



EIS CONSISTENCY REVIEW SMALL SCALE

A2I - SIGN INSTALLATION &
REMOVAL

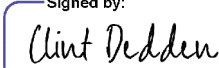
Doc Number: 6-0052-210-EEC-00-RP-0016



Document Control

DOCUMENT TITLE	EIS CONSISTENCY REVIEW SMALL SCALE – A2I - SIGN INSTALLATION & REMOVAL
PREPARED BY	Clint Dedden
REVIEWED BY	Teiya Thornberry

Endorsed by

SIGNATURE	NAME	TITLE	DATE
Signed by:  74A1DC2CB083474...	Clint Dedden	Environment Approvals (A2I)	10/09/2026

Approved by

SIGNATURE	NAME	TITLE	DATE
DocuSigned by:  43087CDFE0D9489...	Teiya Thornberry	Site Environmental Manager	10/09/2026

Revision History

REVISION	REVISION DATE	DESCRIPTION
A	08/09/2026	For review (Offline)
0	10/09/2026	For use

Disclaimer: This document has been prepared by ARTC for internal use and may not be relied on by any other party without ARTC's prior written consent. Use of this document shall be subject to the terms of the relevant contract with ARTC.

ARTC and its employees shall have no liability to unauthorised users of the information for any loss, damage, cost or expense incurred or arising by reason of an unauthorised user using or relying upon the information in this document, whether caused by error, negligence, omission or misrepresentation in this document.

This document is uncontrolled when printed.

© Australian Rail Track Corporation Limited 2021

Table of Contents

Glossary	3
Purpose of Consistency Review	3
1 Proposed scope of work	4
2 Consistency review	6
2.1 Environmental assessment	6
2.2 Matters of National Environmental Significance (MNES) assessment	8
2.3 Consistency review	8
3 Conclusion	9
Appendix A – Sign Installation and Removal - Construction Noise and Vibration Impact Statement.....	10
Appendix B – Unexpected Finds Procedure – Heritage.....	11
Appendix C – Unexpected Finds Procedure – Flora and Fauna	12
Appendix D – Unexpected Finds Procedure – Contamination	13

List of tables

Table 1 - Proposed Scope of Works	4
Table 2 - Environmental assessment	6
Table 3 - MNES assessment.....	8
Table 4 - Consistency Review	8

Glossary

Specific terms and acronyms used throughout this strategy are listed and described in the table below.

TERM	DEFINITION
Action Management Plan	EPBC Act: In relation to an action, means a plan for managing the impacts of the action on a matter protected by a provision of Part 3, such as a plan for conserving habitat of a species.
Change	Macquarie Dictionary: A variation, adjustment, alteration, deviation or transformation to the project scope, construction methodology or design.
Consistent	Macquarie Dictionary: Agreeing or accordant; compatible; not self-opposed or self-contradictory; constantly adhering to the same principles, course, etc.
Consistent with	Means that carrying out the project (as approved) will comply with the terms of the approval despite the proposed change. (See <i>Barrick Australia Ltd v. Williams</i> [2009] NSWCA 275)
Compatible	Macquarie Dictionary: Capable of existing in harmony. Capable of orderly, efficient integration with other elements in a system.
EPBC Act Approval	An approval of a controlled action issued by the Australian Government Minister under Section 133 of the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
Modification of an Approval	Section 5.25 <i>Environmental Planning and Assessment Act 1979</i> : Means changing the terms of the Division 5.2 approval, including revoking or varying a condition of the approval or imposing an additional condition on the approval.
Division 5.2 Approval	An approval under Division 5.2 of the NSW <i>Environmental Planning and Assessment Act 1979</i> for State Significant Infrastructure / Critical State Significant Infrastructure.

Purpose of Consistency Review

The purpose of this consistency review is to:

- ▶ Describe the proposed change relative to the Division 5.2 Approval.
- ▶ Assess the environmental impacts associated with the proposed change relative to the Division 5.2 Approval.
- ▶ Determine if the proposed change is consistent with the Division 5.2 Approval or whether further approval is required either for a modification application or a new project.

1 Proposed scope of work

Table 1 outlines the proposed scope of work subject to this Consistency Assessment.

Table 1 - Proposed Scope of Works

	DETAILS
PROPOSED SCOPE OF WORKS	Signage is proposed in a number of locations across the wider A2I Project. These signs can be either permanent or temporary in nature and facilitate signalling requirements for a multitude of disciplines including access, transport, wayfinding etc. The proposed works outlines the installation and, where required, subsequent removal of these signs Project wide.
LOCATION (INCLUDING CHAINAGE/ GPS LOCATION)	The location of installation and possible removal of signs will vary within the A2I alignment. This small scale consistency assessment will outline the methodology and due diligence required to undertake each installation and where required subsequent removal to align with the overall Project requirements.
DESCRIPTION OF PROPOSED CHANGE	The general placement of temporary and permanent signage is required across the Project for varying signalling requirements. The works will be short in duration and require no additional ancillary facilities or laydown areas. The installation or removal method for each sign will typically involve the crew using existing accesses to the rail corridor or public roads for road corridor signs, and arriving on location in light vehicles. A visual inspection of the area will be undertaken prior to works commencing to prevent possible interaction with surface / visible unexpected finds, including heritage (Appendix B), flora and fauna (Appendix C) and contamination (Appendix D). There will be no clearing of vegetation, no expected interaction with waterways and the installation / removal locations will primarily be in highly disturbed areas. The installation methodology will branch into two variations depending on the nature of the sign. Scenario 1. Driven Post Signpost will be driven into the ground surface using a single, hand-held, petrol-powered percussion post driver. Once secured the sign will be installed via battery powered hand tools. Plant List • Light vehicle (LV) • Post hole driver (78mm) • Hand tools. Scenario 2. Concreted Post Excavation for this method may be mechanical (such as a hand-held post hole auger or excavator-mounted auger) or through non-destructive methods (NDD via Vacuum truck). Once the hole is prepared the signpost will be secured with concrete (poured or bagged, dependent upon specification) and sign will be secured with battery powered hand tools. Surplus excavated material will be loaded directly onto the tipper and managed in accordance with the CEMP. Plant List • Scenario 2a (NDD excavation) ○ Vacuum Truck ○ LV ○ Hand Tools ○ Concrete Agitator (for concrete delivery) • Scenario 2b (auger excavation) ○ 5-13t excavator (typically 5t) with auger attachment ○ LV ○ 2-5t tipper ○ Hand Tools ○ Concrete Agitator (for concrete delivery).

	As the proposed works may also include sign removal in some instances, the removal methodology has also been considered. The team will follow the same access methods as previously outlined. <u>Sign Removal</u> Scenario 1. Driven Post Removal The sign will be manually manoeuvred and leveraged out of the ground with hand tools. Plant List • LV • Hand tools Scenario 2. Concrete Post Removal The surrounds of the sign will be excavated and the signpost leveraged out via excavator arm. Plant List • 5-13t excavator (typically 5t) • 2-5t tipper • LV • Hand tools As the proposed installation Scenario 2(a,b) and Removal Scenario 2 have the potential to come in contact with subsurface unexpected finds via excavation during the proposed works, the team will follow the suite of relevant A2P Unexpected Finds Procedures including heritage (Appendix B) and contamination (Appendix D). An internal Martinus Rail methodology statement for the work specifics will be developed to undertake the described works prior to commencement. It will be used to direct the personnel in undertaking the task(s), make them aware of their responsibilities whilst working out in the community and the mitigation measures identified in this Assessment, including unexpected finds, noise mitigation, spill response measures and any works on land that require permission from a third party.
NEED FOR PROPOSED CHANGE	The proposed works supports the installation and removal of signage which is required to support safe and compliant site operation across multiple disciplines, including access control, transport/traffic management, and general safety/warning purposes for all stakeholders.
EQUIPMENT REQUIRED	The following plant and equipment would be utilised for the various proposed works scenarios, as outlined above: ○ 5-13t excavator (typically 5t) with auger attachment ○ LV ○ 2-5t tipper ○ Hand Tools ○ Concrete Agitator (for concrete deliver). ○ Vacuum Truck

2 Consistency review

2.1 Environmental assessment

Table 2 - Environmental assessment

FACTOR	Y/ N	DESCRIPTION
Are the proposed works outside the Construction Impact Zone (CIZ)?	Yes	The proposed works will occur both within and outside the CIZ and are expected to be minor and low impact.
Are the proposed works outside the Environment Protection Licence (EPL) footprint?	Yes	The proposed work will occur both in and outside the EPL boundary. The works are expected to be short-term and cause minimal impact therefore, not requiring a change to the premise boundary.
Are the proposed works on land that require permission from a third party? (TfNSW/ Crown Lands/ property owner etc)	Yes	In some instances, the signage works will occur on third party land and the necessary permissions will be acquired.
Does the proposed scope require out of hours work?	Yes	Work is proposed to be carried out during standard construction hours in accordance with CoA E69, E70. Or as weekend Out of Hours Work (OOHW) period only (Sundays / Public Holidays 8.00am to 6.00pm) following E71(c) so as to coincide with rail possession periods. Where OOHW is required, all signage work will be carried out in accordance with CoA E78 and related CoAs. In addition, should work be required outside standard construction hours the additional mitigation measures recommended in the Construction Noise and Vibration Impact Statement (CNVIS) included at Appendix A would be implemented, such as communication with, and notification of, impacted receivers. All activity-specific noise impacts associated with the minor activity of sign installation and removal have been assessed, and mitigation measures recommended, in the CNVIS included at Appendix A.
Will the works impact on sensitive receivers (air quality/ noise/ visual)?	No	Due to the short-term nature and minimal excavation required for the proposed signage works, air quality impacts to sensitive receivers is anticipated to be negligible. Should work be required outside standard construction hours the additional mitigation measures recommended in the CNVIS included at Appendix A would be implemented, such as communication with, and notification of, impacted receivers. Complaints, if received, will be managed as per the complaints management procedure and reported accordingly.

Is the proposed works area within non-native vegetation (ecologist verified)	Yes	All proposed signage works would be carried out in areas where either no or low vegetation exist, such that the signage installed could be clearly visible without any vegetation clearing being required.
Is any native vegetation clearing required that has not been offset as part of the project's biodiversity offsets?	No	No vegetation is required to be cleared.
Are any known threatened species or heritage items records located within 50 m of the proposed works area?	Yes	The proposed work location will vary within the general alignment of the A2I Project. Potential impacts to heritage and/or threatened species will be managed via the unexpected finds procedure considering most locations will be in highly disturbed areas away from established vegetation and waterways, lowering the potential risk of interaction with unknown heritage items and threatened species.
Has the proposed works area been surveyed for heritage?	Yes	As the Project EIS assessed impacts for Aboriginal heritage (20km radius, Chapter 10, section 10.2.3) and Non-Aboriginal heritage (200m radius, Chapter 11, section 11.2.3) this confirms that the general alignment and expected potential works locations have been surveyed. The proposed works will consider and avoid all known heritage items and follow the unexpected finds procedure while onsite.
Does the proposed scope require traffic management?	No	N/A
Is the works area within 40 m of a waterway or water body?	Yes	As the location of the proposed signage works are dynamic and sitewide as a result of the approach to this Assessment, there is a possibility that works may come within 40 metres of a waterway. Considering the short duration and expected low impact to ground cover, the proposed works will pose a minor risk of erosion and resulting potential impact to waterways. Spill response measures will be on location prior to commencement and in the unlikely event that any spills occur, these would be managed as per the Project spill response procedure and reported accordingly.
Will the works require material to be temporarily or permanently stockpiled outside a designed ancillary facility?	No	N/A
Will the proposed scope impact operations?	No	N/A
Are the works minor in nature and comprise activities described generally consistent with that detailed in the project as approved under the <i>Environmental Planning and Assessment Act 1979</i> ?	Yes	The proposed signage installation and removal work is considered to be minor, and of minimal impact and scale, therefore being considered consistent with the Project.
Are the proposed works to be undertaken in accordance with the Project Approval, EPL, CEMP and Subplans?	Yes	The proposed signage work would be carried out in accordance with the Project Approval, CEMP and Subplans.

2.2 Matters of National Environmental Significance (MNES) assessment

The following matters of national environmental significance and impacts on Commonwealth land are required to be considered for the proposed works:

Table 3 - MNES assessment

FACTOR	IMPACT (YES/NO)	CONSISTENT?
Any impact on a World Heritage property?	No	Yes
Any impact on a National Heritage place?	No	Yes
Any impact on a wetland of international importance?	No	Yes
Any impact on a listed threatened species or communities?	No	Yes
Any impacts on listed migratory species?	No	Yes
Any impact on a Commonwealth marine area?	No	Yes
Does the proposal involve a nuclear action (including uranium mining)?	No	Yes
Additionally, any impact (direct or indirect) on Commonwealth land?	No	Yes

2.3 Consistency review

Table 4 - Consistency Review

CONSISTENCY QUESTION	DISCUSSION	CONSISTENT?
Are the proposed works being carried out as part of an approved project? E.g. Are works “generally in accordance with” project documents and plans, where relevant?	Yes. The signs are required to be installed or removed as part of the greater Project requirements.	Yes
Is the modification such a radical transformation of the project as a whole, as to be, in reality, an entirely new project?	The sign installation/removal work is considered to be minor, and of minimal impact and scale.	No
Are the proposed works a modification that is considered “consistent with” the project as approved? This will require the work in question to have environmental impacts contemplated by the approval (such as EA / EIS, CEMP, spoil management plan, heritage management plan or the like), including documents forming part of the approval, or as a minimum, very few additional impacts.	The sign installation/removal work is considered to be minor, and of minimal impact and scale. Therefore all potential impacts are negligible and otherwise manageable under the project as approved.	Yes
When considering all previous consistency assessments and the potential cumulative impacts, are the proposed works still considered ‘consistent with’ the project as approved?	The proposed works are considered to be minor, and of minimal impact and scale, and all potential impacts are negligible. Therefore, no cumulative impacts have been identified.	Yes
Do the proposed works require a modification to a condition of approval for the proposed project?	The proposed works are considered to be minor, and of minimal impact and scale, with all potential impacts being negligible. No CoAs are required to be modified to be able to complete this work.	No

3 Conclusion

Based on the consistency review above, the proposed change is considered necessary to the overall project for the safe and operational use of the rail corridor. The proposed scope of works are considered to be consistent with the approved project and generally in accordance with the definition of low impact works as described in the CSSI Conditions of Approval.

Further to the details provided in Table 3, the proposed activity is considered:

- ☒ Consistent with the Ministers Conditions of Approval, and the Statement of Commitments/mitigation measures.
- ☐ Not consistent with the Ministers Conditions of Approval, and the Statement of Commitments/mitigation measures. A Modification to the project approval must be prepared and submitted to the Department of Planning Infrastructure and Environment for approval.

Appendix A – Sign Installation and Removal - Construction Noise and Vibration Impact Statement



This document is uncontrolled
when printed.

MARTINUS INLAND RAIL



SIGN INSTALLATION & REMOVAL – CONSTRUCTION NOISE AND VIBRATION IMPACT STATEMENT

A2I | Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER:
6-0052-210-EEC-00-AS-0004

A2I | ALBURY TO ILLABO

SIGN INSTALLATION & REMOVAL – CONSTRUCTION NOISE AND VIBRATION IMPACT STATEMENT

Document Control

DOCUMENT TITLE:	Sign Installation & Removal – Construction Noise and Vibration Impact Statement		
DOCUMENT OWNER:	Simon Fisher – Environmental Lead		
PREPARED BY:	Ryan Liu	TITLE:	Project Consultant – Acoustics & Vibration
SIGNATURE:		DATE:	08/09/2026
REVIEWED BY:	Clint Dedden	TITLE:	Environmental Approvals Advisor
SIGNATURE:		DATE:	10/09/2026

Approved by

NAME	TITLE	SIGNATURE	DATE
Teiya Thornberry	Site Environmental Manager		10/09/2026

Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
A	08/09/2026	For review (Offline)	08/09/2026
0	10/09/2026	For Use	10/09/2026

Disclaimer: This document has been prepared by Martinus. Use of this document shall be subject to the terms of the relevant contract with Martinus. The electronic file of this current revision is the controlled copy. This file is stored on Martinus' server located at Head Office, Unit 1, 23-27 Waratah St, Kirrawee, NSW.

This document is the property of and contains proprietary information owned by Martinus. No permission is granted to publish, reproduce, transmit or disclose to another party, any information contained in this document, in whole or in part, without prior written permission from the issuing authority.

For the purpose of this document, Martinus refers to the Martinus Group of companies.

This document is uncontrolled when printed.

TABLE OF CONTENTS

GLOSSARY	4
1 INTRODUCTION.....	5
1.1 Purpose of this CNVIS.....	5
1.2 Hours of Work.....	5
1.2.1 Variation to Work Hours.....	5
2 NOISE CRITERIA	5
3 NOISE ASSESSMENT	6
4 MITIGATION AND MANAGEMENT MEASURES.....	12
5 ADDITIONAL MITIGATION MEASURES.....	12
6 VIBRATION ASSESSMENT.....	13
7 CONCLUSION	13
APPENDIX A	14

LIST OF TABLES

Table 1: Definitions	4
Table 2: Noise Management Levels	5
Table 3: Work Scenario Description and Equipment	6
Table 4: Predicted Noise Levels - W.001 Driven Post – Installation	7
Table 5: Predicted Noise Levels - W.002a Concreted Post – NDD Installation	8
Table 6: Predicted Noise Levels - W.002b Concreted Post – Mechanical Installation	9
Table 7: Predicted Noise Levels - W.003 Driven post – Removal.....	10
Table 8: Predicted Noise Levels - W.004 Concreted post – Removal	11
Table 9: Minimum Working Distances – Above NML – Signage Installation and Removal Works.....	13

LIST OF FIGURES

Figure 1: Hierarchy Of Work Practices And Mitigation Measures	12
Figure 2. Additional mitigation measures matrix – Airborne Noise.....	14

GLOSSARY

Specific terms and acronyms used throughout this plan are listed and described in Table 1 below.

TABLE 1: DEFINITIONS

TERM	DEFINITION
A2I	Albury to Illabo section of the Inland Rail project
AMMM	Additional Mitigation Measures Matrix
ARTC	Australian Rail Track Corporation
CoA	Condition of Approval
CNVF	Construction Noise and Vibration Framework
CNVMP	Construction Noise and Vibration Management Plan
CNVIS	Construction Noise and Vibration Impact Statement
km	Kilometres
m	Metres
NML	Noise Management Level
OOH	Out-of-hours
Project	Albury to Illabo project approved under section 5.19 of the EP&A Act on 8 October 2024, as modified on 13 August 2025
RBL	Rating Background Level
t	Tonnes
TfNSW CNVG-PTI	Transport for NSW's Construction Noise and Vibration Guideline Public Transport Infrastructure (September 2023)

1 INTRODUCTION

1.1 Purpose of this CNVIS

This Construction Noise and Vibration Impact Statement (CNVIS) has been prepared to identify and assess the additional work area required to support general signage installation and removal across work areas along the Albury to Illabo (A2I) rail alignment (the 'Project').

Signage is proposed in a number of locations across the wider A2I Project. These signs can be either permanent or temporary in nature and facilitate signalling requirements for a multitude of disciplines including access, transport, wayfinding etc. The proposed works outlines the installation and, where required, subsequent removal of these signs sitewide.

1.2 Hours of Work

In accordance with the Construction Noise and Vibration Management Plan (CNVMP) and Condition of Approval (CoA) E69 construction work must be undertaken within the approved standard construction hours:

- a) 7:00am to 6:00pm Monday to Friday, inclusive;
- b) 7:00am to 6:00pm Saturday and
- c) At no time on Sundays or public holidays.

1.2.1 Variation to Work Hours

Notwithstanding CoA E69, work may be undertaken outside the hours specified in the CoA E71 circumstances (a, b, or c):

- a) Safety and Emergencies
- b) Work, that meets specific criteria (as outlined in CoA E71)
- c) By Approval, including where different construction hours, such as those for a rail possession, are permitted under an EPL.

The proposed signage installation and removal works are expected to occur during the daytime period. Following or during rail possessions, works may also be required during daytime OOHW periods.

2 NOISE CRITERIA

The nominated LAeq(15 minute) Noise Management Levels (NML) for the proposed signage installation/removal are presented in Table 2.

TABLE 2: NOISE MANAGEMENT LEVELS

Receiver Type	Assumed Daytime Background Noise Level RBL (dBA)	Noise Management Level LAeq(15minute) dBA		Example Receiver Areas
		Approved Daytime (RBL + 10 dB)	Daytime OOH (RBL + 5 dB)	
Urban	40	50	45	Larger regional cities such as Albury and Wagga Wagga
Rural	35	45	40	Rural areas with scattered residences or isolated receivers along the alignment and smaller regional towns such as Harefield and Yerong Creek

3 NOISE ASSESSMENT

Based on information provided by the Martinus construction team, the equipment and associated sound power levels for the assumed worst-case signage installation and removal work scenarios are described in Table 3.

TABLE 3: WORK SCENARIO DESCRIPTION AND EQUIPMENT

ID	Scenario	Equipment	Sound Power Level (dBA)	Number in Operation	Assumed Operational Time	Total Lw LAeq(15 minute)
W.001	Driven Post – Installation	Light vehicles	95	2	25%	104
		Post hole driven	105	1	50%	
		Rattle gun	104	1	30%	
W.002a	Concreted Post – NDD Installation	Vacuum Truck	109	1	100%	112
		Light vehicles	95	2	25%	
		Rattle gun	104	1	30%	
		Concrete Agitator	109	1	100%	
W.002b	Concreted Post – Mechanical Installation	5-13t excavator	100	1	50%	110
		Light vehicles	95	2	25%	
		2-5t tipper	97	1	25%	
		Rattle gun	104	1	30%	
		Concrete Agitator	109	1	100%	
W.003	Driven Post – Removal	Light vehicles	95	2	25%	100
		Hand tools	102	1	50%	
W.004	Concreted Post – Removal	5-13t excavator	100	1	50%	102
		2-5t tipper	97	1	25%	
		Light vehicles	95	2	25%	
		Hand tools	102	1	50%	

Note 1: Equipment classed as ‘annoying’ in the Interim Construction Noise Guideline (DECC, 2009) include a 5 dB correction.

Note 2: Equipment sound power levels consider the mitigation measures outlined in the overarching CNVIS to provide mitigated results.

Note 3: Sound power level data is taken from the DEFRA Noise Database, AS2436, TfNSW Construction Noise and Vibration Guideline.

Noise levels were predicted at 10 m intervals in order to determine the minimum distances from the work areas where project-related communication measures would be applicable at residential receivers. The noise levels have been predicted using the ISO 9613-2024 algorithm using the following assumptions:

- Ground Factor - 0.7
- Temp – 10°C
- Humidity – 70%

The predicted noise levels for all work scenarios are presented below in Table 4, Table 5, Table 6, Table 7 and Table 8 at 10 m intervals until 200 m then 50 m intervals thereafter and compared to the nominated NMLs.

TABLE 4: PREDICTED NOISE LEVELS - W.001 DRIVEN POST – INSTALLATION

Distance from Works (m)	Noise Management Level LAeq(15minute) dBA				Predicted Noise Levels (dBA) LAeq(15minute)	Exceedance (dB)			
	Approved Hours (RBL + 10 dB)		Daytime OOH (RBL + 5 dB)			Approved Hours		Daytime OOH	
	Urban	Rural	Urban	Rural		Urban	Rural	Urban	Rural
10	50	45	45	40	73	23	28	28	33
20					67	17	22	22	27
30					63	13	18	18	23
40					60	10	15	15	20
50					58	8	13	13	18
60					56	6	11	11	16
70					55	5	10	10	15
80					54	4	9	9	14
90					52	2	7	7	12
100					51	1	6	6	11
110					50	0	5	5	10
120					50	0	5	5	10
130					49	0	4	4	9
140					48	0	3	3	8
150					48	0	3	3	8
160					47	0	2	2	7
170					46	0	1	1	6
180					46	0	1	1	6
190					45	0	0	0	5
200					45	0	0	0	5
250	43	0	0	0	3				
300	41	0	0	0	1				
≥320	40	0	0	0	0				

The above assessment indicates that for the proposed driven post signage installation (W.001), exceedances of the NMLs during approved daytime hours are not likely at residences situated ≥110 m from the work locations in urban areas and ≥190 m from the work locations in rural areas. During daytime OOHs, exceedances of the NMLs are not likely at residences situated ≥190 m from the work locations in urban areas and ≥320 m from the work locations in rural areas.

TABLE 5: PREDICTED NOISE LEVELS - W.002A CONCRETED POST – NDD INSTALLATION

Distance from Works (m)	Noise Management Level LAeq(15minute) dBA				Predicted Noise Levels (dBA) LAeq(15minute)	Exceedance (dB)			
	Approved Hours (RBL + 10 dB)		Daytime OOH (RBL + 5 dB)			Approved Hours		Daytime OOH	
	Urban	Rural	Urban	Rural		Urban	Rural	Urban	Rural
10	50	45	45	40	81	31	36	36	41
20					75	25	30	30	35
30					71	21	26	26	31
40					68	18	23	23	28
50					66	16	21	21	26
60					64	14	19	19	24
70					63	13	18	18	23
80					62	12	17	17	22
90					60	10	15	15	20
100					59	9	14	14	19
110					58	8	13	13	18
120					58	8	13	13	18
130					57	7	12	12	17
140					56	6	11	11	16
150					56	6	11	11	16
160					55	5	10	10	15
170					54	4	9	9	14
180					54	4	9	9	14
190					53	3	8	8	13
200					53	3	8	8	13
250					51	1	6	6	11
300					49	0	4	4	9
350					47	0	2	2	7
400					46	0	1	1	6
450					45	0	0	0	5
500					44	0	0	0	4
550					43	0	0	0	3
600					42	0	0	0	2
650					42	0	0	0	2
700					41	0	0	0	1
≥730	40	0	0	0	0				

The above assessment indicates that for the proposed concreted post (NDD) signage installation (W.002a), exceedances of the NMLs during approved daytime hours are not likely at residences situated ≥260 m from the work locations in urban areas and ≥450 m from the work locations in rural areas. During daytime OOHs, exceedances of the NMLs are not

likely at residences situated ≥ 450 m from the work locations in urban areas and ≥ 740 m from the work locations in rural areas.

TABLE 6: PREDICTED NOISE LEVELS - W.002B CONCRETED POST – MECHANICAL INSTALLATION

Distance from Works (m)	Noise Management Level LAeq(15minute) dBA				Predicted Noise Levels (dBA) LAeq(15minute)	Exceedance (dB)			
	Approved Hours (RBL + 10 dB)		Daytime OOH (RBL + 5 dB)			Approved Hours		Daytime OOH	
	Urban	Rural	Urban	Rural		Urban	Rural	Urban	Rural
10	50	45	45	40	79	29	34	34	39
20					73	23	28	28	33
30					69	19	24	24	29
40					66	16	21	21	26
50					64	14	19	19	24
60					62	12	17	17	22
70					61	11	16	16	21
80					60	10	15	15	20
90					58	8	13	13	18
100					57	7	12	12	17
110					56	6	11	11	16
120					56	6	11	11	16
130					55	5	10	10	15
140					54	4	9	9	14
150					54	4	9	9	14
160					53	3	8	8	13
170					52	2	7	7	12
180					52	2	7	7	12
190					51	1	6	6	11
200					51	1	6	6	11
250					49	0	4	4	9
300					47	0	2	2	7
350					45	0	0	0	5
400					44	0	0	0	4
450					43	0	0	0	3
500	42	0	0	0	2				
550	41	0	0	0	1				
≥590	40	0	0	0	0				

The above assessment indicates that for the proposed concreted post (mechanical) signage installation (W.002b), exceedances of the NMLs during approved daytime hours are not likely at residences situated ≥ 210 m from the work locations in urban areas and ≥ 350 m from the work locations in rural areas. During daytime OOHs, exceedances of the

NMLs are not likely at residences situated ≥ 350 m from the work locations in urban areas and ≥ 590 m from the work locations in rural areas.

TABLE 7: PREDICTED NOISE LEVELS - W.003 DRIVEN POST – REMOVAL

Distance from Works (m)	Noise Management Level LAeq(15minute) dBA				Predicted Noise Levels (dBA) LAeq(15minute)	Exceedance (dB)			
	Approved Hours (RBL + 10 dB)		Daytime OOH (RBL + 5 dB)			Approved Hours		Daytime OOH	
	Urban	Rural	Urban	Rural		Urban	Rural	Urban	Rural
10	50	45	45	40	69	19	24	24	29
20					63	13	18	18	23
30					59	9	14	14	19
40					56	6	11	11	16
50					54	4	9	9	14
60					52	2	7	7	12
70					51	1	6	6	11
80					50	0	5	5	10
90					48	0	3	3	8
100					47	0	2	2	7
110					46	0	1	1	6
120					46	0	1	1	6
130					45	0	0	0	5
140					44	0	0	0	4
150					44	0	0	0	4
160					43	0	0	0	3
170					42	0	0	0	2
180					42	0	0	0	2
190					41	0	0	0	1
200					41	0	0	0	1
≥210					40	0	0	0	0

The above assessment indicates that for the proposed driven post signage removal (W.003), exceedances of the NMLs during approved daytime hours are not likely at residences situated ≥ 80 m from the work locations in urban areas and ≥ 130 m from the work locations in rural areas. During daytime OOHs, exceedances of the NMLs are not likely at residences situated ≥ 130 m from the work locations in urban areas and ≥ 210 m from the work locations in rural areas.

TABLE 8: PREDICTED NOISE LEVELS - W.004 CONCRETED POST – REMOVAL

Distance from Works (m)	Noise Management Level LAeq(15minute) dBA				Predicted Noise Levels (dBA) LAeq(15minute)	Exceedance (dB)			
	Approved Hours (RBL + 10 dB)		Daytime OOH (RBL + 5 dB)			Approved Hours		Daytime OOH	
	Urban	Rural	Urban	Rural		Urban	Rural	Urban	Rural
10	50	45	45	40	71	21	26	26	31
20					65	15	20	20	25
30					61	11	16	16	21
40					58	8	13	13	18
50					56	6	11	11	16
60					54	4	9	9	14
70					53	3	8	8	13
80					52	2	7	7	12
90					50	0	5	5	10
100					49	0	4	4	9
110					48	0	3	3	8
120					48	0	3	3	8
130					47	0	2	2	7
140					46	0	1	1	6
150					46	0	1	1	6
160					45	0	0	0	5
170					44	0	0	0	4
180					44	0	0	0	4
190					43	0	0	0	3
200					43	0	0	0	3
250					41	0	0	0	1
≥260					40	0	0	0	0

The above assessment indicates that for the proposed concreted post signage removal (W.004), exceedances of the NMLs during approved daytime hours are not likely at residences situated ≥90 m from the work locations in urban areas and ≥160 m from the work locations in rural areas. During daytime OOHs, exceedances of the NMLs are not likely at residences situated ≥160 m from the work locations in urban areas and ≥260 m from the work locations in rural areas.

4 MITIGATION AND MANAGEMENT MEASURES

Noise from the signage installation and removal works may be apparent at the nearest receivers at certain times. The Project should apply all feasible and reasonable mitigation measures to minimise the impacts.

In accordance with Condition E74 of the Conditions of Approval, works that exceed the noise management levels must be managed in accordance with the A2I Construction Noise and Vibration Management Plan (CNVMP).

The Inland Rail NSW Construction Noise and Vibration Framework (CNVF) outlines a hierarchy of work practices and mitigation measures to minimise the impact of construction noise and vibration on the community. This hierarchy is shown in Figure 1.

Universal work practices (UWP)

Implement: All works at all times

Standard mitigation measures (SMM)

Implement: All works where predicted NMLs exceeded

Additional management measures (AMM)

Implement: OOHW (day, evening and night) where predicted NMLs exceeded

FIGURE 1: HIERARCHY OF WORK PRACTICES AND MITIGATION MEASURES

The universal work practices (UWP) and standard mitigation measures (SMM) for the overall A2I project are outlined in the CNVMP. All mitigation and management measures outlined in the CNVMP will be adopted, where applicable, in accordance with CoA E74.

5 ADDITIONAL MITIGATION MEASURES

As outlined in Section 1.2.1, signage installation and removal works are expected to occur during daytime and daytime OOHW periods only. Where works are required during Out of Hours Works (OOHW) periods, the Additional Mitigation Measures Matrix (AMMM) adapted from the CNVF and CNVMP is to be implemented (refer **Appendix A**). Based on the predicted exceedances of the nominated urban and rural NMLs for the daytime signage installation and removal works (see Table 4, Table 5, Table 6, Table 7 and Table 8), the mitigation measures would comprise of communication with affected sensitive receivers. The minimum distances to residential receivers where the project-related communication measures would be applicable are shown in Table 9.

These communication measures have been adopted based on the AMMM in the CNVF. Further clarification on the measures is provided below:

- Communication (Category 1), i.e. CO1, is communication to provide information on works via methods such as letter box drop, email, newsletter, media advertisements and/or website prior to the works commencing.
- Communication (Category 2), i.e. CO2, is personalised communication such as door knock, meeting, telephone call, etc. Contact should commence early to enable feedback to be considered by the proposal.

TABLE 9: MINIMUM WORKING DISTANCES – ABOVE NML – SIGNAGE INSTALLATION AND REMOVAL WORKS

Work Scenario	Additional Mitigation Matrix Measure ¹	Minimum Distance to Residential Receivers Above Noise Management Level			
		Urban		Rural	
		Approved Hours	Daytime OOHW	Approved Hours	Daytime OOHW
W.001 Driven Post – Installation	CO1 ²	≤110m	≤190m	≤190m	≤320m
	CO2 ²	≤30m	≤40m	≤40m	≤70m
W.002a Concreted Post – NDD Installation	CO1 ²	≤260m	≤430m	≤430m	≤730m
	CO2 ²	≤60m	≤90m	≤90m	≤160m
W.002b Concreted Post – Mechanical Installation	CO1 ²	≤210m	≤350m	≤350m	≤590m
	CO2 ²	≤50m	≤80m	≤80m	≤130m
W.003 Driven Post – Removal	CO1 ²	≤80m	≤130m	≤130m	≤210m
	CO2 ²	≤20m	≤30m	≤30m	≤50m
W.004 Concreted Post – Removal	CO1 ²	≤90m	≤160m	≤160m	≤260m
	CO2 ²	≤20m	≤40m	≤40m	≤60m

Note 1: As outlined in the CNVF, additional mitigation measures are only applicable to works occurring during OOHW periods (i.e. daytime OOHW)

Note 2: As outlined in the CNVF, CO1 is Communication - Category 1 and CO2 is Communication - Category 2. CO1 would be applicable in conjunction with CO2 at residential receivers within this distance.

Table 9 shows the distances from the signage installation and removal works where communication measures would be applicable. These measures are applicable to works conducted during the OOHW daytime period only. It should be noted that communication measures are not likely to be required for residential receivers situated ≥430 m from the work location in urban areas and ≥730 m from the work location in rural areas.

6 VIBRATION ASSESSMENT

Due to the limited scope of work, vibration impacts from the works are not anticipated as vibration intensive items of equipment are not expected to be required during signage installation and removal works.

In the event that additional work is undertaken which requires the use of vibration intensive items of plant, such as those identified in the CNVMP, a vibration impact assessment must be conducted prior to the commencement of work.

7 CONCLUSION

A Construction Noise and Vibration Impact assessment for signage installation and removal works associated with the A2I Project has been conducted.

Noise and vibration impacts from the works were assessed to determine the potential impact to receivers along the A2I alignment. As vibration intensive items of equipment are not expected to be required, vibration impacts are not anticipated during these works.

The assessment identified the minimum working distances for the signage installation and removal works where predicted noise levels would be above the Noise Management Level (NML) and where communication measures would be applicable for noise impacts during daytime OOHW periods. As per CoA E74, the universal work practices (UWP) and standard mitigation measures (SMM) for the overall A2I project, as outlined in the CNVMP, will be adopted for the proposed works.

APPENDIX A

Airborne Noise - Additional Mitigation Measures Matrix

Time Period	Exceedance of NML	Perception	Duration	Communication Category/Management Measure
OOHW Daytime Period Sunday 7am - 6pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
OOHW Evening Period Monday - Sunday 6pm - 10pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any >2 consecutive rest periods	CO1, CO2 CO1, CO2, RO
OOHW Night Period Monday - Sunday 10pm - 7am (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any >2 consecutive sleep periods	CO1, CO2 CO1, CO2, RO, AO
	>25	Highly intrusive	Any >2 consecutive sleep periods	CO1, CO2, RO CO1, CO2, RO, AO, AltA

FIGURE 2. ADDITIONAL MITIGATION MEASURES MATRIX – AIRBORNE NOISE

Appendix B – Unexpected Finds Procedure – Heritage



This document is uncontrolled
when printed.



UNEXPECTED HERITAGE FINDS AND HUMAN REMAINS PROCEDURE

A2I | Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER: 6-0052-210-PES-00-PR-0004

Document Control

DOCUMENT TITLE:	Unexpected Heritage Finds and Human Remains Procedure		
DOCUMENT OWNER:	Martinus Rail Environmental Approvals Team		
PREPARED BY:	Simon Fisher	TITLE:	Environmental Lead – A2I
SIGNATURE:		DATE:	11/11/2024
REVIEWED BY:	Chris Standing	TITLE:	Environment and Sustainability Manager
SIGNATURE:		DATE:	11/11/2024

Approved by

NAME	TITLE	SIGNATURE	DATE
Chris Standing	Environment and Sustainability Manager		11/11/2024

Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
0	11/11/2024	For Use	14/11/2024

Disclaimer: This document has been prepared by Martinus. Use of this document shall be subject to the terms of the relevant contract with Martinus. The electronic file of this current revision is the controlled copy. This file is stored on Martinus’ server located at Head Office, Unit 1, 23-27 Waratah St, Kirrawee, NSW.

This document is the property of and contains proprietary information owned by Martinus. No permission is granted to publish, reproduce, transmit or disclose to another party, any information contained in this document, in whole or in part, without prior written permission from the issuing authority.

For the purpose of this document, Martinus refers to the Martinus Group of companies.

This document is uncontrolled when printed.

TABLE OF CONTENTS

GLOSSARY 4

1.1 Aboriginal and Non-Aboriginal Heritage: Unexpected Finds Procedure 6

1.2 Unexpected Human Remains Procedure 8

GLOSSARY

TERM	DEFINITION
AHIMS	Aboriginal Heritage Information Management System
ARTC	Australian Rail Track Corporation
ACHAR	Aboriginal Cultural Heritage Assessment Report
CCS	Community Communication Strategy
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CHMP	Construction Cultural Heritage Management Plan (this Plan)
CNVMP	Construction Noise and Vibration Management Plan
CoA	Conditions of Approval
Construction	Includes work required to construct the CSSI as defined in the Project Description described 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.
Construction boundary	The area physically affected by work as defined in the Project Description as described in the documents listed in Condition A1.
CSSI	Critical State Significant Infrastructure
DCCEEW	Department of Climate Change, Energy, the Environment and Water
Division 5.2 Approval	Approval issued by the NSW Minister for Planning for the Albury to Illabo project
DPE	NSW Department of Planning and Environment
DPHI	Department of Planning, Housing and Infrastructure
EAD	Environmental Assessment Documentation that includes: - Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); - Albury to Illabo Response to Submissions (ARTC, November 2023); - Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); - Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); - Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); - Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); - Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).
EHG	Environment and Heritage Group (a part of NSW DPE)
EIS	Environmental Impact Statement

TERM	DEFINITION
Environmental aspect	Defined by AS/NZS ISO 14001:2015 as an element of an organisation's activities, products or services that can interact with the environment.
Environmental impact	Defined by AS/NZS ISO 14001:2015 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects.
Environmental 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.
Environmental objective	Defined by AS/NZS ISO 14001:2015 as an overall environmental goal, consistent with the environmental policy, that an organisation sets itself to achieve.
EPA	Environmental Protection Authority (NSW)
EPBC Act	<i>Commonwealth Environment Protection and Biodiversity Conservation Act 1999</i> (Federal)
EPL	Environment Protection Licence
Environmental Representative (ER)	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
km	Kilometre
LEP	Local Environment Plan
LALC	Local Aboriginal Land Council
m	metre
MR	Martinus Rail
MR ESM	Martinus Rail Environment, Approvals and Sustainability Manager
NSW	New South Wales
PAD	Potential Archaeological Deposit
Planning Secretary	Secretary of the NSW Department of Infrastructure, Housing and Infrastructure, or delegate
PIR	Preferred Infrastructure Report
Primary CoA/UMM	CoA and/or UMMs that are specific to the development of this Plan
RAP	Registered Aboriginal Party
SAP	Sensitive Area Plan
TfNSW	Transport for New South Wales (formerly Roads and Maritime Services)
UMM	Updated Mitigation Measures
Unexpected heritage finds	An object or place that is discovered during the carrying out of the CSSI and which may be a heritage item but was not identified in the documents listed in Condition A1 or suspected to be present. An unexpected heritage find does not include human remains

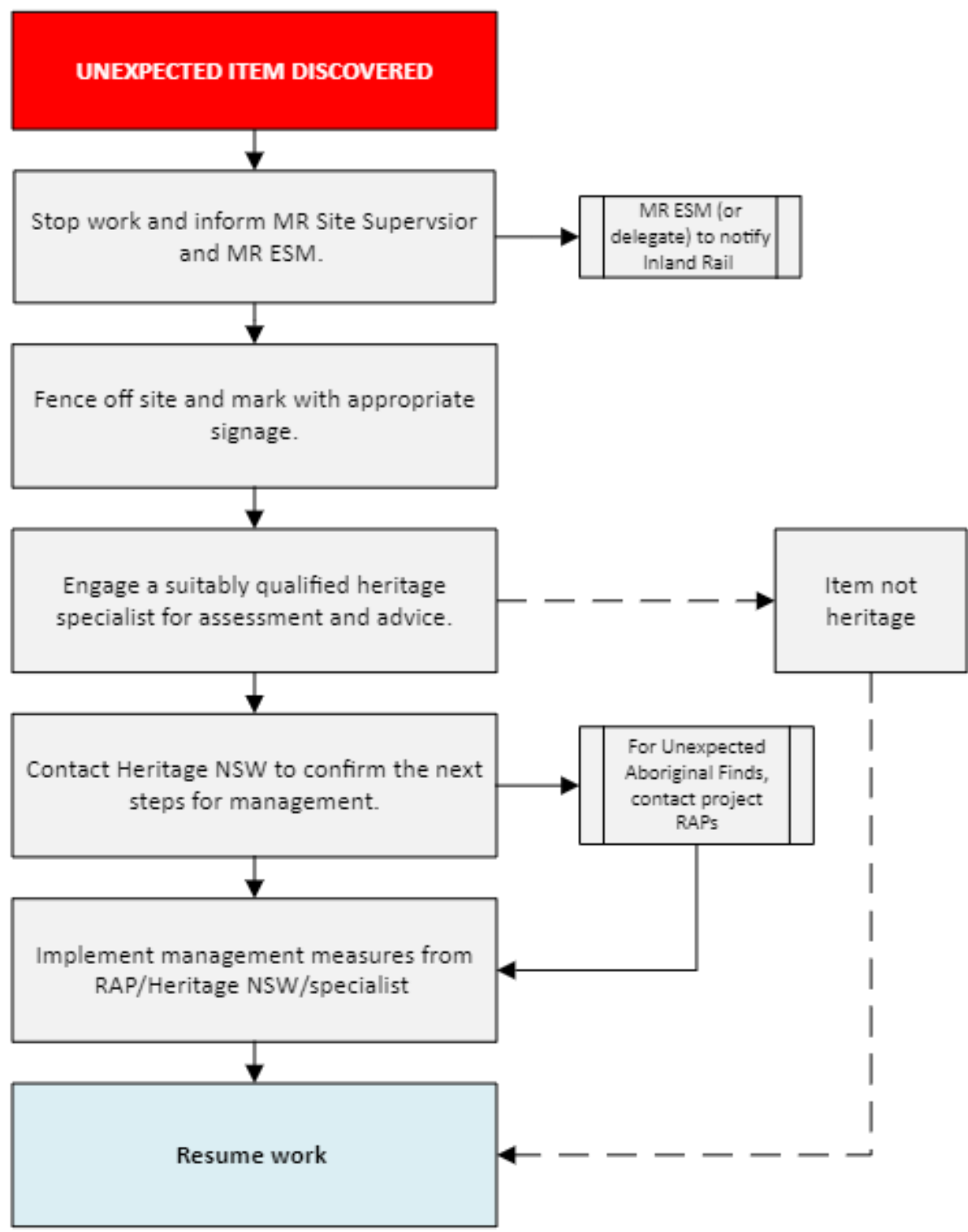
1.1 Aboriginal and Non-Aboriginal Heritage: Unexpected Finds Procedure

An Aboriginal artefact is anything that is the result of past Aboriginal activity. This includes stone (artefacts, rock engravings etc.), plant (culturally scarred trees) and animal bone (if showing signs of modification; i.e. smoothing, use). Human bone (skeletal remains) may also be uncovered while onsite.

A historic artefact is anything that is the result of past activity not related to Aboriginal occupation. This includes pottery, wood, glass and metal objects as well as the built remains of structures, sometimes heavily ruined.

In the event of an unexpected heritage find, the following protocol will apply:

1. All ground-disturbance work in the vicinity of the find must cease immediately. The Site Supervisor is to be made aware of the object(s) and is to notify the MR Construction Manager and MR ESM. The MR ESM (or delegate) will notify the relevant Inland Rail (IR) representative.
2. The find will be temporarily fenced off as quickly as possible to ensure no damage/further damage to the object(s). Signage on the fencing is to state that the area is subject to environmental protection, that no ground disturbance is allowed, and should include relevant contact details for the MR ESM.
3. The MR ESM (or delegate) will contact a suitably qualified heritage specialist to assess the find. The heritage specialist will then determine the need for further investigation or management. The heritage specialists assessment may be able to be undertaken using good quality images, with a scale and several angles, however, if photographic evidence does not allow for certainty, then a site visit from the suitably qualified heritage specialist will be required.
4. If the find is an Aboriginal object, the MR ESM (or delegate) and/or heritage specialist will contact the RAPs to attend the site to inspect the find and to determine, in consultation, the next steps for management. These measures will include registration of the object in the Aboriginal Heritage Information Management System within a reasonable time.
5. The MR ESM (or delegate) and/or heritage specialist will also contact Heritage NSW to confirm the next steps for management.
6. Ground disturbance work in the vicinity of the find can only continue under supervision of a suitably qualified heritage specialist, having regard to any advice from Heritage NSW and RAPs.



Flow Chart: Unexpected heritage finds

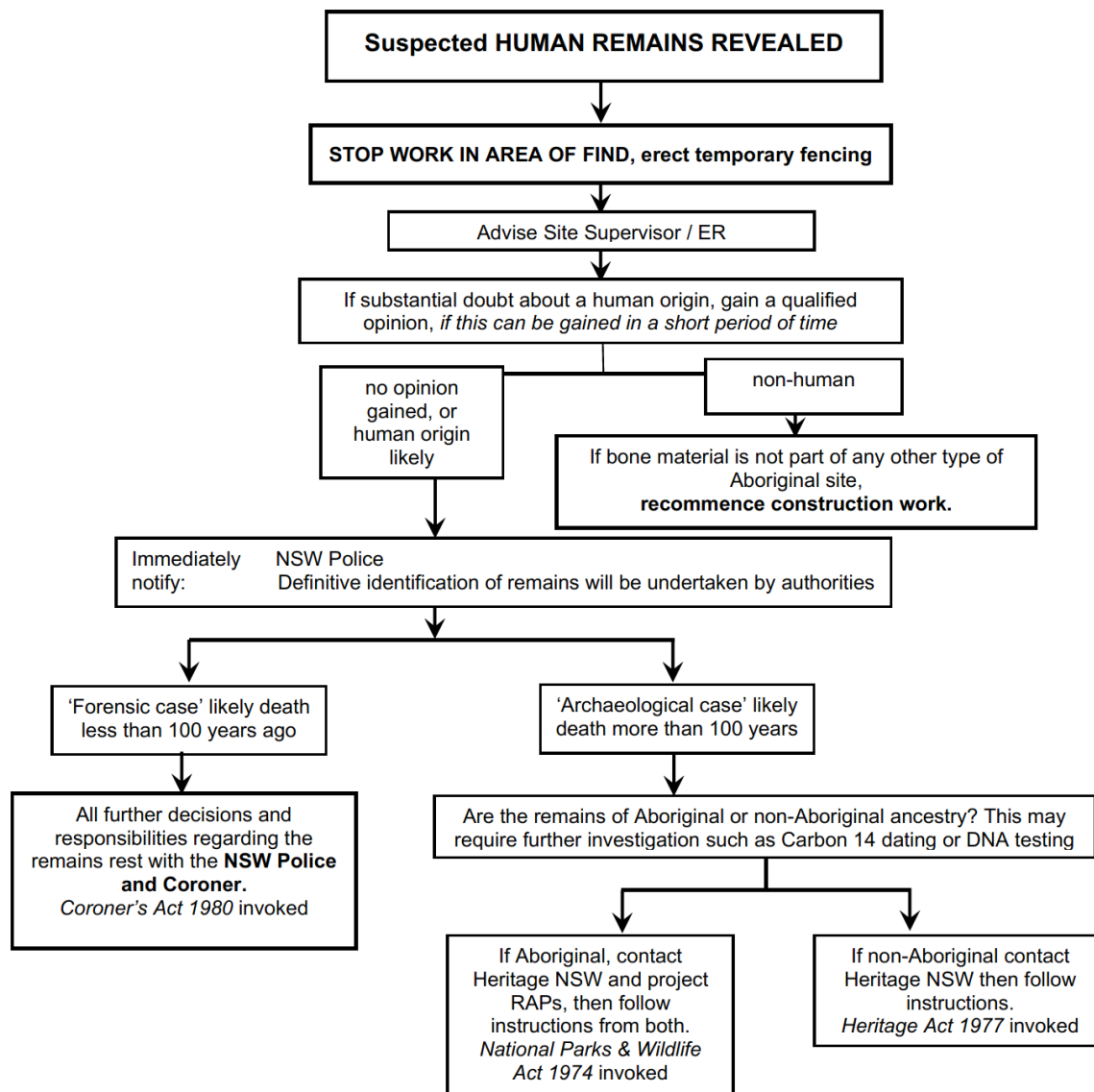
1.2 Unexpected Human Remains Procedure

The procedure related to the discovery of suspected human skeletal material is based on Requirement 25 of the *Code of Practice for Archaeological Investigation of Aboriginal objects in NSW* (DECCW 2010b) and the *Skeletal Remains: Guidelines for the management of human skeletal remains under Heritage Act 1977* (NSW Heritage Office 1998). A flow chart is supplied below.

If known, or suspected skeletal remains are encountered during the construction and/or operation of the project, the following procedure will be followed:

1. The area will be temporarily fenced immediately to ensure no damage/further damage to skeletal material. No skeletal material that remains in place should be disturbed from its location;
2. Works in the vicinity are to be stopped immediately;
3. The Site Supervisor is to be made aware of the skeletal material and is to notify the MR Environmental Manager and MR Construction Manager. Inland Rail Representatives are to be contacted at this stage;
4. Attempt to determine if the bones are animal or human. May require photos of the bones to be sent to the MR Heritage Consultant to determine if the remains are likely to be human or not;
5. If a qualified opinion concludes the bones are not human in origin and are unlikely to be part of an archaeological site works may recommence;
6. If no qualified opinion can be gained or the bones are suspected of being human, undertake the following:
 - i) MR will contact Police, allowing Police to conduct an assessment to determine if the remains are part of a forensic case (less than 100 years old), or are archaeological (more than 100 years old);
 - ii) If the remains are assessed as 'archaeological', there then needs to be an attempt to determine if they are Aboriginal or non-Aboriginal;
 - iii) Inland Rail will contact the relevant stakeholders, including Heritage NSW and RAPs (if the remains are Aboriginal);
 - iv) All further activities will be determined by Heritage NSW and the RAPs (if the remains are Aboriginal);
 - v) No work may recommence in the area of the find until Heritage NSW provides the approval to do so.

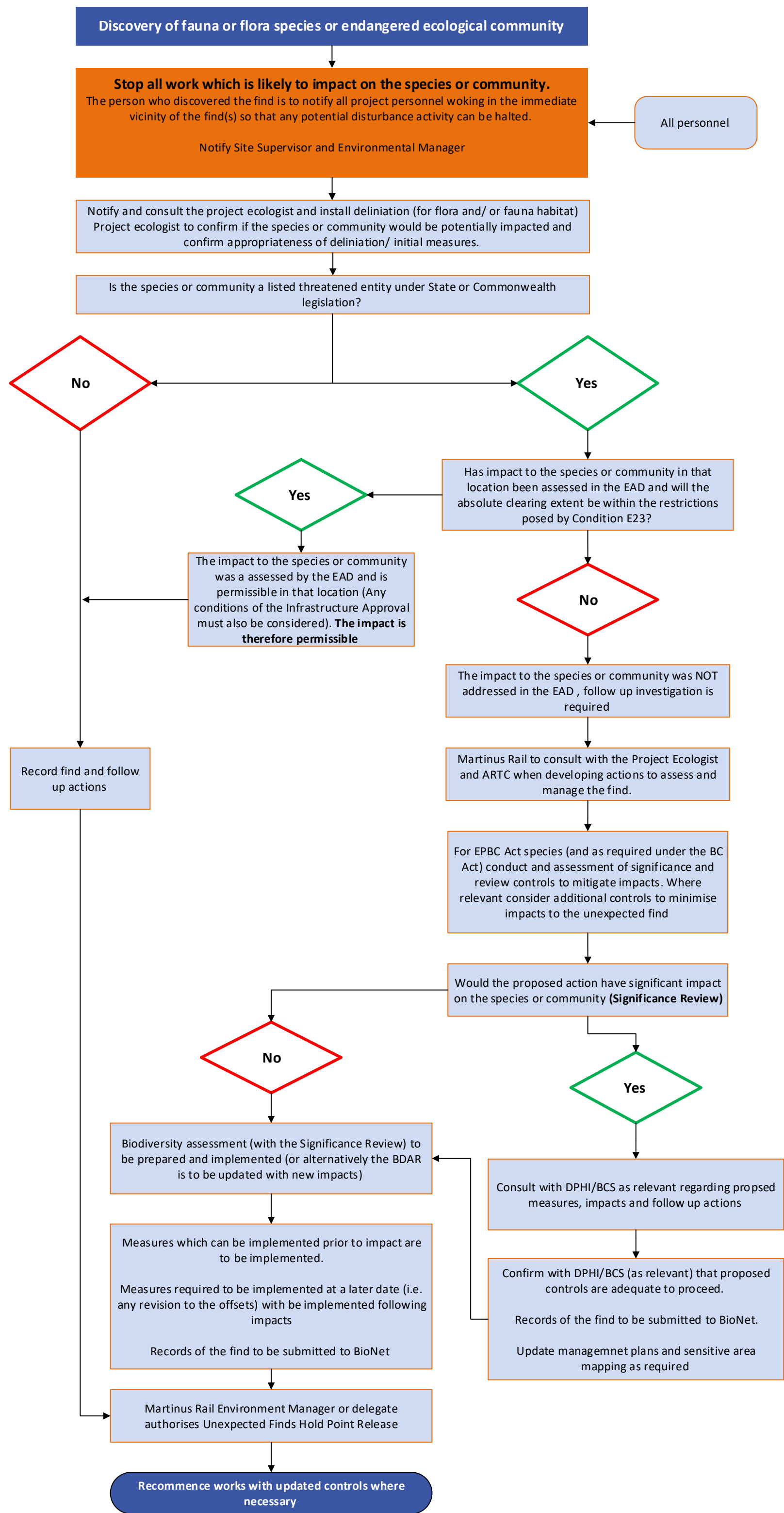
Flow Chart: Suspected Human remains





MARTINUS 

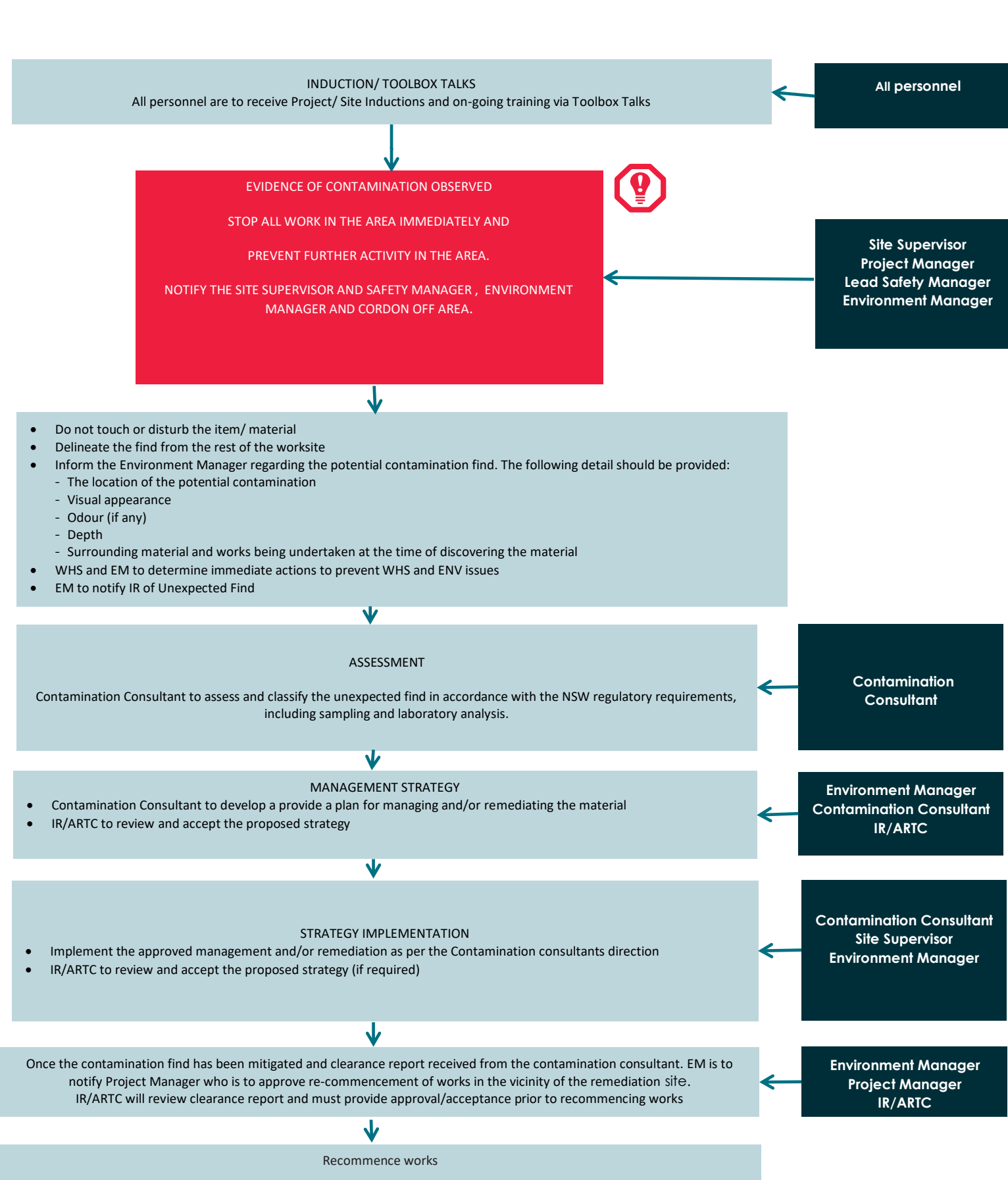
Appendix C – Unexpected Finds Procedure – Flora and Fauna



Appendix D – Unexpected Finds Procedure – Contamination

UNEXPECTED FINDS PROCEDURE FOR CONTAMINATION

MANAGEMENT AND RESPONSIBILITY



Procedure

- 1) Potential contaminated soil/material encountered during construction activities. STOP ALL WORK AND NOTIFY IMMEDIATELY
- 2) Undertake a site/area contamination investigation. The Environment Manager (EM) is to assess the situation and if considered necessary, commission a suitably qualified contamination specialist to undertake a contamination investigation in the area of the find.
- 3) The consultation specialists in consultation with the EM will determine the appropriate management measures to be implemented. This may include leaving contamination undisturbed if it does not pose unacceptable risks to human health or the environment, capping of contamination, treatment or offsite disposal. If the material is to be disposed of offsite, ensure the waste facility is appropriately licensed. Contaminated material requiring off-site disposal is to be classified in accordance with the Waste Classification Guidelines – Part 1: Classification of Waste, NSW EPA 2014. Maintain records to demonstrate waste material was appropriately managed
- 4) If the material is determined to be Acid Sulfate Soil (ASS) or Potential Acid Sulfate Soil (PASS), an Acid Sulfate Soil Management Plan would be prepared and implemented in accordance with the Acid Sulfate Soil Manual (Acid Sulfate Soil Management Advisory Committee, August 1998).
- 5) Prior to any contamination investigation, management or remediation activities appropriate work method documentation encompassing safety and environmental risk management will be prepared for review and approval by the EM and IR
- 6) If required a Remedial Action Plan (RAP) will be prepared in accordance with legislative requirements
- 7) If material is to be treated and reused or left in situ ensure appropriate records are maintained and location of material (survey) is undertaken and provided to IR
- 8) Once the contamination find has been mitigated and clearance report received from the contamination consultant. This report is to be submitted to IR/ARTC for acceptance prior to recommencement of work
- 9) EM is to notify Project Manager who is to approve re-commencement of works in the vicinity of the remediation site.