

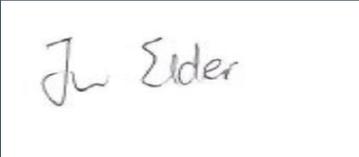
# INLAND RAIL – ALBURY TO ILLABO – CSSI 10055

ER MONTHLY REPORT

SEPTEMBER 2025



## Authorisation

<b>Author Name:</b>	Tim Elder	<b>Reviewer / Approver:</b>	Derek Low
<b>Position:</b>	Environmental Representative	<b>Position:</b>	Environmental Representative
<b>Signature:</b>		<b>Signature:</b>	
<b>Date:</b>	07/10/25	<b>Date:</b>	07/10/25

## Document Revision History

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

**Project No.:** 1161

**Prepared for:**  
The Planning Secretary

**Prepared by:**  
WolfPeak Group Pty Ltd

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Organisation	Contact
Department of Planning, Housing and Infrastructure	Post Approval Portal / Compliance Mailbox
Department of Planning, Housing and Infrastructure	Scott Cooper
Department of Planning, Housing and Infrastructure	Alexander Scott
NSW Environment Protection Authority	info@epa.nsw.gov.au
Inland Rail	NSWRegEngagement@ARTC.com.au
Inland Rail	Rachael Labruyere
Inland Rail	Daniel Lumby
Inland Rail	Susan Kay
Inland Rail	Dallas Nixon
Inland Rail	Brendan Shannon
WolfPeak	Ricardo Prieto-Curiel (ER)
WolfPeak	Derek Low (ER)
WolfPeak	Tim Elder (ER)

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## 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 30 September 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 bridge demolition, J2I culvert replacement and shoulder reconditioning (September possession), tree trimming, contamination and geotechnical investigations, signalling works, SAQP sampling, DCP testing and Unexpected Heritage find investigation (Albury).

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

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

Six complaints were received during the reporting period. All are closed.

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

- Construction Waste, Contamination and Hazardous Materials Management Plan - Stage C (Rev 0) on 25 September 2025
- Construction Biodiversity Management Plan - Stage C (Rev 0) on 25 September 2025
- Construction Flood and Bushfire Emergency Management Plan - Stage C (Rev 0) on 25 September 2025
- Construction Soil and Water Management Plan – Stage C (Rev 0) on 25 September 2025.

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

- Construction Noise and Vibration Management Plan - Stage C (Rev 0) on 29 September 2025
- Construction Traffic, Transport and Access Management Plan – Stage C (Rev 0) on 30 September 2025.

One inspection was conducted during the reporting period (13 – 14 September) which coincided with a rail possession. Six low priority findings were reported, all of which have been closed out. The next inspection is scheduled for 9 October 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 30 September 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 September 2025:

Site	Activities
Kemp Street	<ul style="list-style-type: none"> <li>• Tree trimming</li> <li>• Bridge demolition (September possession)</li> <li>• Contamination investigations</li> </ul>
Junee Yard	<ul style="list-style-type: none"> <li>• Signalling works</li> <li>• Road 21 track removal</li> </ul>
Olympic Hwy	<ul style="list-style-type: none"> <li>• DCP and geotech investigations</li> </ul>
J2I	<ul style="list-style-type: none"> <li>• Shoulder reconditioning and material transport, track slews, and culvert replacements</li> </ul>
Wagga Yard	<ul style="list-style-type: none"> <li>• SAQP sampling</li> </ul>
Pearson Street	<ul style="list-style-type: none"> <li>• SAQP sampling</li> </ul>
Cassidy Parade	<ul style="list-style-type: none"> <li>• SAQP sampling</li> </ul>
Billy Hughes	<ul style="list-style-type: none"> <li>• Signalling works</li> <li>• SAQP sampling</li> </ul>
Uranquinty	<ul style="list-style-type: none"> <li>• Signalling works</li> <li>• SAQP sampling</li> </ul>
The Rock	<ul style="list-style-type: none"> <li>• Signalling works</li> <li>• SAQP sampling</li> </ul>
Culcairn	<ul style="list-style-type: none"> <li>• Underline excavation</li> </ul>
Riverina	<ul style="list-style-type: none"> <li>• SAQP sampling</li> <li>• Site Establishment</li> <li>• DCP testing</li> </ul>
Albury Yard	<ul style="list-style-type: none"> <li>• Site Establishment</li> <li>• SAQP sampling</li> <li>• Signalling works</li> <li>• Unexpected Heritage find investigation</li> <li>• DCP testing</li> </ul>

### 3.1.2 Upcoming works

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

Site	Activities
Kemp Street	<ul style="list-style-type: none"> <li>• Closed until ~22/10</li> <li>• Prepping of bullring for site establishment ~22/10 (soil stripping etc)</li> <li>• Tree clearing</li> </ul>
Junee Yard	<ul style="list-style-type: none"> <li>• Signalling works</li> <li>• Clearing works to enable signalling scope</li> <li>• Road 21 steel scrapping</li> <li>• Verse testing</li> </ul>
Olympic Hwy	<ul style="list-style-type: none"> <li>• DCP testing</li> <li>• Verse testing</li> </ul>
J2I	<ul style="list-style-type: none"> <li>• Pavement core drill</li> <li>• Ongoing DCPs</li> <li>• Ongoing shoulder recon</li> <li>• Sundays and Monday Nights OOHW - Shoulder reconditioning and material transport</li> </ul>
Wagga Yard	<ul style="list-style-type: none"> <li>• MackEX 66kV mobilisation 4 - OOHW</li> <li>• Signalling works</li> <li>• Little Best tree trimming</li> <li>• NAP gas relocation works</li> <li>• Wagga traffic mitigations potentially 27/10</li> </ul>
Pearson Street	<ul style="list-style-type: none"> <li>• SAQP sampling</li> </ul>
Cassidy Parade	<ul style="list-style-type: none"> <li>• Vegetation trimming and clearing</li> <li>• SAQP sampling</li> </ul>
Billy Hughes	<ul style="list-style-type: none"> <li>• SAQP sampling</li> <li>• Site establishment</li> </ul>
Uranquinty	<ul style="list-style-type: none"> <li>• SAQP sampling</li> <li>• Site establishment</li> </ul>
The Rock	<ul style="list-style-type: none"> <li>• SAQP sampling</li> </ul>
Culcairn	<ul style="list-style-type: none"> <li>• SAQP sampling</li> </ul>
Albury Yard	<ul style="list-style-type: none"> <li>• SAQP sampling</li> <li>• Access track construction</li> </ul>

## 3.2 Minor Construction Ancillary Facilities

Nothing to report for September 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, finishing work; and trial closure of Edmonston Street bridge and associated traffic mitigation measures (Substage B2).
- Stage C: continuation of Stage A and Stage B works 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 endorsed the Staging Report (Rev 1) on 19 November 2024. The most recent update to the Staging Report (Rev 5) was endorsed by the ER on 20 August 2025.

### Consistency Assessments

No Consistency Assessments (CAs) were determined by Inland Rail during the reporting period.

## 3.4 Community consultation and complaints received

### 3.4.1 Consultation

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

- OOHW notifications
- Monthly updates
- Property access changes
- Traffic impacts
- Notifications
- Project progress
- Project approvals
- Project works/timing
- Project works and design
- Consultation process

- Sponsorship and donations
- Level crossing impacts
- Surveys
- Noise and Vibration Impacts

### 3.4.2 Complaints

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

Six complaints were received during the reporting period. The following details are extracted from the MR Complaints Register:

Date received	Nature of complaint	Details / Response	Status
02/09/2025	Albury - condition of the road and mud tracking onto the local roads	A resident raised concerns regarding the conditions of the road post works on site. Images were shared with the team to highlight the mud tracking that has taken place from the site's access/egress points.  Remedial actions taken by MR. Complainant notified (email and phone).	Closed (within 24 hrs)
04/09/2025	Junee - changing of the line marking along Seignior St.	Owner believes the arrow pointing left will direct traffic to turn left into their private laneway rather than to continue straight.  MR Community engagement team responded to complaint via email indicating that the changes of lines have been made to Australian standards and also supported by the Junee Shire Council as well as Transport for NSW.	Closed (within 24 hrs)
10/09/2025	Junee - tipper trucks parking along Seignior Street leading up towards Kemp Street Bridge	General Manager from Junee Shire Council emailed raising concerns about trucks parking up on Seignior Street towards Kemp Street bridge impacting community members who may have been trying to access the CBD.  Trucks parking at this location was a once off occurrence (temporarily in anticipation of impending wet	Closed (within 24 hrs)

Date received	Nature of complaint	Details / Response	Status
		<p>weather). In future, the sequencing of truck movements will be managed so that delivery vehicles come directly to site and depart without the need to park in town.</p> <p>MR will continue to work with subcontractors to ensure that public parking spaces are not unnecessarily impacted.</p>	
11/09/2025	Junee - CNVIS assessment for respite	<p>Complainant questioned the equity of the CNVIS respite offer and alternative accommodation offered to different properties. Complainant is of the belief that the process is 'discriminating' against people based on how far (distance) they are from the railway, although all are impacted by the same noise.</p> <p>MR explained that the CNVIS is based on noise modelling and the impacted list as a result of this modelling determines respite eligibility. MR reviewing eligibility (initial complaint closed).</p>	Closed
15/09/2025	Junee - CNVIS assessment for respite	<p>Complainant stated that that the residence had been impacted by sound over the possession weekend when the demolition of the Junee Kemp St Bridge was conducting out of hours works (unable to sleep). Complainant requested to know why they were not offered respite.</p> <p>MR explained that the CNVIS is based on noise modelling and the impacted list as a result of this modelling determines respite eligibility. MR reviewing eligibility (initial complaint closed).</p>	Closed
16/09/2025	Junee - CNVIS assessment for respite	<p>Complainant called to register interest for receiving a respite voucher post out of hours works.</p> <p>Voucher issued.</p>	Closed

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 reported to DPHI during the reporting period.

### **3.5.2 Emergency Works**

No emergency works were reported during September 2025.

### **3.5.3 Non-compliances**

No non-compliances were reported during September 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 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 September 2025 and submitted to the ER for approval or endorsement. The following updated documents were approved by the ER during the reporting period:

- Construction Waste, Contamination and Hazardous Materials Management Plan - Stage C (MR reference: 6-0052-210-PMA-00-PL-0032, revision 0, dated 23 September 2025), approved on 25 September 2025
- Construction Biodiversity Management Plan - Stage C (MR reference: 6-0052-210-PMA-00-PL-0029, revision 0, dated 23 September 2025), approved on 25 September 2025
- Construction Flood and Bushfire Emergency Management Plan - Stage C (MR reference: 6-0052-210-PMA-00-PL-0031, revision 0, dated 23 September 2025), approved on 25 September 2025

- Construction Soil and Water Management Plan – Stage C (MR reference: 6-0052-210-PMA-00-PL-0027, revision 0, dated 24 September 2025) on 25 September 2025.

The following documents were endorsed by the ER for submission to the Department during the reporting period:

- Construction Noise and Vibration Management Plan - Stage C (MR reference: 6-0052-210-PMA-00-PL-0028, revision 0, dated 25 September 2025), endorsed on 29 September 2025
- Construction Traffic, Transport and Access Management Plan – Stage C (MR reference: 6-0052-210-PMA-00-PL-0026, revision 0, dated 29 September 2025), endorsed on 30 September 2025.

Letters of endorsement are presented in Appendix A.

#### 4.2.2 Implementation

Stage A Construction commenced in March 2025. Stage B Construction commenced in August 2025.

#### 4.2.3 Site inspections

One inspection was conducted during the reporting period (13 – 14 September) which coincided with a rail possession. Six low priority findings were reported, all of which have been closed out.

The next inspection is scheduled for 9 October 2025.



*Figure 1. J2I culvert replacement works*



Figure 2. Kemp Street compound, Junee



Figure 3. Kemp Street bridge demolition, Junee



Figure 4. Signalling works, The Rock

#### 4.2.4 Audits

No audits were undertaken during the reporting period.

An independent audit is scheduled for 29 October 2025.

#### 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 1, 8, 15, 22 and 29 September 2025.

Monthly routine meetings between the Department, IR, MR and ER commenced in March 2025. A meeting was held on the 5 September 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 13 – 14 September 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 August 2025 on the 5 September 2025; and attendance to the monthly regulatory meeting on the 5 September 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. Work activities for the reporting period include Kemp St bridge demolition, J2I culvert replacement and shoulder reconditioning (September possession), tree trimming, contamination and geotechnical investigations, signalling works, SAQP sampling, DCP testing and Unexpected Heritage find investigation. Proposed works for October 2025 include lighting, utility installation, shoulder reconstruction works, access track construction, tree clearing and trimming, environmental inspections, geotechnical inspections, SAQP testing and signalling works.

Environmental mitigation and control measures are being implemented consistent with approval requirements. The ER is of the view that environmental impacts are being appropriately managed and potential for environmental impacts 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



25 September 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) 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-0032, revision 0, dated 23 September 2025) to incorporate Stage C.

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-0032, revision 0, dated 23 September 2025).

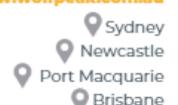
Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.



WolfPeak Group Pty Ltd | ABN 48 675 605 688

✉ [info@wolfpeak.com.au](mailto:info@wolfpeak.com.au)

[www.wolfpeak.com.au](http://www.wolfpeak.com.au)





Yours sincerely,

*Tim Elder*

Tim Elder

**Environmental Representative** (alternate)

P: 0439 763 103

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





25 September 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) 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-0029, revision 0, dated 23 September 2025) to incorporate Stage C.

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-0029, revision 0, dated 23 September 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 September 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) 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-0031, revision 0, dated 23 September 2025) to incorporate Stage C.

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-0031, revision 0, dated 23 September 2025).

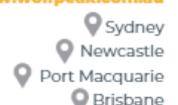
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✉ [info@wolfpeak.com.au](mailto:info@wolfpeak.com.au)

[www.wolfpeak.com.au](http://www.wolfpeak.com.au)





Yours sincerely,

*Tim Elder*

Tim Elder

**Environmental Representative** (alternate)

P: 0439 763 103

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





29 September 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) 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-0027, revision 0, dated 24 September 2025) to incorporate Stage C.

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-0027, revision 0, dated 24 September 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 September 2025

Rachael Labryere  
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) 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-0027, revision 0, dated 24 September 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-0027, revision 0, dated 24 September 2025).

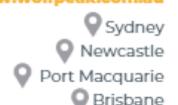
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[www.wolfpeak.com.au](http://www.wolfpeak.com.au)





Yours sincerely,

*Tim Elder*

Tim Elder

**Environmental Representative** (alternate)

P: 0439 763 103

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



29 September 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 C 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 Noise and Vibration Management Plan (CNVMP) – Stage B (MR reference: 6-0052-210-PMA-00-PL-0013, revision 0, dated 30 April 2025). MR has updated the CNVMP (MR reference: 6-0052-210-PMA-00-PL-0028, revision 0, dated 25 September 2025) to incorporate Stage C.

The CNVMP, which includes a Construction Noise and Vibration Monitoring Program (MR reference: 6-0052-210-PES-00-PJ-0008, revision 0, dated 25 September 2025) and an Out of Hours Work (OOHW) Protocol (MR reference: 6-0052-210-PES-00-PR-0007, revision 5, dated 23 September 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.

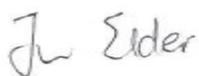
Table 1 of this letter sets out where and whether, in my view, the CNVMP content requirements of the Project Approval have been addressed.

In accordance with the requirements of condition A22(d), C4 and C30, I hereby endorse the CNVMP for Stage C (MR reference: 6-0052-210-PMA-00-PL-0028, revision 0, dated 25 September 2025), inclusive of the Construction Noise and Vibration Monitoring Program (MR reference: 6-0052-210-PES-00-PJ-0008, revision 0, dated 25 September 2025) and the OOHW Protocol (MR reference: 6-0052-210-PES-00-PR-0007, revision 5, dated 23 September 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

**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 CNVMP for Stage A (MR reference: 6-0052-210-PMA-00-PL-0028, revision 0, dated 25 September 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			
	<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>(c)</td> <td>Noise and vibration</td> <td>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				
(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 29	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 29	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 29	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 29	Y
	(d) mitigation for construction traffic noise impacts from additional construction traffic and road diversions;	Table 29	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 29Appendix 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

30 September 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 C 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 3). The ER endorsed this revision on the 26 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-0026, revision 0, dated 29 September 2025) to include Stage C.

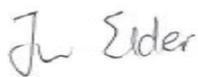
The CTTAMP, which includes a traffic, transport and access monitoring program, has been prepared to satisfy the requirements of conditions C6, C7, C8, C26 and C27, consistent with the staging set out in the Staging Report prepared under condition A9.

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 C (MR reference: 6-0052-210-PMA-00-PL-0026, revision 0, dated 29 September 2025).

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

Yours sincerely,

A handwritten signature in black ink that reads 'Tim Elder'.

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-0026, revision 0, dated 29 September 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 1369"> <thead> <tr> <th data-bbox="215 1182 338 1321"></th> <th data-bbox="338 1182 741 1321">Required Construction Monitoring Programs</th> <th data-bbox="741 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 1369">a)</td> <td data-bbox="338 1321 741 1369">Traffic, Transport and Access</td> <td data-bbox="741 1321 1158 1369">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	