p>Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each ancillary facility, or one Site Establishment Management Plan for all ancillary facilities. The approved Site Establishment Management Plan(s) must be implemented.</p> <p>Note: This plan is only needed before a CEMP is approved. Once a CEMP is approved an Ancillary Site Establishment Management Plan(s) is not required.</p>	Section 2.2.4	Consistent

26 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

**RE: Inland Rail: ER Endorsement of Construction Noise and Vibration Management Plan – Stage B for Albury to Illabo (SSI-10055) – Conditions A22(d), C4 and C30**

Approval of the Inland Rail's Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of conditions.

Condition A18 requires an Environmental Representative (ER) to be nominated by the Proponent and approved by the Planning Secretary prior to the commencement of works. The undersigned was approved as ER for the Project by the Planning Secretary's nominee on the 7 February 2025.

Condition A22 provides the requirements of the ER on the Project. It requires, by way of condition A22(d), that the ER review documents to ensure they are consistent with the terms of the Project Approval. It states:

- A22(d) *[For the duration of the work until the completion of construction, or as agreed by the Planning Secretary, the approved ER must] review documents identified in Conditions A9, C1, C6, C16, C18 and C26 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so:*
- (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or*
  - (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary / Department).*

Condition C4 requires ER endorsement of CEMP and relevant Sub-plans which are required to be submitted to the Planning Secretary for approval. It states:

- C4 *Where a CEMP (and relevant CEMP Sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP Sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement*

*of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.*

Further, Condition C30 requires ER endorsement of a Construction Monitoring Program (CMP) which is required to be submitted to the Planning Secretary for approval. It states:

C30 *Where a CMP requires Planning Secretary's approval, the CMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.*

Martinus Rail (MR) has prepared a Construction Noise and Vibration Management Plan (CNVMP) – Stage B (MR reference: 6-0052-210-PMA-00-PL-0013, revision 0, dated 30 April 2025). The ER endorsed this revision on the 13 May 2025 in accordance with conditions A22(d), C4 and C30. MR have since updated the CNVMP (MR reference: 6-0052-210-PMA-00-PL-0013, revision 2, dated 25 August 2025) to include the Kemp Street Bridge Enhancement Site Modification (Mod approved 13 August 2025).

Stage B, as described in the Staging Report (MR reference: 6-0052-210-PES-00-RP-0001), comprises continuation of activities started in Stage A; commencement of construction activities in the Wagga Wagga Precinct, Uranquinty Creek and Billy Hughes Bridge; and culvert, level crossing and finishing works.

The CNVMP, which includes a Construction Noise and Vibration Monitoring Program (MR reference: 6-0052-210-PES-00-PJ-0004, revision 2, dated 25 August 2025) and an Out of Hours Work (OOHW) Protocol (MR reference: 6-0052-210-PES-00-PR-0007, revision 4, dated 25 August 2025), has been prepared to satisfy the requirements of conditions C6, C7, C9, C26, C27, C28 and E72 consistent with the staging set out in the Staging Report prepared under condition A9.

Table 1 of this letter sets out where and whether, in my view, the CNVMP content requirements of the Project Approval have been addressed.

In accordance with the requirements of condition A22(d), C4 and C30, I hereby endorse the CNVMP for Stage B (MR reference: 6-0052-210-PMA-00-PL-0013, revision 2, dated 25 August 2025), inclusive of the Construction Noise and Vibration Monitoring Program (MR reference: 6-0052-210-PES-00-PJ-0004, revision 2, dated 25 August 2025) and the OOHW Protocol (MR reference: 6-0052-210-PES-00-PR-0007, revision 4, dated 25 August 2025).

I note that, in accordance with condition A27(e), the Acoustic Advisor has also reviewed the CNVMP and its appendices and provided their endorsement prior to the document's submission to the Secretary for approval.

Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.



Yours sincerely,

*Tim Elder*

Tim Elder

**Environmental Representative** (alternate)

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Table 1: Summary of ER review of the CNVMP for Stage A (MR reference: 6-0052-210-PMA-00-PL-0013, revision 2, dated 25 August 2025)

Ref	Requirement	Where addressed	Consistent (Y/N)		
C6	Except as provided by Condition C16 the following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A8.	The CNVMP Section 1.6	Y		
				<b>Required CEMP Sub-plan</b>	<b>Relevant government agencies to be consulted for each CEMP Sub-plan</b>
	(c)			Noise and vibration	Relevant councils
C7	The <b>CEMP Sub-plans</b> must state how:	-			
	(a) the environmental performance outcomes identified in the documents listed in <b>Condition A1</b> will be achieved;	Section 2.4 Section 1.3	Y		
	(b) the mitigation measures identified in the documents listed in Condition A1 will be implemented;	Section 3 Section 7 Appendix A	Y		
	(c) the relevant terms of this approval will be complied with; and	Section 3 Section 7 Appendix A	Y		
	(d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	Section 1.5 Section 2.5 Section 7 Section 9 Table 27	Y		

Ref	Requirement	Where addressed	Consistent (Y/N)
		Appendix B	
C9	The Construction Noise and Vibration Sub-plan must include, but not limited to:		
	(a) measures to reduce construction to standard ICNG hours where sensitive land uses are likely to be noise affected for more than 3 months;	Section 5.3.4 Section 7 Table 27	Y
	(b) an approach to assess and manage construction fatigue from noise impacts on sensitive receivers on an ongoing basis;	Section 7 Section 8.2 Table 27	Y
	(c) noise sensitive periods identified by the community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas and measures to ensure noise levels above the NMLs do not occur during sensitive periods in accordance with Condition E76;	Section 1.6 Section 8.2 Table 27	Y
	(d) mitigation for construction traffic noise impacts from additional construction traffic and road diversions;	Table 27	Y
	(e) the location of all heritage items, non-heritage structures and infrastructure likely to be impacted by vibration and measures to manage vibration impacts at those items and structures; and	Appendix E	Y
	(f) vibration levels at a range of distances from vibration intensive equipment such as excavators and vibratory rollers before undertaking works with the specific type and size of equipment.	Section 7	Y
C15	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and Sub-plans have been endorsed by the ER and approved by the Planning Secretary or ER.	Section 1.4 Section 1.7	Y

Ref	Requirement	Where addressed	Consistent (Y/N)			
C26	Except as provided by Condition C16 the following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP:	Appendix B (Section 1.3)	Y			
	<table border="1"> <thead> <tr> <th></th> <th>Required Construction Monitoring Programs</th> <th>Relevant government agencies to be consulted for each Construction Monitoring Program</th> </tr> </thead> <tbody> <tr> <td>b)</td> <td>Noise and vibration</td> <td>Relevant councils</td> </tr> </tbody> </table>				Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program
	Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program				
b)	Noise and vibration	Relevant councils				
C27	Each Construction Monitoring Program (CMP) must have consideration of SMART principles and provide:	-				
	(a) details of baseline data available;	Appendix B (Section 2)	Y			
	(b) details of baseline data to be obtained and when;	Appendix B (Section 2)	Y			
	(c) details of all monitoring of the project to be undertaken;	Appendix B (Section 4)	Y			
	(d) the parameters of the project to be monitored;	Appendix B (Section 3)	Y			
	(e) the frequency of monitoring to be undertaken;	Appendix B (Section 4)	Y			
	(f) the location and justification of monitoring locations.	Appendix B (Section 4.4)	Y			
	(g) the reporting of monitoring results and analysis results against relevant criteria	Appendix B (Section 5)	Y			
	(h) details of the methods that will be used to analyse the monitoring data;	Appendix B (Sections 4.1, 4.2)	Y			

Ref	Requirement	Where addressed	Consistent (Y/N)
	(i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts; and	Appendix B (Section 4.5)	Y
	(j) any consultation to be undertaken in relation to the monitoring programs.	Appendix B (Section 1.4)	Y
C27	The Noise and Vibration Monitoring Program must be prepared in accordance with the requirements of Approved Methods for the Measurement and Analysis of Environmental Noise (EPA).	Appendix B (Section 1.6.1)	Y
E68	A detailed land use survey must be undertaken to confirm sensitive land use(s) (including critical working areas such as operating theatres and precision laboratories) potentially exposed to construction noise and vibration, construction ground-borne noise and operational noise. The survey may be undertaken on a progressive basis but must be undertaken in any one area before the commencement of work which generates construction or operational noise, vibration or ground-borne noise in that area. The results of the survey must be included in the Noise and Vibration CEMP Sub-plan required by Condition C8.	Appendix D	Y
E72	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 E69, and that are not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the Out-of-Hours Work. The Protocol must be prepared in consultation with the ER, AA and EPA. The Protocol must include:	Appendix F	Y
	(a) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: <ul style="list-style-type: none"> <li>i. the ER and AA review all proposed out-of-hours activities and confirm their risk levels,</li> <li>ii. low risk activities can be approved by the ER in consultation with the AA, and</li> <li>iii. high risk activities that are approved by the Planning Secretary;</li> </ul>	Appendix F (Section 2)	Y
	(b) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria;	Appendix F (Section 3)	Y
	(c) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land use(s) would be exposed to, including the number of noise awakening events;	Appendix F (Sections 3, 5 and Attachment 1)	Y

Ref	Requirement	Where addressed	Consistent (Y/N)
	(d) procedures to facilitate the coordination of out-of-hours work including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided; and	Appendix F (Section 2.4)	Y
	(e) notification arrangements for affected receivers for approved out-of-hours work and notification to the Planning Secretary of approved low risk out-of-hours works. This condition does not apply if the requirements of Condition E71 are met.	Appendix F (Sections 5 and 4.3)	Y
E73	Except as permitted by an EPL, out-of-hours work that may be regulated through the Out-of-Hours Work Protocol as per Condition E72, but is not limited to: a) Carrying out work that if carried out during standard hours would result in a high risk to construction personnel or public safety based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009: "Risk management; or b) where the relevant roads authority has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to road network performance and a road occupancy licence will not be issued; or c) where the relevant utility service operator has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to the operation and integrity of the utility network; or d) work undertaken in a rail possession for operational or safety reasons.  Note: Other out-of-hours works can be undertaken with the approval of an EPL, or through the project's Out-of-Hours Work Protocol for works not subject to an EPL.	Appendix F	Y
E74	Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives: a) construction 'Noise affected' NMLs established using the Interim Construction Noise Guideline (DECC, 2009); b) vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure); c) Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives"; d) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and e) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage).  Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan.  <i>Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.</i>	Section 5	Y

Ref	Requirement	Where addressed	Consistent (Y/N)
E75	<p>Mitigation measures must be applied when the following residential ground-borne noise levels are exceeded:</p> <p>a) evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and</p> <p>b) night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A).</p> <p>The mitigation measures must be outlined in the Noise and Vibration CEMP Sub-plan, including in any Out-of-Hours Work Protocol, required by Condition E72.</p>	<p>Section 5.2.6</p> <p>Section 7</p> <p>Table 27: Noise and vibration management and mitigation measures – Stage B</p> <p>Appendix F</p>	Y
E119	<p>The Proponent must coordinate work with adjoining Inland Rail Projects, including any work to relocate or connect utilities, to minimise cumulative and consecutive noise and vibration impacts and maximise respite for affected sensitive land uses. Coordination and mitigation measures must be detailed in the Construction Noise and Vibration management Sub-plan required by Condition C9.</p>	Section 7.9	Y
E120	<p>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 (1) month before the commencement of construction.</p>	Section 7.5	Y
E121	<p>After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition of this approval must be undertaken by a structural engineer. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than three (3) months following the completion of construction.</p>	Section 7.5	Y
E122	<p>Property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation must be rectified at no cost to the owner. Alternatively, compensation may be provided for the property damage as agreed with the property owner.</p>	Section 7.5	Y

26 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

**RE: Inland Rail: ER Endorsement of Construction Traffic, Transport and Access Management Plan – Stage B for Albury to Illabo (SSI-10055) – Conditions A22(d), C4 and C30**

Approval of the Inland Rail's Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of conditions.

Condition A18 requires an Environmental Representative (ER) to be nominated by the Proponent and approved by the Planning Secretary prior to the commencement of works. The undersigned was approved as ER for the Project by the Planning Secretary's nominee on the 7 February 2025.

Condition A22 provides the requirements of the ER on the Project. It requires, by way of condition A22(d), that the ER review documents to ensure they are consistent with the terms of the Project Approval. It states:

- A22(d) *[For the duration of the work until the completion of construction, or as agreed by the Planning Secretary, the approved ER must] review documents identified in Conditions A9, C1, C6, C16, C18 and C26 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so:*
- (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or*
  - (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary / Department).*

Condition C4 requires ER endorsement of CEMP and relevant Sub-plans which are required to be submitted to the Planning Secretary for approval. It states:

- C4 *Where a CEMP (and relevant CEMP Sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP Sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.*

Further, Condition C30 requires ER endorsement of a Construction Monitoring Program (CMP) which is required to be submitted to the Planning Secretary for approval. It states:

C30 *Where a CMP requires Planning Secretary's approval, the CMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.*

Martinus Rail (MR) prepared a Construction Traffic, Transport and Access Management Plan (CTTAMP) – Stage B (MR reference: 6-0052-210-PMA-00-PL-0011, revision 1). The ER endorsed this revision on the 5 August 2025 in accordance with conditions A22(d), C4 and C30. MR have since updated the CTTAMP (MR reference: 6-0052-210-PMA-00-PL-0011, revision 3, dated 25 August 2025) to include the Kemp Street Bridge Enhancement Site Modification (Mod approved 13 August 2025).

Stage B, as described in the Staging Report (MR reference: 6-0052-210-PES-00-RP-0001), comprises continuation of activities started in Stage A; commencement of construction activities in the Wagga Wagga Precinct, Uranquinty Creek and Billy Hughes Bridge; and culvert, level crossing and finishing works.

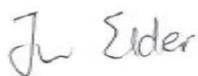
The CTTAMP, which includes a traffic, transport and access monitoring program, has been prepared to satisfy the requirements of conditions C6, C7, C8, C26 and C27, consistent with the staging set out in the Staging Report prepared under condition A9.

Table 1 of this letter sets out where and whether, in my view, the CTTAMP content requirements of the Project Approval have been addressed.

In accordance with the requirements of condition A22(d), C4 and C30, I hereby endorse the CTTAMP for Stage B (MR reference: 6-0052-210-PMA-00-PL-0011, revision 3, dated 25 August 2025).

Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.

Yours sincerely,



Tim Elder

**Environmental Representative** (alternate)

P: 0439 763 103

E: [telder@wolfpeak.com.au](mailto:telder@wolfpeak.com.au)

Table 1: Summary of ER review of the CTTAMP for Stage B (MR reference: 6-0052-210-PMA-00-PL-0011, revision 3, dated 25 August 2025)

Ref	Requirement	Where addressed	Consistent (Y/N)			
C6	Except as provided by Condition C16 the following CEMP Sub-plans must be prepared in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A8.	The CTTAMP Consultation Report Section 1.6	Y			
	<table border="1"> <thead> <tr> <th></th> <th>Required CEMP Sub-plan</th> <th>Relevant government agencies to be consulted for each CEMP Sub-plan</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Traffic, transport and access</td> <td>TfNSW and relevant councils</td> </tr> </tbody> </table>				Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan
	Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan				
(a)	Traffic, transport and access	TfNSW and relevant councils				
C7	The <b>CEMP Sub-plans</b> must state how:	-				
	(a) the environmental performance outcomes identified in the documents listed in <b>Condition A1</b> will be achieved;	Section 2.4 Section 1.3	Y			
	(b) the mitigation measures identified in the documents listed in Condition A1 will be implemented;	Section 6 Section 7.2	Y			
	(c) the relevant terms of this approval will be complied with; and	Section 2 Section 7 Appendix A	Y			
	(d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	Section 2.5 Section 6.1 Section 8	Y			

Ref	Requirement	Where addressed	Consistent (Y/N)
C8	The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority about the use and management of roads and include measures to:	The CTTAMP	Y
	(a) minimise impacts on seasonal traffic and public transport, including harvest related vehicles, school buses, bus stops and freight operators	Section 6.1 Section 6.2 Section 6.5.1	Y
	(b) consult and advise of changes that impact Wagga Wagga Health precinct and emergency services;	Section 6.9.2 Section 6.9.3 Wagga Wagga Construction Traffic, Transport and Access Mitigation Options Report	Y
	(c) minimise impacts to pedestrian and active transport routes consistent with Conditions E138, E139 and E140;	Section 6.5	Y
	(d) minimise noise and amenity impacts of heavy vehicles entering and exiting construction compounds, borrow sites and other ancillary sites, and driving through populated areas, including school zones at speed limited times;	Section 6.10 Section 6.12 CNVMP	Y
	(e) minimise impacts to vulnerable road users and sensitive land uses, including but not limited to avoiding, where possible, schools, child care facilities and aged care facilities;	Section 6.5 Section 6.8 Section 6.9	Y
	(f) avoid heavy vehicle movements on public roads outside the construction hours detailed in Condition E69	Section 6.3 Section 7.2	Y
	(g) repair roads damaged during construction to ensure the safety of road users	Section 6.6	Y
	(h) all mitigation measures identified in accordance with the Wagga Wagga Construction Traffic, Transport and Access Mitigation Options Report in accordance with Condition E142;	Mitigation measures identified in the	Y

Ref	Requirement	Where addressed	Consistent (Y/N)						
		WWCTTAMO Report will be incorporated into the PTMPs. Refer Section 6.1							
	(i) inform road users, freight operators and pedestrians and active transport users of changes to traffic conditions, detours and parking;	Section 6.9	Y						
	(j) implement and comply with Condition E140;	Section 6.6	Y						
	(k) maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and ensure measures are implemented prior to any access disruption;	Section 6.8 Section 6.9							
	(l) identify construction vehicle routes not identified in the documents listed in Condition A1 and in accordance with Condition E138;	Section 6.3							
	(m) managing maritime traffic impacts through a Maritime Traffic Management Plan;	Section 6.11							
	(n) periodically review mitigation measures to further minimise impacts to road users, pedestrians and active transport users including adaptive management measures addressing traffic impacts associated with construction of Edmondson Street Bridge; and	Section 8.1 Section 8.2							
	(o) regularly consult with councils and TfNSW regarding changes to traffic and pedestrian impacts and mitigation measures.	Section 1.6 Section 6.9							
C26	<p>Except as provided by Condition C16 the following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP:</p> <table border="1" data-bbox="215 1182 1158 1366"> <thead> <tr> <th data-bbox="215 1182 338 1321"></th> <th data-bbox="338 1182 745 1321">Required Construction Monitoring Programs</th> <th data-bbox="745 1182 1158 1321">Relevant government agencies to be consulted for each Construction Monitoring Program</th> </tr> </thead> <tbody> <tr> <td data-bbox="215 1321 338 1366">a)</td> <td data-bbox="338 1321 745 1366">Traffic, Transport and Access</td> <td data-bbox="745 1321 1158 1366">Relevant councils and TfNSW</td> </tr> </tbody> </table>		Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program	a)	Traffic, Transport and Access	Relevant councils and TfNSW	Section 7.2	Y
	Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program							
a)	Traffic, Transport and Access	Relevant councils and TfNSW							

Ref	Requirement	Where addressed	Consistent (Y/N)
C27	Each Construction Monitoring Program (CMP) must have consideration of SMART principles and provide:	Section 2.5	
	(a) details of baseline data available;	Section 4	Y
	(b) details of baseline data to be obtained and when;	Section 4	Y
	(c) details of all monitoring of the project to be undertaken;	Section 7.2	Y
	(d) the parameters of the project to be monitored;	Section 7.2	Y
	(e) the frequency of monitoring to be undertaken;	Section 7.2	Y
	(f) the location and justification of monitoring locations.	Section 7.2	Y
	(g) the reporting of monitoring results and analysis results against relevant criteria	Section 7.2	Y
	(h) details of the methods that will be used to analyse the monitoring data;	Section 7.2	Y
	(i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts; and	Section 8.1	Y
(j) any consultation to be undertaken in relation to the monitoring programs.	Section 8.1 Section 8.2 Consultation report	Y	

20 August 2025

Rachael Labruyere  
Environment Manager  
Level 19, 60 Margaret Street  
Sydney NSW 2000

Dear Rachael,

## **RE: Inland Rail Albury to Illabo (SSI-10055): ER Endorsement of Staging Report – Conditions A9 and A13**

Approval of the Inland Rail's Albury to Illabo Critical State Significant Infrastructure project (SSI 10055) (the Project) was granted by the Minister for Planning and Public Spaces on 8 October 2024, subject to a number of conditions.

Condition A18 requires an Environmental Representative (ER) to be nominated by the Proponent and approved by the Planning Secretary prior to the commencement of works. The undersigned was approved as ER for the Project by the Planning Secretary's nominee on the 7 February 2025.

Condition A9 allows the Project to be constructed and operated in stages in accordance with a Staging Report endorsed by the ER and submitted to the Planning Secretary for information. It states:

A9 *The CSSI may be constructed and operated in stages (including, but not limited to, temporal, location or activity-based staging). Where staged construction and/or operation is proposed, a Staging Report (for either or both construction and operation as the case may be) must be prepared. The Staging Report must be endorsed by the ER and then submitted to the Planning Secretary for information no later than one (1) month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation), or as required by Condition C16.*

Further, condition A13 requires that revisions to the Staging Report be endorsed by the ER prior to submission to the Planning Secretary for information. It states:

A13 *Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared, endorsed by the ER and submitted to the Planning Secretary for information, no later than one (1) month prior to the proposed change in the staging.*

Martinus Rail (MR) prepared a Staging Report for the Project (MR reference: 6-0052-210-PES-00-RP-0001). The Staging Report was prepared to satisfy the requirements of conditions A9 and A10.

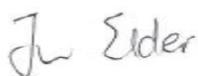
The previous version of the Staging Report identified two construction stages, Stage A and Stage B. The ER endorsed revision 2 of the Staging Report on 19 November 2024 in accordance with condition A9 and A22, and the document was submitted to the Planning Secretary for information.

MR have since updated the Staging Report to include Stage C. Stage A comprises preparation activities for the March 2025 rail possession (Substage A1), the rail possession activities themselves (Substage A2), and post-possession activities (Substage A3). Stage B comprises construction activities commencing in the Wagga Wagga Precinct, Uranquinty Creek and Billy Hughes Bridge. New construction activities such as culvert work, level crossing work and finishing work, along with continuation of some activities started in Stage A will also occur under Stage B. Stage C includes demolition and construction of the Edmonston Street Bridge and implementation of traffic mitigation measures, in addition to continuation of all activities started in Stage A and Stage B that have not been completed.

Table 1 of this letter sets out where and whether, in my view, the Staging Report content requirements of the Project Approval have been addressed. In accordance with the requirements of condition A13, I hereby endorse the updated Staging Report (6-0052-210-PES-00-RP-0001, revision 5, dated 20 August 2025) for submission to the Planning Secretary for information.

Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.

Yours sincerely,



Tim Elder

**Environmental Representative** (alternate)

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Table 1: Summary of ER review of the Staging Report (Ref: 6-0052-210-PES-00-RP-0001, revision 5, dated 20 August 2025)

Ref	Requirement	Section of the document	ER Comment
A9	The CSSI may be constructed and operated in stages (including but not limited to temporal, location or activity-based staging). Where staged construction and/or operation is proposed, a Staging Report (for either or both construction and operation as the case may be) must be prepared. The Staging Report must be endorsed by the ER and then submitted to the Planning Secretary for information no later than one (1) month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation), or as required by Condition C16.	Staging Report Section 1.6	Consistent
A10	The Staging Report must:	Section 2 Appendix A	Consistent
	a) if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including details of work and activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish;	Section 2 Appendix A	Consistent
	b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant);	Section 3 Appendix A	Consistent
	c) specify how compliance with conditions will be achieved across and between each of the stages of the CSSI; and	Section 2.4 Appendix A	Consistent
	d) set out mechanisms for managing any cumulative impacts arising from the proposed staging. <i>Note: A Staging Report may reflect the staged construction and operation of the project through geographical activities, temporal activities or activity-based contracting and staging.</i>		
A11	Where staging is proposed, the CSSI must be staged in accordance with the Staging Report and submitted for information to the Planning Secretary.	Section 1.6 Section 1.7 Section 2.2 Appendix A	Consistent
A12	Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage. <i>Note: Where an inconsistency arises between the staging report and the terms of this approval, the terms of this approval prevail.</i>	Appendix A	Consistent

Ref	Requirement	Section of the document	ER Comment
A13	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared, endorsed by the ER and submitted to the Planning Secretary for information no later than one (1) month prior to the proposed change in the staging.	Section 1.7	Consistent
A14	Should a Construction Environmental Management Framework (CEMF) be submitted for approval under Condition C16, the Staging Report must be submitted with the CEMF, i.e. no later than one (1) month before the lodgement of any CEMP, CEMP sub plan or CMP to the Planning Secretary for approval.	Section 1.8	Consistent
C16	<p>A Construction Environmental Management Framework (CEMF) may be prepared to facilitate the preparation and approval of construction environmental management and monitoring plans required under Part C of this approval. The CEMF must:</p> <ul style="list-style-type: none"> <li>a) identify the Construction Environmental Management Plans (CEMPs), CEMP Sub-plans and Construction Monitoring Programs (CMP) required for each stage of construction consistent with the Staging Report prepared under Condition A9;...</li> </ul>	Section 1.8	Consistent
C17	Where changes are proposed to the staging of construction, a revised CEMF must be prepared, endorsed by the ER and submitted to the Planning Secretary for approval no later than one (1) month prior to the proposed change in the staging.	Section 1.8	Consistent