JOHN HOLLAND

INLAND RAIL

ILLABO TO STOCKINBINGAL PROJECT

I2S | Minor Ancillary Facility – CH37500 Harold Park House (Burley Griffin Way)

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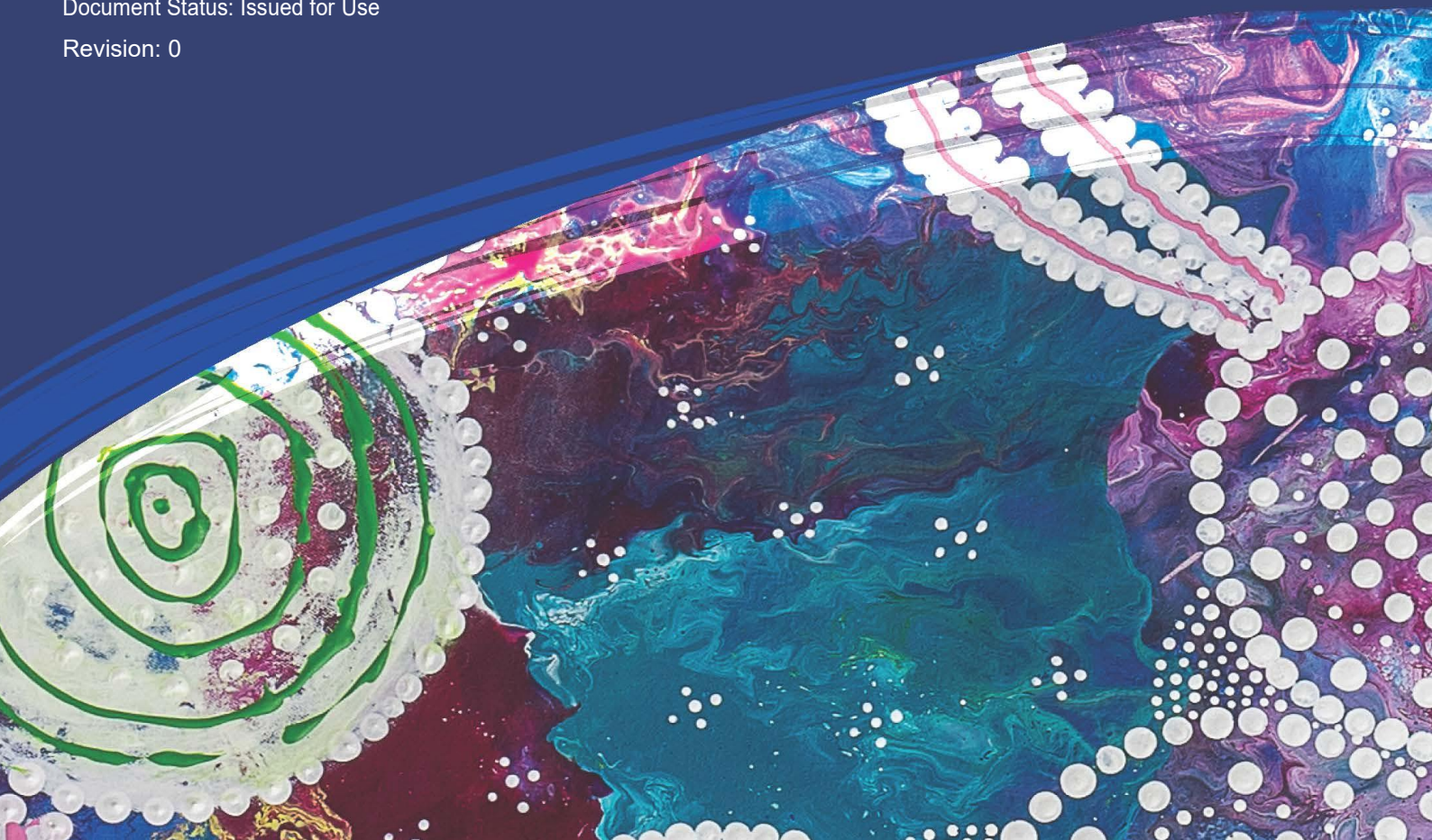

Document Control

Document Title	I2S Minor Ancillary Facility – CH37500 Harold Park House (Burley Griffin Way)
IRPL Document No.	5-0019-220-EEC-00-RP-0004
Prepared By	Tess Anastakis and Isabella Anderson
Document Owner	Andy Robertson
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Name	Andy Robertson
Title	Environment and Sustainability Manager
Signature **Date**	JOHN HOLLAND Document Number 5-0019-220-EEC-00-RP-0004 Revision 0 **Approved** Mr Daniel Lidbetter - John Holland Pty Ltd Nov 13, 2025, 5:00 PM GMT+11:00 This review has been completed using Aconex Workflow for the Inland Rail - Illabo to Stockinbingal (I2S) Project. Environmental delegate on behalf of Andy Robertson.

Revision History

REVISION	DATE ISSUED	DESCRIPTION
A	28/05/2025	Issued for Review
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1 References, Definitions and Abbreviations

1.1 Definitions and Abbreviations

Definitions and abbreviations to be applied to the I2S Minor Ancillary Facility – CH5600 (Old Sydney Road) North are listed below.

Table 1-1: Definitions and Abbreviations

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

Term/Abbreviation	Definition
Environmental Assessment Documentation	• Inland Rail – Illabo to Stockinbingal Environmental Impact Statement (ARTC 2022) • Illabo to Stockinbingal Project Response to Submissions (ARTC 2023) • Response to Submissions – Appendix E - Biodiversity Development Assessment Report version 12 (IRDJV, June 2024) • I2S – Mitigation Measures (Inland Rail, April 2024) • Illabo to Stockinbingal (SSI-9604) Additional and Appropriate Measures for Box Gum Woodland Impacts (Inland Rail, June 2024) • Technical and Approvals Consultancy Services: Illabo to Stockinbingal – Box Gum Woodland Gum Flat Rehabilitation Opportunity (IRDJV, June 2024)
EID	Environment in Design
EIS	The Environmental Impact Statement referred to in Condition A1 submitted to the Planning Secretary seeking approval to carry out the CSSI described in it, as revised if required by the Planning Secretary under the EP&A Act, and including any additional information provided by the Proponent in support of the application for approval of the CSSI
EMS	Environmental Management System
EMIS	Environmental Management Information System
Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings.
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPA	NSW Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)
EPL	*Environment Protection Licence under the Protection of the Environment Operations Act 1997 (NSW)*
ER	Environmental Representative for the CSSI as approved by the Planning Secretary
ESCPs	Erosion and Sediment Control Plans
ESD	Ecologically Sustainable Development
FEMP	Flood Emergency Management Sub-plan required under CoA Condition C24
GMRs	Global Mandatory Requirements
HMP	Heritage Management Sub-plan required under CoA Condition C23
Heavy vehicle	As defined in the *Heavy Vehicle National Law (NSW),* a vehicle is a "heavy vehicle" if it has a GVM or ATM of more than 4.5t.
Heritage NSW	Heritage NSW, Department of Climate Change, Energy, the Environment and Water
HSE	Health, Safety and Environment
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.
IPMP	Individual Property Management Plan as required by CoA E95.
IMS	John Holland Integrated Management System
ISCA	Infrastructure Sustainability Council of Australia
ISC	Infrastructure Sustainability Council
IS	Infrastructure Sustainability
IRPL	Inland Rail Pty Ltd
I2S	Illabo to Stockinbingal
JHG	John Holland Group
km	kilometres
LAA	Land Access Agreement
LALC	Local Aboriginal Land Council
LGA	Local Government Area
LIW	Low Impact Work as defined by Table 1 of the CoA (CSSI-9406)
LLS	Local Land Services

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

2 Introduction

2.1 Project Scope

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

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

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

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

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

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

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

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

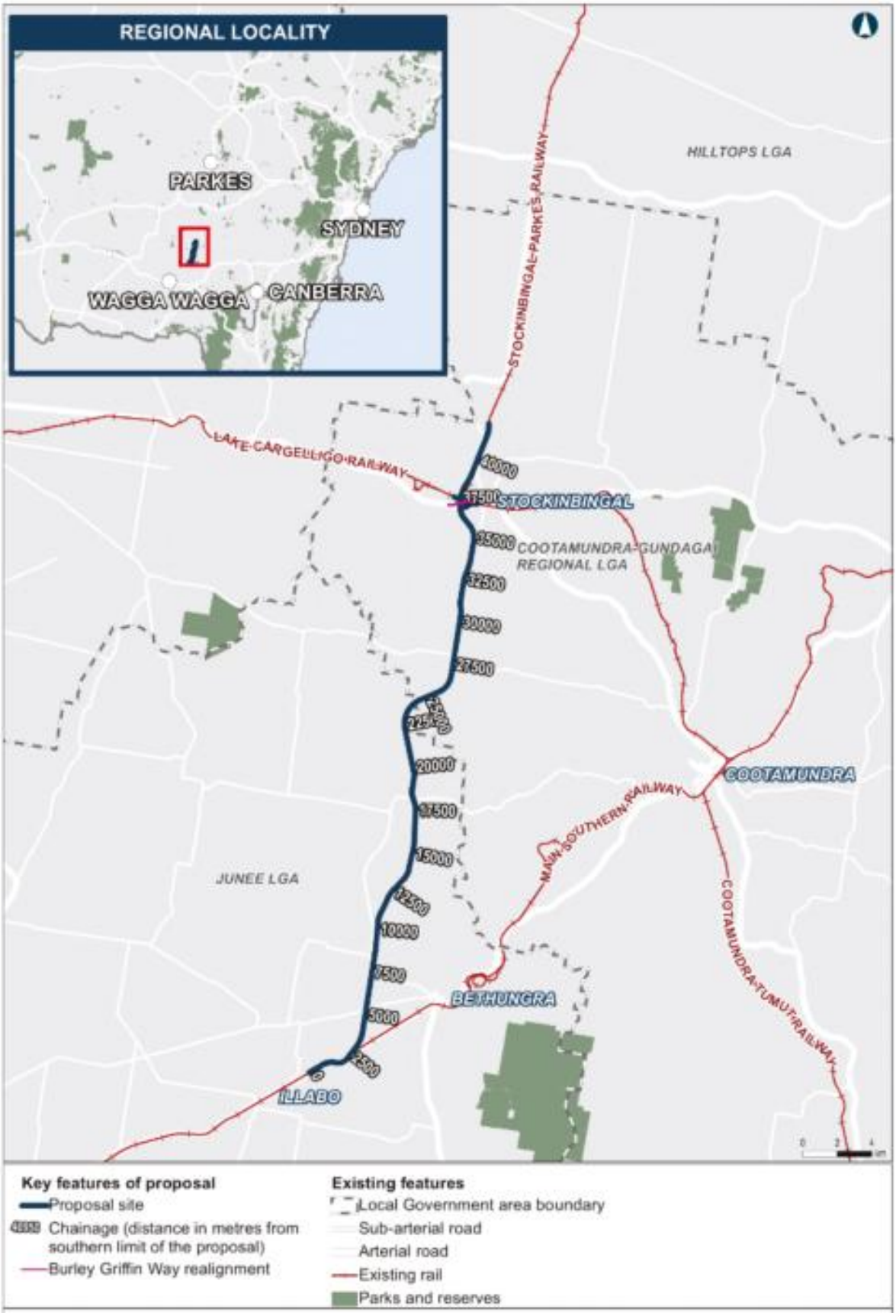


Figure 2-1 Project Locality (Source: Illabo to Stockinbingal - Environmental Impact Statement, 2022)

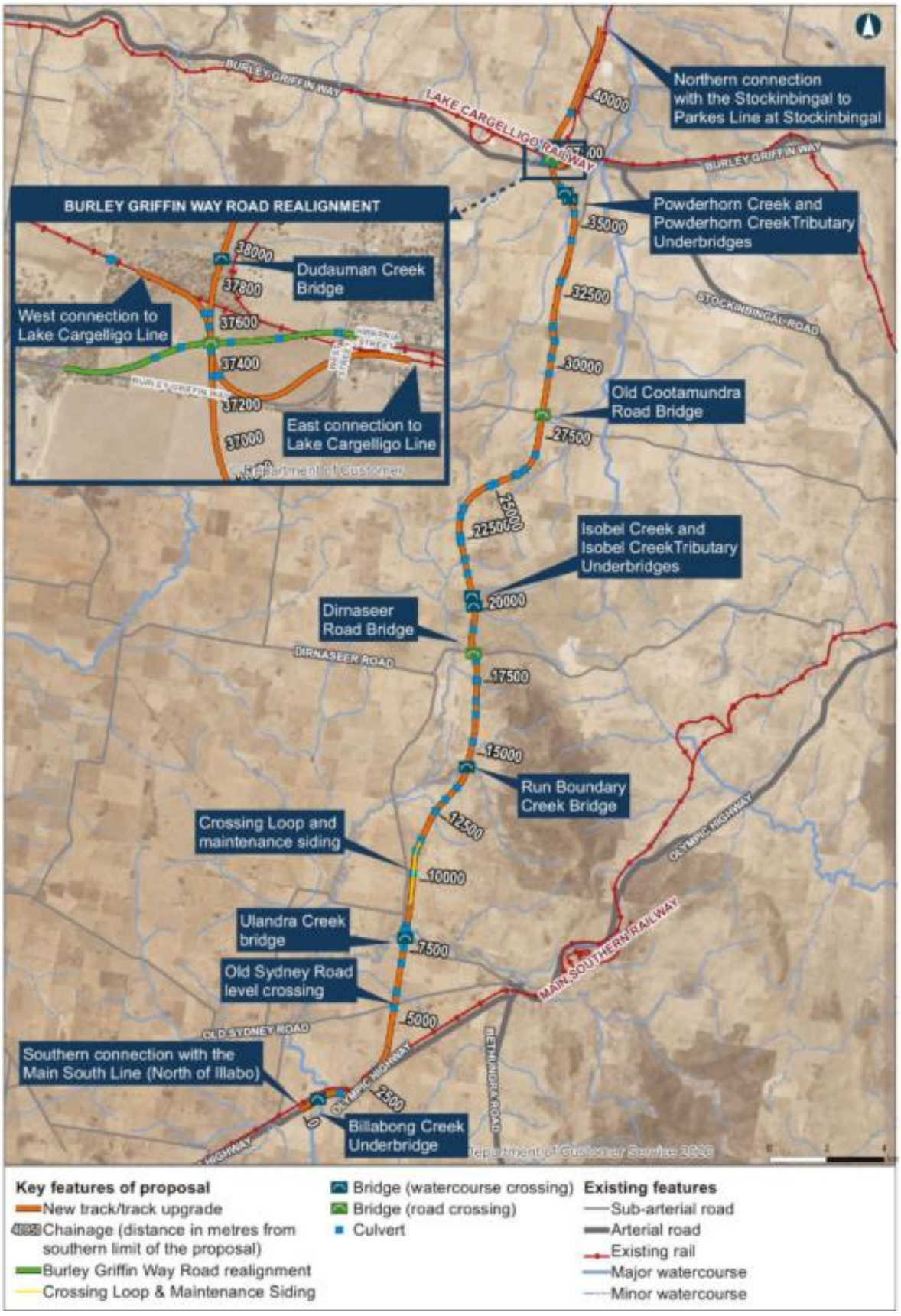


Figure 2-2 Key Project Features (Source: Illabo to Stockinbingal - Environmental Impact Statement, 2022)

2.2 Purpose

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

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

2.3 Compliance

Table 2-1: LIW definition checklist

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

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

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

2.4 Minor Ancillary Facility Checklist

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

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

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

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

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

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

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

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

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

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

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

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

	6-0001-220-EEC-00-LT-0003
B12 A Community Complaints Mediator that is: (a) independent of the design and construction personnel; and (b) accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board must be nominated by the Proponent, approved by the Planning Secretary and engaged while the Complaints Management System required by Condition B6 is in operation. The nomination of the Community Complaints Mediator must be submitted to the Planning Secretary for approval within one month before the commencement of Work.	A Community Complaints Mediator (Jack Ellis) was appointed to the project by the DPHI on 1/10/2024. Aconex reference: **IR2200-DCACT-000879**
A7 The Department must be notified in writing of the dates of commencement of Work (in relation to low impact works), construction and operation at least one (1) month before those dates.	Notification of the commencement of LIW was issued to the Department on 4/10/24. Aconex reference: **6-0000-220-EEC-00-LT-0007**
B18 A website or webpage providing information in relation to the CSSI must be established before commencement of Work and maintained for the duration of construction, and for a minimum of 24 months following the completion of construction, or unless otherwise agreed with the Planning Secretary. Up-to-date information (excluding confidential commercial information) must be published before the relevant work commencing and maintained on the website or dedicated pages including: (a) information on the current implementation status of the CSSI; (b) a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the CSSI or the terms of this approval; (c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; (d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; (e) a current copy of each document required under the terms of this approval must be published before the commencement of any work to which they relate or before their implementation, as the case may be; and (f) a copy of the compliance and audit reports required under this approval.	A website has been established for the project, available at: https://inlandrail.com.au

A copy of each document required to be made publicly available under this approval must be published within 14 days of the finalisation or approval of the relevant document unless an alternate timeframe is prescribed by another condition of this approval. Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which they / it relates or before its implementation. All information required in this condition is to be provided on the Proponent's website, ordered in a logical sequence and be easy to navigate. *Notes:* *1. The intention of this condition is to increase transparency and for information/documents required as part of the approval to be provided proactively and publicly in an easily accessible manner. Where information is excepted by this condition, it is intended that these documents are provided in their redacted form.* *2. The Planning Secretary may instruct the Proponent to finalise and upload any report or documents to the Project's website in accordance with Condition A4.* *3. The publishing of documents should occur a minimum of a week before the relevant Work / activity is going to commence.* *4. In determining what information should be published under this condition, the proponent should have regard to the principles in Division 2 of Part 2 of the Government Information (Public Access) Act, 2009.* *5. Documents should be named to be consistent with the conditions of approval where possible. The name should also give an overall impression of what the document is about. The names should be simple and concise (no more than 50 characters) without any unnecessary punctuation or under scoring in the title.*	
B7 The Complaints Management System must make the following information publicly available to facilitate community enquiries and manage complaints, from one (1) month before the commencement of Work and for 12 months following the completion of construction of the CSSI: (a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI; (b) a postal address to which written complaints and enquires may be sent; (c) an email address to which electronic complaints and enquiries may be transmitted; and (d) a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.	Complaints Management System prepared and information under the Complaints Management System made public available in the following website: https://inlandrail.com.au/
The following conditions must be met prior to Works, however, are not applicable to this assessment:	
E135 Prior to the commencement of any ground disturbance work within areas identified as requiring archaeological investigation or salvage identified in documents listed in Condition A1, the Proponent must prepare and implement an Additional Aboriginal Archaeological Survey Methodology and an Aboriginal Archaeological Test Excavation Methodology. The methodology must include procedures for additional archaeological survey of Zones 5, 6, 9 and 10, and management protocols including consultation with	The MAF location or its access route included in this report are not proposed within the Indigenous Survey Zones, including those identified as requiring

the Registered Aboriginal Parties, for any Aboriginal objects and sites identified during the survey.	archaeological investigations or salvage.
E145 Before commencement of any work, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified in the documents listed in Condition A1 as being at risk of damage. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the owners of the items surveyed, and no later than one month before the commencement of construction.	A condition survey will be undertaken on the property prior to the commencement of office operations at the MAF. Copies of the conditions survey will be documented in a Condition Survey Report and provided to the owners no later than one month before the commencement of Construction. For DPHI correspondence on the interpretation of this condition, please see Aconex reference: **IR2200-CA-000017**

2.5 Certifications

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

Table 2-5: Certification checklists

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

Certification – Environmental Representative

ER Reviewed ☐		ER Endorsed ☐	ER Approved ☒
SIGNED		Tim Elder - WolfPeak May 6, 2026, 7:21 AM GMT+10:00	
NAME		~~Ricardo Prieto-Curiel~~	
NAME		~~Derek Low~~	
NAME		Tim Elder	
POSITION		Environmental Representative	
DATE			
COMMENTS	Name:	This approval verifies that the proposed Minor Ancillary Facility is compliant with the criteria in CoA C9.	

3 Location Details

The proposed MAF is proposed at approx. CH37500. The proposed location is within the Construction Impact Zone (CIZ) in accordance with CoA C9. The location details are summarised in Table 3-1 and visually presented in Appendix A—Site Environmental Plan.

Table 3-1: Site description

SITE NAME	Minor Ancillary Facility – CH37500 (Harold Park House).
LOCATION	Burley Griffin Way (Cootamundra-Gundagai Regional Council) 'Harold Park' Lot 6, Burley Griffin Way, Stockinbingal
CHAINAGE (m)	CH37500
TIMING (expected)	Occupation: Approximately June 2025
LAND USE	Land Zoning: RU1 – Primary Production, adjacent SP2 – Infrastructure (Major Roads, Burley Griffin Way)
FOOTPRINT/SIZE	Area: 8300 m^2 Perimeter: 625m

SITE SURROUNDINGS	Minor Ancillary Facility CH37500 Harold Park House (Burley Griffin Way) is surrounded:
	• To the North, by;
	  ○ PCT 277 Blakelys Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion Grazed (moderate condition) immediately to the north
	  ○ Dudauman Creek, approximately 100m to the north
	  ○ AEC 9 and 10 (**low** contamination risk rating) – Main South Line and Forbes Line approximately 250m to the north
	• To the East, by:
	  ○ AEC 9 (**low** contamination risk rating) – Main South Line approximately 350m to the east
	  ○ Grazed agricultural land
	  ○ Fam dam approximately 350m to the east
	  ○ Stockinbingal township and its receivers, approximately1km northeast (as the crow flies)
	• To the South, by:
	  ○ Grazed agricultural land
	  ○ Burley Griffin Way
	• To the West, by:
	  ○ PCT 277 Blakelys Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion Grazed (moderate condition) immediately to the north
	  ○ Residential receiver 226925, approximately 480m to the west (closest residential receiver to the proposed facility)
	  ○ An unnamed, 1st order waterway, approximately 1.7 km west of MAF.
	
	SEPs are provided in Appendix A.

ACCESS	Access to Minor Ancillary Facility CH37500 (Harold Park House).will be provided directly via Burley Griffin Way. This can be seen in Appendix A

4 Minor Ancillary Facility Description

This MAF location (CH37500 Harold Park House (Burley Griffin Way)) has been chosen as a suitable office location due to its non-impactful access/egress arrangements, existing landholder agreements and lease arrangements, flat landscape and distance from residential receivers.

The aim of this MAF is to provide an adequate office and administrative base for the Project prior to the establishment of the accommodation camp and office ancillary facilities.

4.1 Minor Ancillary Facility Units

The proposed minor ancillary facility (MAF) at the location included in this application will utilise existing building assets including kitchen and bathroom facilities. In addition, surrounding areas of the agricultural property will also be utilised, such as areas that have been used to store farming equipment and cleared areas of land near the existing previous residence.

The MAF will require designated parking for the personnel working within the office. This location is indicated in SEPs (Appendix A—Site Environmental Plan). The MAF will not require the install of new services or utilities (including water, gas, electricity or sewerage) to conduct operations. Town water and local electricity are proposed to be utilised for the MAF. These services are already connected at the property.

4.1.1 Office space

The existing house and associated garages will be used as office space and an administrative base for the project. This will include areas for desks, a meeting space, a sign in area, as well as other amenities such as a kitchen and bathroom facilities.

Figure 4-1 Existing residence to be used as office space

4.1.2 Parking

Light vehicle parking will be located in a paddock to the east of the driveway at the residence. A large, cleared paddock will be used for heavy vehicle parking and refuelling activities at the back of the property, in the northeastern section of the property (as shown in Appendix A—Site Environmental Plan).

Parking would be provided for approximately 20 light vehicles and 10 heavy vehicles and machinery (upper limit). The maximum personnel on site is not expected to exceed 40 people (including visitors).

4.1.3 Storage and laydown

The existing sheds (as shown in the following figures) will be used for storage of project equipment, hazardous and non-hazardous materials (as shown in Appendix A—Site Environmental Plan). Hazardous chemicals expected to be stored on site are expected to include fuels (approximately 1000 litres), epoxy, glue, weed spray, bleach, paints and grease. These would be stored and handled according to safety data sheets in bunded areas and containers. Refuelling would be undertaken in bunded areas by experienced site supervisors and plant operators. Note that all

storage areas will be equipped with the relevant environmental controls including spill kits. The MAF will be used for storage and laydown, with no proposed assembly works required at this MAF site.

Figure 4-2 Existing sheds to be utilised for storage

Figure 4-3 Existing sheds to be utilised for storage

4.1.4 Waste and skip bins

Up to 4 skip bins will be used at MAF CH37500 Harold Park House (Burley Griffin Way) for the appropriate storage of waste produced in the operation of the MAF. In addition, waste tanks may also be required to manage waste on site from the office. In summary, waste streams may include:

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

Waste will be transported by a licensed waste transporter to an appropriately licensed facility as required. More information is provided in the risk assessment section below.

Figure 4-4 Skip bins example

4.1 Hours of operation

The MAF proposed in this application will only be used (operated, mobilised and demobilised) within approved construction (standard) hours. The standard hours on the Project are as follows;

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

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

4.2 Site Access

Site access will be directly via Burley Griffin Way (BGW). The property has a driveway measuring approximately 150m, consisting of gravel and fine aggregate. The driveway to the MAF and its surrounding environment is pictured in the following figures. Additional aggregate will be placed on the driveway as an ERSED control. More detail is provided in Section 5.

Figure 4-5 Driveway access to the property from Burley Griffin Way

Figure 4-6 Driveway access between the residence and the roadway

Figure 4-7 Driveway access leading up to the residence

4.3 Office layout

The layout included in Figure 4-8 and Figure 4-9 is proposed at the MAF.

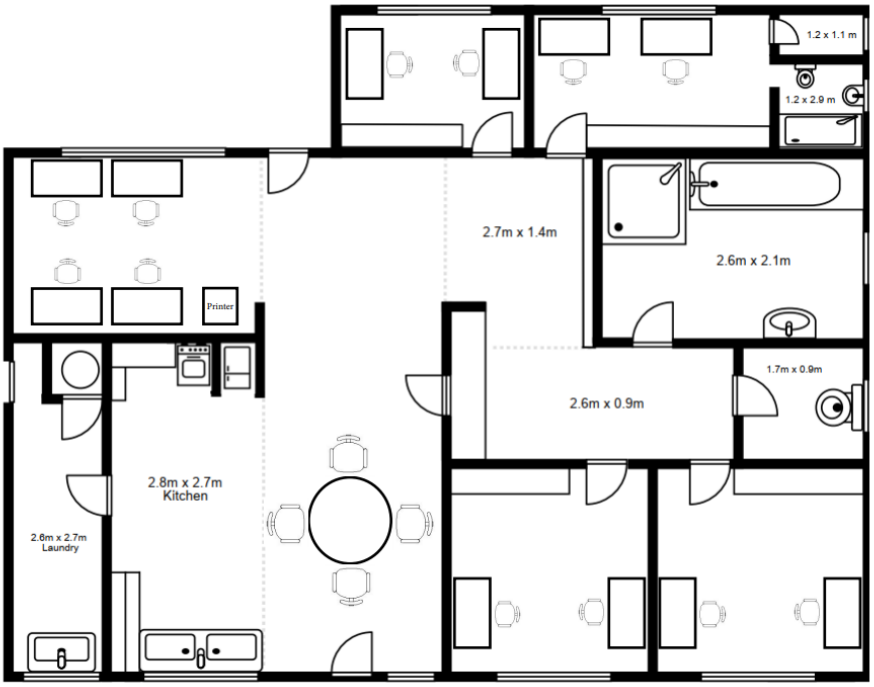


Figure 4-8: Main residence floor plan

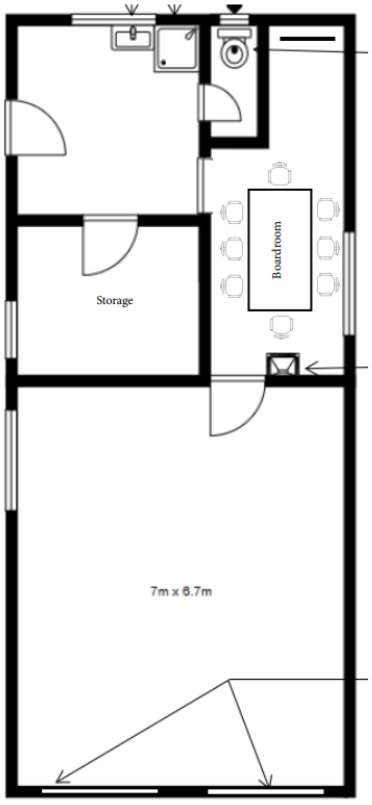


Figure 4-9: Granny flat floor plan

4.4 Works required on the property

Minor renovations will be required at the MAF prior to its occupation by JH. These include but are not limited to:

- Removal of existing carpet flooring, underlay and tac boards
- Disposal of old flooring and associated materials
- Internal painting of the entire property
- Installation of blinds, curtains and associated brackets and mounts
- Disposal of old blinds/venetians/curtains and associated brackets and mounts
- New electrical and data works, including air conditioning units, stovetops and power outlets

These works are subject to change following the dilapidation and condition survey report of the property. More information on the requirements of condition surveys are provided in Section 5.

5 Aspect and Impact Assessment

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

Table 5-1: Aspect and impact assessment

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Traffic, transport and access	Site access would be achieved via Burley Griffin Way (public road). Traffic associated with the use of the site would consist of approximately 20 light vehicles and 10 heavy vehicles travelling to and from the site each day (upper limit) respectively. The maximum personnel on site is not expected to exceed 40 people (including visitors).	• Potential increase in light vehicle traffic relative to existing use of the roads. • Traffic associated with the use of the sites will have minor amenity impacts on the surrounding residences. • No closure or diversion of roads will be required for the operation of this MAF. • Impacts to road safety as a result of increased road use and turning movements at intersections and construction site access gates. • Impacts to condition of rural roads due to construction traffic. • Impacts on access to private properties.	• Right of way will be given to the public (road users and pedestrians) at access points into the MAF location. • The construction workforce and project staff will be encouraged to ride-share to reduce the number of light vehicles travelling to and from the MAF to other areas of the alignment • The existing property gate will be closed when not in use. • The designated access gate to be used for the MAF is shown in Appendix A—Site Environmental Plan. • The owner of the property is ARTC. The property was previously owned by Graham John & Stephanie Ann Cooper. • The property is located in a Licensed Project Area, Lot DP/6//1045925. The address is 'Harold Park' Lot 6, Burley Griffin Way, Stockinbingal. The lot boundary is visible in Figure 9-1. The requirements from the Deed for the use of the property by JH are provided in Table 9-2. The use of the MAF by JH requires that JH: (i) prepare a condition survey of the property prior to commencing the Contractor's Activities on the property and provide a copy of that survey to IRPL; and (ii) return the property to IRPL in a condition that is equivalent to or better than when the property was made available to the Contractor or as otherwise agreed in writing by the IRPL Representative. The above condition survey report will also be provided to the owner of the property (ARTC) no later than one month before the commencement of construction in accordance with CoA E145.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			• A road dilapidation survey will occur prior to the use of Burley Griffin Way by heavy vehicles in accordance with CoA E101. • A speed limit of 15km/h will be in force at the MAF. • A ROL or section 138 approval will be obtained by the relevant authority where required in accordance with the Roads Act 1993.
Noise and vibration	The existing noise environment is rural. Vast amounts of the project area have little or no road traffic noise and have low background noise levels. The site proposed for the MAF is consistent with this noise landscape, with the closest residential receivers approximately 480m to the west of the proposed MAF location. The standard hours on the Project are as follows; • Monday to Friday: 7am to 6pm • Saturday: 7am to 6pm • Sunday and public holidays: no work	Potential noise generation during standard construction hours from facility use, including: • Conversational chatter • Flushing of toilets • Operation of plant and equipment for loading and unloading of equipment, plant and materials • Access/egress from the MAF. The construction noise management levels (NML) at the MAF location are: • 45 dBA during standard hours • 40 dBA during out of hours day period • 35 dBA during out of hours evening and night periods Noise impacts are expected to be negligible from the MAF with the closest residents located approximately 480m from the MAF (shown in Appendix B—Noise Model). Noise modelling has been conducted (shown in Appendix B—Noise Model) showing the operation and mobilisation of the MAF has a 0 NML exceedance at the closest	• Non-tonal reversing alarms must be fitted and used on all construction vehicles and mobile plant when accessing/egressing from the MAF location. • Avoid shouting and slamming doors to minimise unnecessary noise (loud radio, UHF conversations, revving engines, slamming doors etc). • Noise monitoring will be conducted for works outside standard hours where required and in response to complaints (where noise monitoring would assist in resolving the complaint). Results of noise modelling will be provided to IRPL as required. • All vehicles accessing the MAF location must comply with local speed restrictions. • Plant engines from light vehicles should be turned off when not in use to reduce potential noise impacts on surrounding stakeholders. • No additional control measures are proposed as results of noise modelling (Appendix B—Noise Model) do not exceed Project NMLs at nearby sensitive receivers. • All construction plant and equipment used on the site will be maintained and operated in an efficient and proper manner, in accordance with the manufacturers' specification. • The community and stakeholder engagement team will notify the nearest sensitive receivers of the proposed use of the site to ensure they are aware of the team's presence.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
		receiver (4960 Burley Griffin Way, Stockinbingal). There are not expected to be vibration impacts as there are no vibration-intensive works being undertaken. In addition, the works would be a substantial distance from receivers. All deliveries, operation and demobilisation will occur during standard hours.	
Light Spill/ Visual Amenity	The property has built-in internal lighting. Up to 6 exterior lighting towers may be required during the winter months to increase light availability along the driveway and in parking areas. The lighting units will be placed at a distance at which it does not disturb the surrounding visual landscape. Surrounding residential receivers are unlikely to be impacted, as they are located approximately 480m from the MAF and are separated from the MAF by a dense area of vegetation (PCT277).	Additional lighting around the site for personnel safety and crime prevention in accordance with crime prevention through environmental design (CPTED) principles could result in light spill impacting sensitive receivers. Ongoing visual impacts on sensitive visual receivers as a result of the introduction of new infrastructure visible from a number of viewpoints (including new rail overbridges, crossing loops, ancillary infrastructure and access road).	An inspection will be completed the first time any additional lighting is added at the site. This inspection should include spot measurements of horizontal light spill. Lighting would only be required during standard construction hours (e.g. entering the site at the start and end of the day shift during winter). Boundary screening will be erected if a site inspection determines that the MAF could significantly impact sensitive receivers. Vegetation exists along the road corridor (PCT76) that provides visual amenity relief to passing receivers. All lighting installed will be consistent with the requirements of *Australian Standard 4282-2019 Control of the obtrusive effects of outdoor lighting.* The direction of temporary external lighting will be faced down or inward to prevent light spill in the direction of sensitive receivers.
Biodiversity	No mapped native vegetation or trees require clearing for the occupation of the site. The MAF proposed in this application will not require vegetation clearing or ground disturbance.	• Impacts on potential habitat for listed threatened fauna species • Incidental and unapproved clearing of native vegetation resulting in loss of fauna	Ecology advice associated with the MAF is provided in Appendix E—Ecology Endorsement. No additional mitigations above what is proposed in this section is required to manage biodiversity at the MAF location.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
	Flora species within the site include: • PCT 277 Blakelys Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion along the extent of the driveway Fauna species within the site include: • 2 x Square-tailed Kite (*Lophoictinia isura*) both recorded on the 21st October 2023 Note there is vegetation that surrounds the property boundary of the site, however this vegetation is separated by fencing and is not required for the use of the MAF. The vegetation that surrounds the site includes: • Hollow Bearing Trees (approximately seven to the south of the proposed MAF property) • PCT 277 Blakelys Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion along the extent of the driveway	habitat, habitat fragmentation and loss of connectivity.	Unexpected biodiversity finds would be managed in accordance with the Unexpected and Incidental Finds Procedure for Biodiversity. Access to the MAF site via Burley Giffin Way would require driving in proximity to areas marked as TEC, namely: • PCT 277 Blakelys Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion along the extent of the driveway TEC's at the site access point (Appendix A—Site Environmental Plan) will be avoided at all times. Although PCT277 TEC is present atop Burley Griffin Way and the driveway on mapping, this is expected to be predominately canopy cover over the roadways from the verges (shown in Figure 4-6), with no vegetation present on the road itself. Where vegetation is present on the road seal or the potential for impacts to canopy cover by plant is likely, access/egress will cease (for plant likely to impact canopy cover). Mobile plant and vehicles including deliveries must use designated travel routes and site access tracks to access the MAF. The PCT will have flagging/signage included to avoid potential impacts to them along the driveway/within the site. There is to be no parking in the road reserve adjacent the access except to open the access gates. Any parking on site is to occur outside the drip line of native vegetation. At present, access for light vehicles into the proposed MAF is sufficient (please refer to ecologist advice attached). However, should any heavy vehicles require access into the MAF, this would be subject to additional advice to ensure that there are no substantial impacts to vegetation. Should the advice lead to the requirement for vegetation rimming to permit access, this would be subject to additional approval by the ER.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Soil and water	No groundbreaking activities are proposed for the use of the MAF. The risk of erosion at the MAF location is considered low, as no deliberate subsoil exposure will be occurring. There are no known waterbodies such as streams and watercourses located within the MAF site or in proximity to the MAF site. There are farm dams located nearby, with one dam located approximately 188m north west, and 266m east. Burley Griffin Way is a sealed road.	• Mud, soil or otherwise tracking onto local roads	The existing driveways and parking areas will be monitored and maintained. The site is located within existing agricultural residential property, which contains paddocks of mostly cleared vegetation and existing ground cover in most areas. The areas that surround the MAF proposal footprint will not be disturbed which will ensure that any potential surface water runoff will be contained. Additional aggregate will be placed atop the driveway and parking areas within the MAF site. At the driveway, standard stabilised site access as outlined in the BlueBook (provided in Appendix A—Site Environmental Plan) will be used (DGB 20 roadbase or 30mm aggregate for at least 15m long and 3m wide). Weather forecast will be regularly reviewed (via http://www.bom.gov.au/) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. ERSED control measures and mud control measures (including sandbags, coir logs, vehicle brush down or riprap at gate) will be implemented to reduce and prevent sediment tracking onto local roads. If mud and dirt is tracked onto Burley Giffin Way, a street sweeper or other means may be deployed to remove spoil, mud or otherwise from the roadway within 24 hours. All chemicals and liquids will be stored within the container which includes a self-contained bund (within the container) that is not exposed to rainfall or surface water runoff. The bund will hold a volume of liquid 10% larger than the largest container. A spill kit will be located at the MAF site for use in case of any unexpected spills or events.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			All other equipment will be mobile and raised out of the way of surface water runoff and can be removed from site in the event of a significant weather event (if deemed required).
Contaminated land	The closest Area of Environmental Concern (AEC) in proximity to the MAF site is the rail corridor which is approximately 160m north east of the site. No ground disturbance is proposed for the use of the site that could expose unexpected contaminated land. No ground disturbance is proposed at the MAF location and as such, contaminants (heavy metals, sodium fluoroacetate) are unlikely to be mobilised. No entrance to the rail corridor (the location of the AEC) is required to access the MAF.	• Direct contact with contaminants (heavy metals, sodium fluoroacetate) through inadvertent ingestion, or dermal absorption.	Unexpected contamination finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Contamination. Any refuelling undertaken on site must be done so ≥50m from waterways, wetlands or ephemeral streams and with a drip tray. A spill kit will be located within storage and parking areas.
Cultural heritage	The proposed location of the MAF and the associated access has been assessed and identified as being outside of the Indigenous Survey Zones listed in the EIS (Zones 1-11). There are no known items of Aboriginal Heritage within or in close proximity to the MAF site. The closest is AHIMS 50-2-0055, located 500m away in Zone 11 East. The MAF location is not in proximity to non-Aboriginal Heritage items at Stockinbingal. They are more than 1km away.	• Potential impacts on registered Aboriginal heritage items/sites in the proposal site • Impacts on unrecorded Aboriginal sites and/or areas of archaeological sensitivity • Impacts on areas predicted to have moderate to high archaeological potential	Unexpected heritage finds would be managed in accordance with the Unexpected and Incidental Finds Procedures for Heritage. No additional mitigation measures are proposed for cultural heritage due to the distance of the MAF from items of heritage sensitivity.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
Dust and odour	No excessive dust and odour emissions are expected to occur from the operation of the MAF.	There will be little to no impact to dust and odour emissions resulting from the MAF.	Site vehicles and Utes are drive to the speed limits enforced on NSW roads and within private properties to avoid excessive dust and disturbance of dirt/unsealed roads. Where excessive dust is generated on Burley Griffin Way, dust suppression techniques (saturating with water) may be used. The 15km/h speed limit at the MAF must be adhered to. Odour will be managed by ensuring skip bins and other waste receptacles are covered at all times. Waste will be removed from skip bins at least weekly (when the MAF is operational).
Flooding	The site is located outside of the EIS modelled 1% AEP (shown in Appendix D).	There will be no impact to the proposal from flooding from the MAF.	No additional control measures are required to manage flood impacts from the proposal.
Waste management	Waste is expected to be generated in the operation of this MAF. Waste will be contained to the MAF via waste tanks (for sewerage) and bins. The waste generated from this proposal is considered minor and can be managed by staff as part of the day-to-day operations.	Waste generated from the MAF will include: • Sewage • Hard plastic • Soft plastic • Food organics/garden organics (FOGO) • Paper/cardboard • Wastepaper • Construction waste such as scrap and packaging	All waste will be contained internally within the MAF site in plastic bins, bags and tanks (located within the containers and the skip bins) and will be disposed of to the appropriately licensed waste facility. Waste will then be transferred to covered skip bins. An appropriately licensed waste transporter will transport the waste from skip bins to an appropriately licensed facility as required. Waste management facilities located within the Cootamundra-Gundagai region that may be the final destination of waste from the MAF include; • Cootamundra Waste Depot • Gundagai Burra Road Waste Depot • Junee Landfill Facility Waste types and quantities will be confirmed prior to haulage to the waste destination. Waste will be separated into skip bins by waste streams (i.e. recyclable, general waste) accordingly.

ASPECT	OVERVIEW	POTENTIAL IMPACTS	ADDITIONAL CONTROL MEASURES
			Any leaks or spills captured in the hazardous materials container bund will be disposed of offsite at a suitably licensed facility. Waste dockets from the waste contractor will be maintained in a register and documented. All waste will be recycled where possible. Waste generation will be avoided where possible, and where avoidance is not reasonably practicable, waste generation will be reduced.

6 Workforce Notification

6.1 Induction

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

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

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

6.2 In-field reference materials

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

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

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

6.3 Training

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

7 Roles and Responsibilities

Table 7-1: Roles and responsibilities

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

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

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

Table 9: Emergency contact list

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

8 Consultation

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

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

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

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

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

Community enquiries and complaints will generally be received via:

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

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

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

9 Appendices

Appendix A—Site Environmental Plan

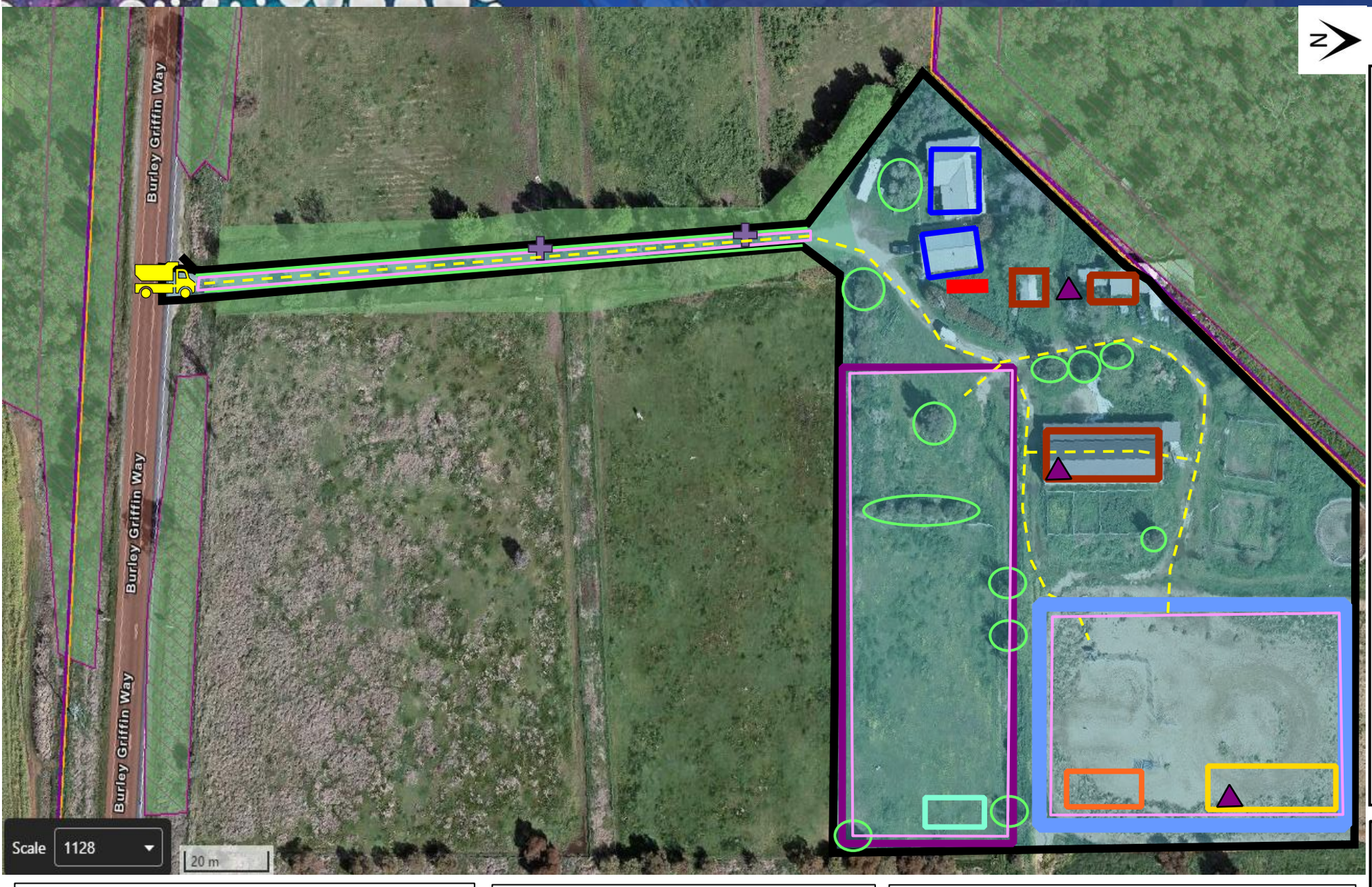
Site Environmental Plan (SEP) – Minor Ancillary Facility

Site Access Point: 9

ARTC 37500 - Harold Park

Chainage from (m): 37300
Chainage to (m): 37650
Total Length (m): 350

JOHN HOLLAND



Legend:

- MAF footprint
- Demarcation fencing
- No-go zone
- Office
- CIZ
- Access/egress track
- Crib Room
- PCT 277 Blakelys Red Gum
- Ablution
- Tree protection flagging/signage
- Storage area (including hazardous and non-hazardous storage)
- External waste receptacles
- Light vehicle parking
- Heavy vehicle parking
- Access/egress point
- Square-tailed Kite
- HV Refuelling Area
- Spill kit
- Road base driveway

*Locations of MAF assets and ERSED controls are indicative and will be subject to assessment of on-site conditions

*Aggregate to be placed on driveway, LV and HV parking. Aggregate to be added within the site as required on access tracks

AGGREGATE TO BE LAID ON ALL ACCESS TRACKS AND PARKING

Refer to stabilised site access SD6-14 from Managing Urban Stormwater: Soils and Construction Volume 1 Fourth edition

VEGETATION ON DRIVEWAY TO BE DELINATED WITH BOLLARDS AND ROPE BUNTING

PCT 277 YELLOW BOX

ACCESS/EGRESS VIA

BURLEY GRIFFIN WAY

Erosion and Sediment Controls (ESC):

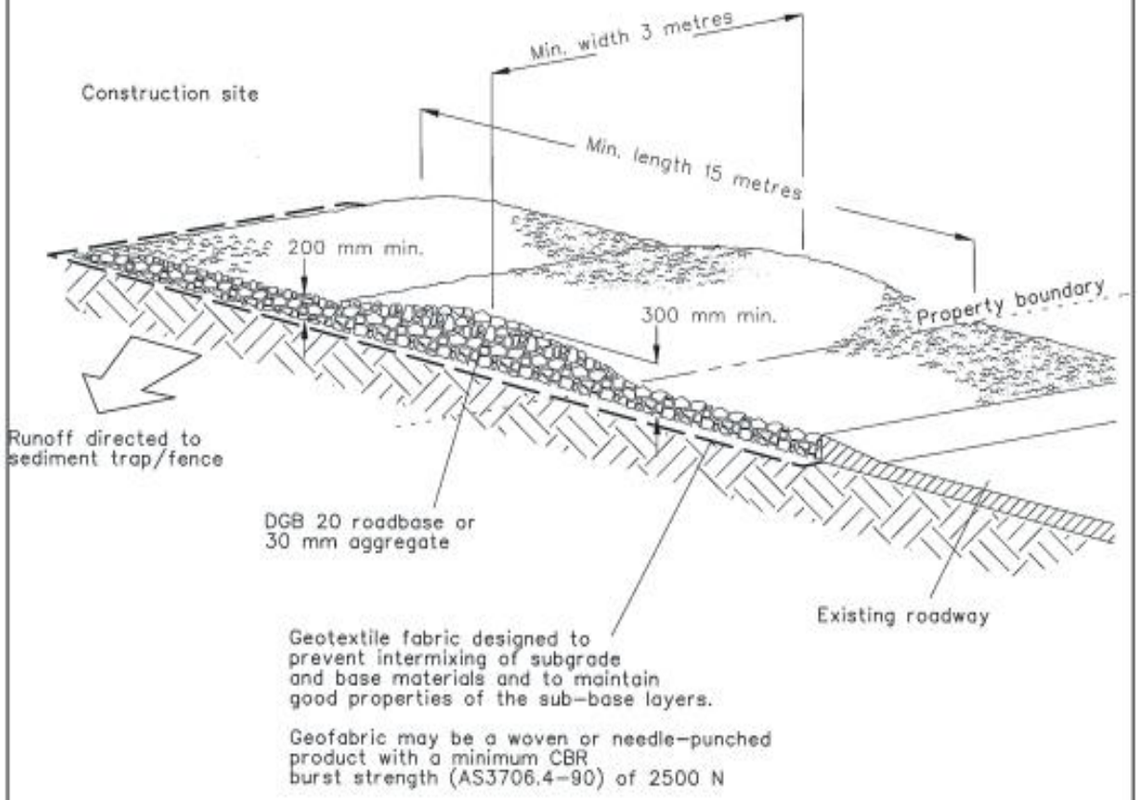
- All erosion and sediment controls are to follow the requirements of the Blue Book Managing Urban Stormwater, Volume 1, 4th Edition, March 2004.
- ERSED controls have been included on the SEPs in areas where potential ERSED risks are anticipated. Additional ERSED control equipment will be available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

The following ESC are implemented for the project site:

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

Monitoring of ESC:

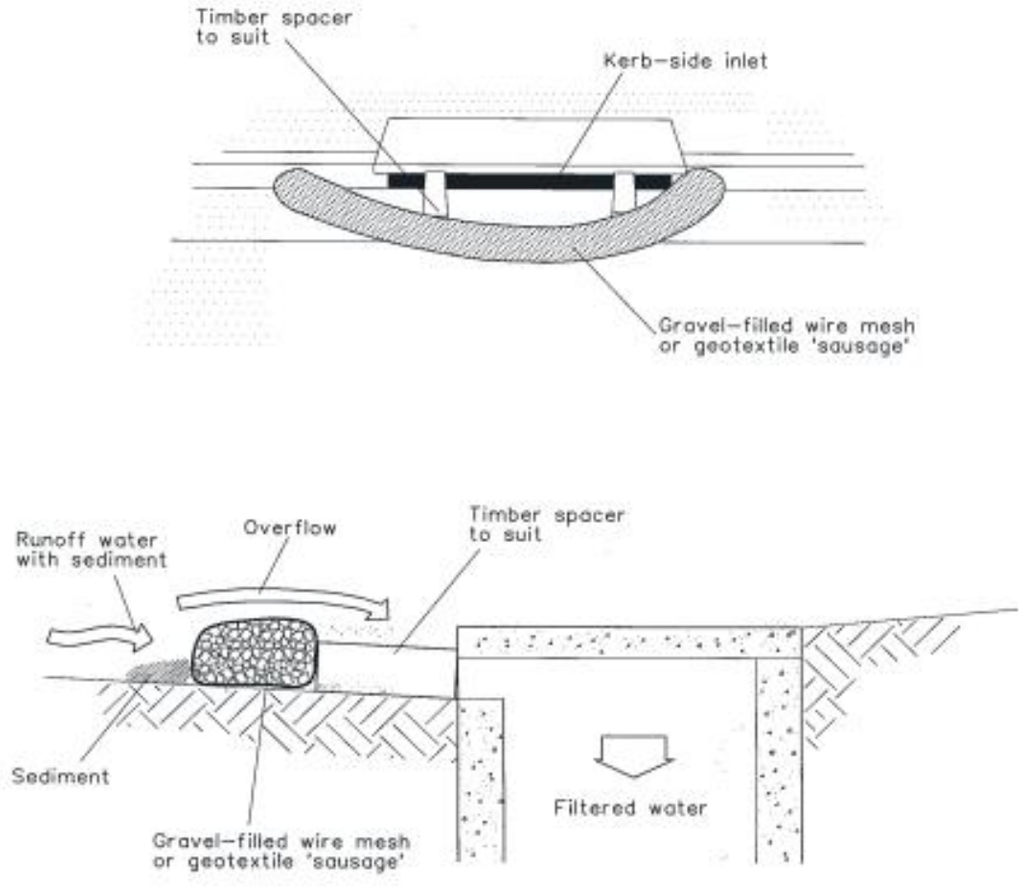
- Periodic monitoring of the effectiveness of the ESC to be undertaken as part of environmental inspections, prior to unfavourable weather conditions and after heavy rainfall events (>20mm in 24-hour period).



Construction Notes

1. Strip the topsoil, level the site and compact the subgrade.
2. Cover the area with needle-punched geotextile.
3. Construct a 200-mm thick pad over the geotextile using road base or 30-mm aggregate.
4. Ensure the structure is at least 15 metres long or to building alignment and at least 3 metres wide.
5. Where a sediment fence joins onto the stabilised access, construct a hump in the stabilised access to divert water to the sediment fence

STABILISED SITE ACCESS SD 6-14



NOTE: This practice only to be used where specified in an approved SWMP/ESCP.

Construction Notes

1. Install filters to kerb inlets only at sag points.
2. Fabricate a sleeve made from geotextile or wire mesh longer than the length of the inlet pit and fill it with 25 mm to 50 mm gravel.
3. Form an elliptical cross-section about 150 mm high x 400 mm wide.
4. Place the filter at the opening leaving at least a 100-mm space between it and the kerb inlet. Maintain the opening with spacer blocks.
5. Form a seal with the kerb to prevent sediment bypassing the filter.
6. Sandbags filled with gravel can substitute for the mesh or geotextile providing they are placed so that they firmly abut each other and sediment-laden waters cannot pass between.

MESH AND GRAVEL INLET FILTER SD 6-11

Appendix B—Noise Model

Appendix B – Noise Model

Noise assessment summary:

A noise assessment has been conducted to assess potential noise impacts associated with the use of a Minor Ancillary Facility (MAF) at CH37500 Harold Park House (Burley Griffin Way).

Standard construction hours on I2S are;

– 7:00am to 6:00pm Monday to Friday

– 7:00am to 6:00pm Saturday

– At no time on Sunday or public holidays.

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

Site Characteristics:

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

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

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

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

Rationale:

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

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

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

Noise Management Levels

TABLE 16-1: NOISE MANAGEMENT LEVELS FOR RESIDENTIAL RECEIVERS

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

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

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

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

Map Overview

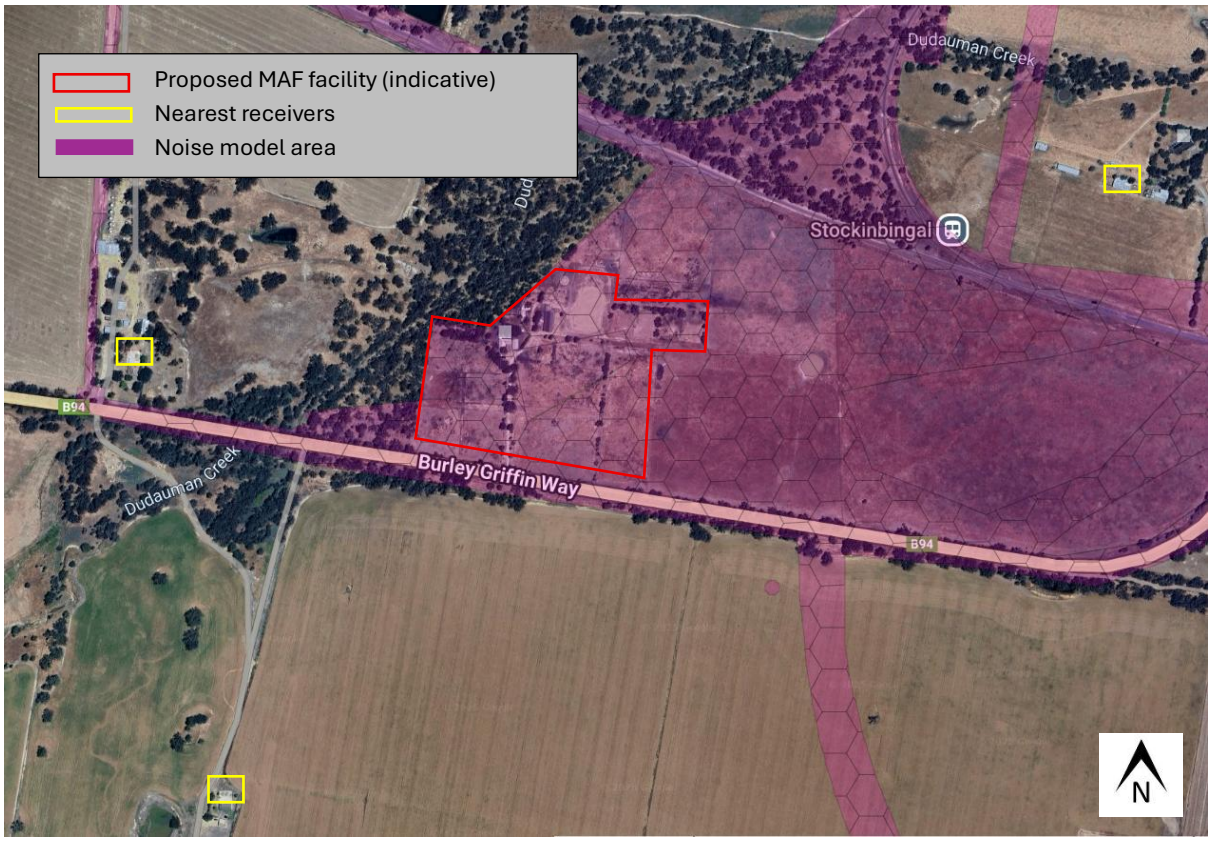


Figure B-2 Map showing MAF location and closest residential receivers

The map above shows the MAF operational location (where noise is to be emitted) and the closest residential receivers to the works. The distance to the closest receiver is approximately 500m from the MAF.

Noise Model Inputs:

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

Stockinbingal House

Equipment type	Qty	Usage	Reduction	Sound power level LAeq	Sound power level LAmax
Flatbed Truck	2	5%	0	83	98
Forklift	1	15%	0	92	105
Generator (100 kVA)	2	50%	0	93	96
Truck (12-15 tonne)	1	5%	0	93	112
Ute	4	5%	0	78	90

Activity Sound Power Level: 98

Figure B-3 Noise model inputs, MAF operation

Impact to Receivers:

The following map shows the noise model mapping associated with the use of the MAF site. As per the map below, there are not expected to be impacts to surrounding receivers.

Figure B-4 Noise model map (note there are no expected impacts, hence why there are no indicators identifying impacts)

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

Inland Rail - Illabo to Stockinbingal		**Assessment ID**	Stockinbingal House

Requested by:	John Holland
Results shown for:	Day

Predicted noise levels and impact assessment

Id	Address	NML	Predicted noise level	Highly Affected	Impact	Additional mitigation measures
226925	To the west of the MAF (no address available)	45	34	No	NIL	N/A
226926	To the south of the MAF (no address available)	45	28.8	No	NIL	N/A
321056	7 West Street Stockinbingal	45	26.7	No	NIL	N/A

Noise model summary:

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

Activity	dBa exceedance of NML at receiver(s)	Number of properties affected
MAF movement of vehicles (light vehicles and heavy vehicles) at the MAF)	0	0
MAF access/egress	0	0

Table B-1: Noise model summary

Conclusion and Mitigation:

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

Mitigation measures
Using portable temporary acoustic screens where effective to screen the noise emissions.
Avoid the simultaneous operation of noisy plant within discernible range of noise sensitive receivers where possible.
Where available, equipment selection will favour the use of quieter and less vibration emitting construction methods.
Using noise source controls, such as the use of residential class mufflers, to reduce noise from all plant and equipment including bulldozers, cranes, graders, excavators and trucks
Static plant should be located as far as possible from sensitive receivers, be located to take advantage of natural acoustic screening such as terrain, site buildings, etc and where necessary for reduction of noise impacts, provided with an acoustic enclosure.
A telephone, email and web-based community information service shall be established to allow the community to obtain additional information on construction activities, provide feedback or make a complaint.
Regular communications on the activities and progress of the proposal shall be provided to the community (e.g. via newsletter, email and/or website).
Noise or vibration monitoring in response to complaints shall be undertaken where the results or the process assist in resolving or understanding the receiver's issue.
Where possible, construction compounds should be located a minimum of 1km from the nearest resident or noise sensitive receiver.
Where vibration levels are predicted to approach the criteria for cosmetic building damage or limits for critical or sensitive areas, attended vibration measurements shall be undertaken at the commencement of vibration generating activities to confirm that vibration limits are within the acceptable range.
Early morning works between 6am-7am will be low impact noise activities[1]

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

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

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

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

Appendix C—Residential Receiver Map

INLAND RAIL

Residential Receiver Map

Legend

Receivers

Notes

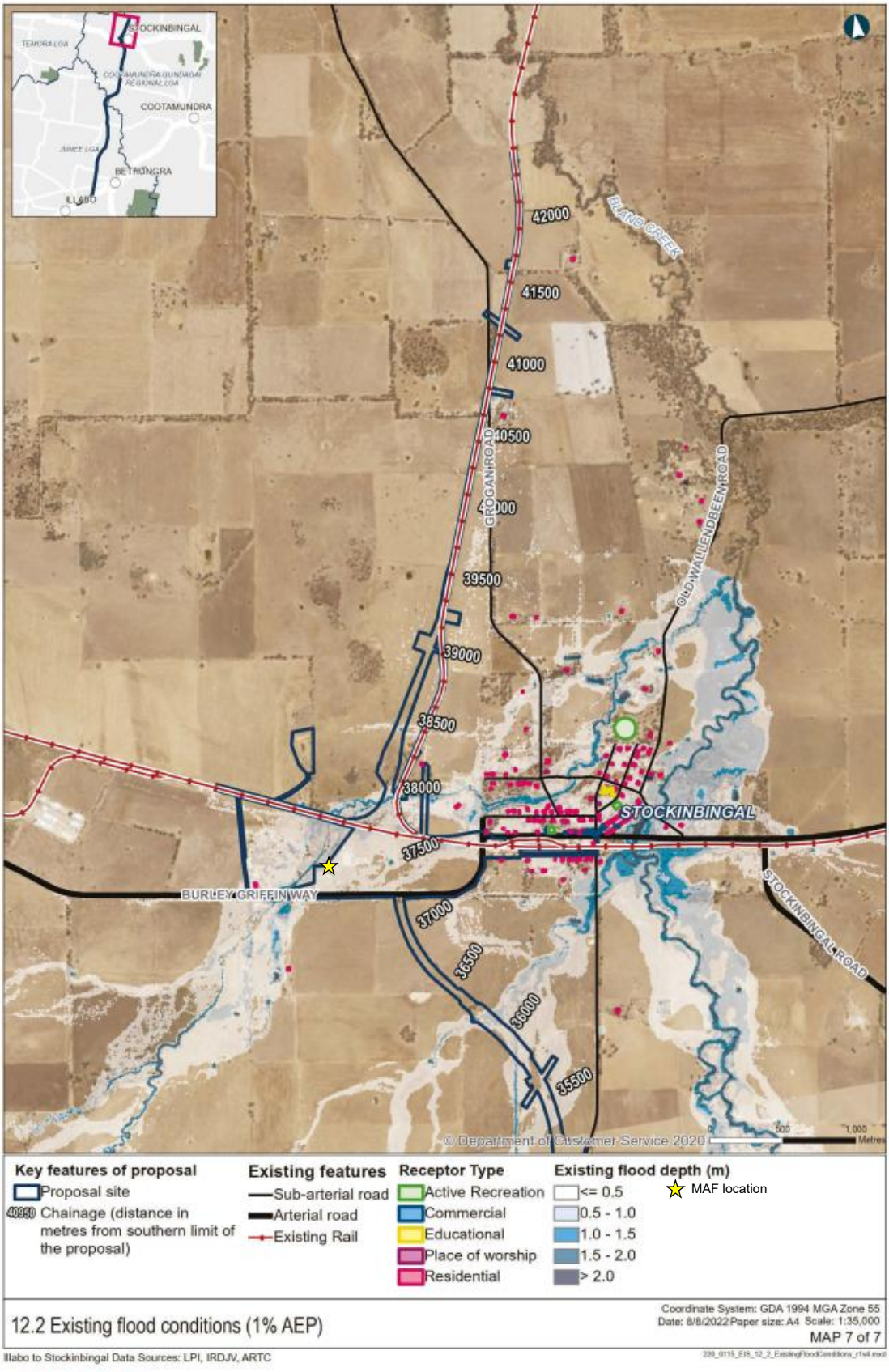
CH37500 Harold Park House (BGW)

0 200 400 m

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

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Appendix D—Flood-Prone Land Map



12-22 INLAND RAIL

Appendix E—Ecology Endorsement

Outlook

RE: MAF Driveway Biodiversity Advice

From Michial Sutherland <michial.s@nghconsulting.com.au>
Date Fri 2/14/2025 12:34 PM
To Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>; Jane Love <jane.l@nghconsulting.com.au>; Nicola Smith <nicola.s@nghconsulting.com.au>
Cc Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>; Dave Carberry-JHG <Dave.Carberry3@jhg.com.au>; Lachie Fox-JHG <Lachie.Fox@jhg.com.au>

13 attachments (20 MB)

IMG_7299 (Large).JPG; IMG_7300 (Large).JPG; IMG_7301 (Large).JPG; IMG_7302 (Large).JPG; IMG_7303 (Large).JPG; IMG_7304 (Large).JPG; IMG_7305 (Large).JPG; IMG_7306 (Large).JPG; IMG_7307 (Large).JPG; IMG_7308 (Large).JPG; IMG_7296 (Large).JPG; IMG_7298 (Large).JPG; IMG_7297 (Large).JPG;

Hi Tess

See the attached images re the house of the Burley Griffin Way.

You can prune the Claret Ash, Cedar and poplar, they are all exotic species.

The Eucalypts (Sp.), 1 senescent wattle and a tortured paper bark are well clear of the road for a LV or HV.

Cheers

Mick

Michial Sutherland
Business Development Manager

m: 0427 953 053
e. michial.s@nghconsulting.com.au
w. nghconsulting.com.au | Our commitment to reconciliation

From: Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>
Sent: Friday, 14 February 2025 9:20 AM
To: Jane Love <jane.l@nghconsulting.com.au>; Michial Sutherland <michial.s@nghconsulting.com.au>; Nicola Smith <nicola.s@nghconsulting.com.au>
Cc: Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>; Dave Carberry-JHG <Dave.Carberry3@jhg.com.au>; Lachie Fox-JHG <Lachie.Fox@jhg.com.au>
Subject: Re: MAF Driveway Biodiversity Advice

Thank you Mick and Jane 😊

From: Jane Love <jane.l@nghconsulting.com.au>
Sent: Friday, February 14, 2025 9:17 AM
To: Michial Sutherland <michial.s@nghconsulting.com.au>; Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>; Nicola Smith <nicola.s@nghconsulting.com.au>
Cc: Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>; Dave Carberry-JHG <Dave.Carberry3@jhg.com.au>; Lachie Fox-JHG <Lachie.Fox@jhg.com.au>
Subject: RE: MAF Driveway Biodiversity Advice

Hi Tess,

Appropriate mitigation measure would be enforced speed limits to reduce risk of fauna collisions and dust impacts.

I am assuming being LV only, no vegetation trimming of low branches over the road would be required.

Kind regards

Jane

Jane Love
Technical Lead - Environmental Management

m: 0400 360 665 p: 02 6492 8333 (Ext 404)
e. jane.l@nghconsulting.com.au
a. Suite 11, 89-91 Auckland Street, Bega, NSW 2550
w. nghconsulting.com.au | Our commitment to reconciliation

Please note I am unavailable on Thursdays

From: Michial Sutherland <michial.s@nghconsulting.com.au>
Sent: Thursday, 13 February 2025 8:26 PM
To: Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>; Nicola Smith <nicola.s@nghconsulting.com.au>; Jane Love <jane.l@nghconsulting.com.au>
Cc: Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>; Dave Carberry-JHG <Dave.Carberry3@jhg.com.au>; Lachie Fox-JHG <Lachie.Fox@jhg.com.au>
Subject: RE: MAF Driveway Biodiversity Advice

Hi Tess,

I had a look at this site today. The planted avenue of trees is mixed.

Includes, Claret Ash, Cedar (introduced), poplar, and several Eucalypts (Sp.).

There is some native grass up both sides of the drive.

The Telstra line runs up the western side of the gravel drive it has the least amount native grasss.

Its fine for pot holing.

Cheers

Michial Sutherland
Business Development Manager

m: 0427 953 053
e. michial.s@nghconsulting.com.au
w. nghconsulting.com.au | Our commitment to reconciliation

From: Tess Anastakis-JHG <Tess.Anastakis@jhg.com.au>
Sent: Thursday, 13 February 2025 12:19 PM
To: Michial Sutherland <michial.s@nghconsulting.com.au>; Nicola Smith <nicola.s@nghconsulting.com.au>; Jane Love <jane.l@nghconsulting.com.au>
Cc: Daniel Lidbetter-JHG <Daniel.Lidbetter3@jhg.com.au>; Dave Carberry-JHG <Dave.Carberry3@jhg.com.au>; Lachie Fox-JHG <Lachie.Fox@jhg.com.au>
Subject: MAF Driveway Biodiversity Advice

Hi NGH team,

We plan to use the below vacant property as a site office for LIW (until approx. June 2025).

Vegetation is mapped on the driveway as:

- PCT 277 Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion (**planted**)

There are 2x fauna records along the driveway of Square-tailed Kite on Oct 21, 2023.

Can you please provide biodiversity advice on the use of this driveway, including any mitigation measures required ? We expect an upper limit of 80 vehicle movements/day up this driveway with LV's only.

Thanks,

Tess

Tess Anastakis

Environment Graduate

Inland Rail | Illabo to Stockinbingal (I2S)

JOHN HOLLAND

Level 5, 15 Bourke Rd

Mascot NSW 2020

M. +61 427 275 193

E: tess.anastakis@jhg.com.au

W. johnholland.com.au

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

Appendix F – Licensed Project Area and Site Access Schedule Requirements

This Appendix includes references from the Illabo to Stockinbingal Design and Construct Deed.

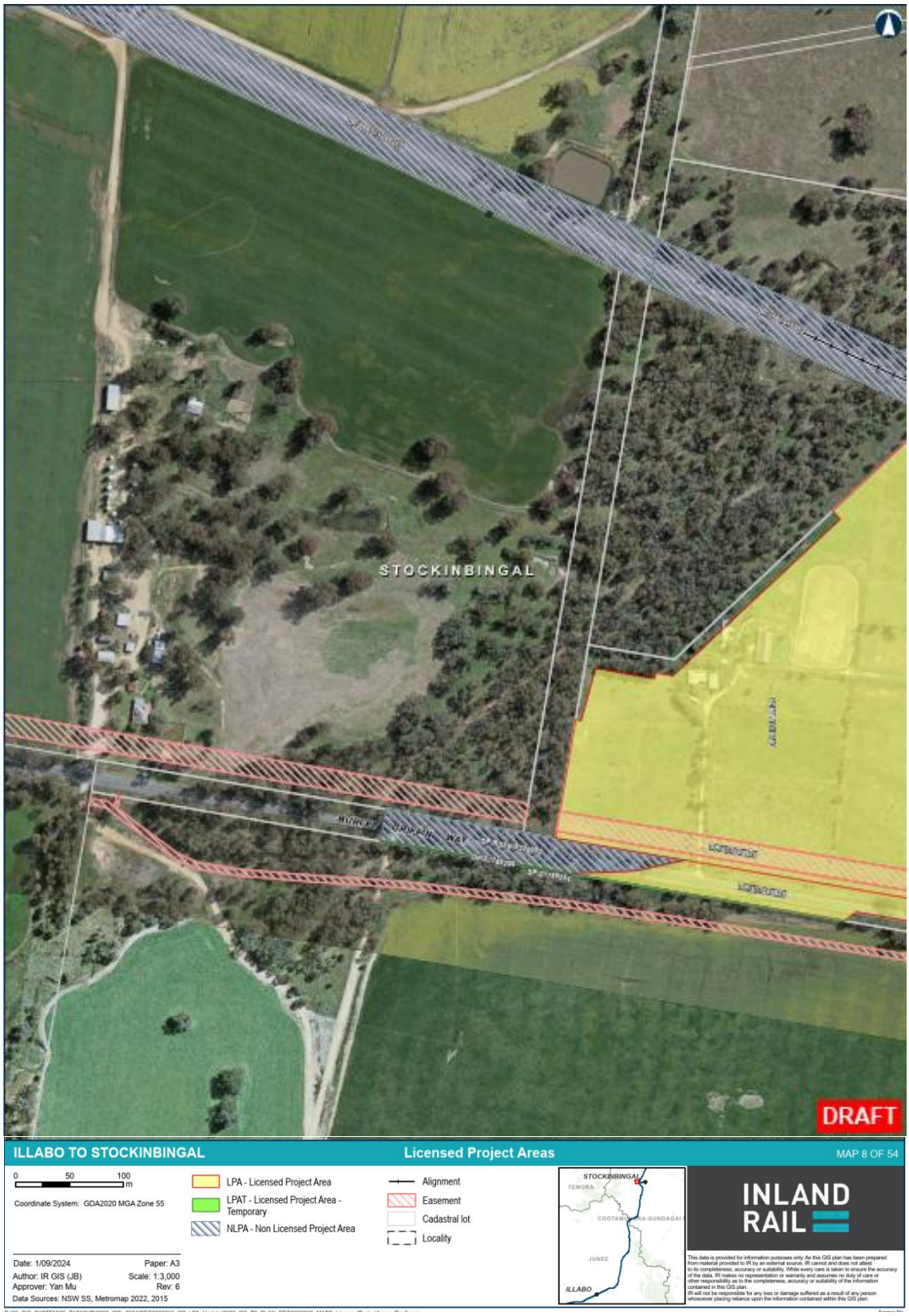


Figure 9-1: Licensed Project Area map

Table 9-1: Site Access Schedule properties for the sections of the Licensed Project Area between Illabo and Stockinbingal

Item	Lot on Plan	Property Address	Owner	Conditions	Available date	Return date
46.	Lot DP/6//1045925.	'Harold Park' Lot 6, Burley Griffin Way, Stockinbingal.	ARTC; previous owner: Graham John and Stephanie Cooper	A, B1, D, J, K1, M	Commencement date	Practical completion

Table 9-2: Additional conditions for the Licensed Project Area

Condition indicator	Condition
A	The area of the property available to the Contractor is identified in Appendix G, Figure 9-1.
B1	The Contractor may only use the part of the property identified as "Temporary" on the plans in Figure 9-1 for Temporary Works.
D	The Contractor must maintain at all times the existing pedestrian and vehicular access to the property, or alternative access as agreed by the Contractor and the property owner.
J	The Contractor must provide private access across the balance of the property for the duration of construction. This includes properties that require level crossings, stock underpasses and/or clearances under bridges (as specified in PSR Annexure B). The access must meet the requirements for such access set out in the Third-Party Agreement, including meeting the dimensions of the final state as described in the Third Party Agreement. Access is for any person who may lawfully require access, unless otherwise agreed with the occupants of the property.
K1	The Contractor must maintain access to the balance of the property for the duration of construction for any person who may lawfully use the access, unless otherwise agreed with the occupants of the property.
M	The Contractor must: (i) prepare a condition survey of the property prior to commencing the Contractor's Activities on the property and provide a copy of that survey to IRPL; and (ii) return the property to IRPL in a condition that is equivalent to or better than when the property was made available to the Contractor or as otherwise agreed in writing by the IRPL Representative.