

JOHN HOLLAND

INLAND RAIL

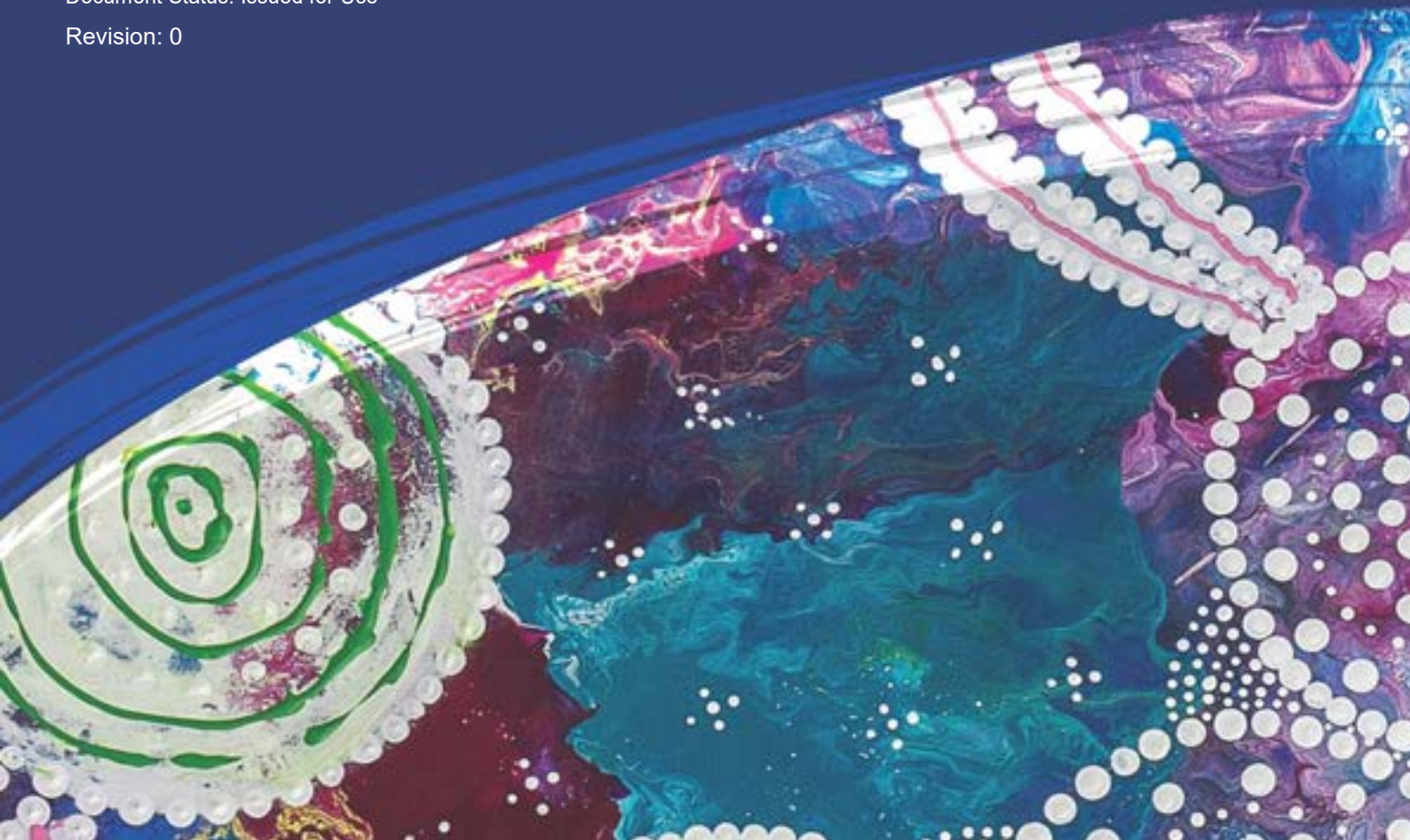
ILLABO TO STOCKINBINGAL PROJECT

Construction Traffic Transport and Access Management Plan (CTTAMP)

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1 Revisions and Distribution

1.1 Revisions

Draft issues of this document are identified as Revision A, B, C etc. Following acceptance by the document approver, the first finalised revision will be Revision A. Subsequent revisions will have an increase of “1” in the revision number (1, 2, 3 etc.).

1.2 Distribution

The controlled master version of this document is available for distribution as appropriate and maintained on the document management system being used on the project. All circulated hard copies of this document are deemed to be uncontrolled.

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2 Introduction

2.1 Project Scope

The Inland Rail - Illabo to Stockinbingal (I2S) Project is a 39-kilometre greenfield section where a new track will be constructed in a newly established rail corridor, just east of Illabo, tracking north to Stockinbingal, NSW.

This new section of rail corridor will provide a direct route from Illabo to Stockinbingal through to the existing Forbes line. The line will bypass Cootamundra and the steep and windy Bethungra Range with the Bethungra Spiral.

Bypassing the Bethungra Spiral will improve reliability and reduce travel distance by approximately 23 kilometres.

Burley Griffin Way will undergo a major realignment and a new road over rail bridge will be built. In addition, Ironbong Road will undergo a minor realignment around the proposed level crossing to improve safety.

The project connects with the Albury to Illabo (A2I) and Stockinbingal to Parkes (S2P) enhancement projects.

This design and construct project works will include:

- New track construction
- Earthworks
- Bridge construction
- Culvert and drainage installation
- Road works
- Activated and passive level crossings
- Installation of rail systems
- Utility Adjustments





Figure 2-1: Project Location

2.2 Purpose and Application

Inland Rail Pty Ltd (IRPL) has appointed John Holland under a Design & Construct Contract, to perform the design, construction, commissioning and completion of Illabo to Stockinbingal (I2S) Inland Rail Project.

The purpose of this joint Construction Traffic Transport and Access Management Plan (CTTAMP) is to demonstrate how John Holland will comply with the traffic management and safety objectives, and contractual requirements of the Conditions of Approval (CoA) and the Environmental Impact Statement (EIS), including:

- Chapter 8 - Proposal description--construction,
- Chapter 11 - Traffic, transport and access,
- Technical paper 3 - Traffic, Transport & Access,
- Response to Submissions Appendix B - Updated Mitigation Measures

The CTTAMP requirements and where each has been addressed within this management plan including those derived from the CoAs and the REMMs are located within Tables 2-1 and 2-2 of this document respectively.

This CTTAMP has been prepared in accordance with the CoAs of SSI-9406, including (but not limited to CoAs C17 and C21) and will require endorsement by the Environmental Representative (ER) under CoA C15 and approval by the Planning Secretary under CoA C15.

2.3 Contract Overview

This CTTAMP will address the process and requirements to facilitate the construction of the Inland Rail I2S Project through minimising impacts on the road users and the road network.

John Holland will manage traffic during construction, particularly identifying the location, nature and duration of work activities, their impact on the roadway, all road users, and the control strategies implemented to mitigate these impacts.

John Holland will ensure the CTTAMP remains relevant and is updated at minimum on a six (6) monthly interval basis, this is to hold true to until the Date of Final Completion.

2.4 Objective

The objective of this subplan is to ensure:

- Compliance with the Project Scope Requirements, Road Authority requirements and relevant NSW road requirements
- Provision of personnel with the required competencies to undertake works on the road network
- The traffic management details of the site and occupation schedule
- The planning and processes for road occupations and traffic management are documented
- The safety of road workers, all road users, including vulnerable road users, are safely guided around, through or past the work site.
- Communication process is managed with the community engagement team

2.5 Performance Outcomes

Project design and construction will be prepared in consideration of the project-specific performance outcomes are further defined in Chapter 27 (Table 27.7) of the EIS. The environmental performance outcomes related to transport and traffic for the Project are:

- The proposal provides for more efficient and productive freight rail operations
- Impacts to traffic and transport are minimised
- Motorist, pedestrian and cyclist safety will be maintained or improved

- The proposal contributes to one of the desired outcomes of Inland Rail—to have reduced truck volumes on the road network, improving road safety
- The proposal is integrated with existing and future local and regional transport infrastructure and planning strategies.

2.6 Compliance Roadmap

The following is a tabular representation of the: Construction Traffic Transport and Access Management Plan (CTTAMP) requirements.

Table 2-1: I2S CSSI Conditions of Approval

Ref	Requirement	Applicable Plan / Section in this Plan
A1	The Proponent must carry out the CSSI in accordance with the terms of approval and generally in accordance with the:	
A1 (a)	Inland Rail – Illabo to Stockinbingal Environmental Impact Statement (ARTC 2022);	2.2
A1 (b)	Illabo to Stockinbingal Project Response to Submissions (ARTC 2023);	2.2
A1 (d)	I2S – Mitigation Measures (Inland Rail, April 2024);	Table 2-2
C4	Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 can only be established and used in each case if: (a) They are located within or adjacent to the construction boundary; and (b) They are not located next to a sensitive land use(s) (including where an access road is between the facility and the receiver), unless the landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location; and (c) They have no impacts on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and (d) The establishment and use of the facility can be carried out and managed within the performance outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.	6.4.1 6.5 6.6
C7	Where possible, ancillary facilities must be accessed via existing public roads and/or the existing rail corridor. Where access via existing roads or the rail corridor is not possible, the Proponent may utilise existing private access tracks on private property but only with the written permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition C4.	6.4.1 6.5 6.6
C8	The Proponent must ensure that all roads / tracks that will be used to access ancillary facilities are to the standard necessary to provide access as agreed with landowners, asset owner(s) and/or the relevant roads authority (as applicable), including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	6.5 & 6.6
C14	CEMP(s) (and relevant CEMP sub-plans) must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C1.	2.2
C15	Where a CEMP (and relevant CEMP sub-plans) requires the Planning Secretary's approval, the CEMP (and relevant CEMP sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	2.2

Ref	Requirement	Applicable Plan / Section in this Plan
C17	Except as provided by Condition C1, the following CEMP Sub-plans must be prepared in consultation with the relevant state agencies, relevant councils and RAPs identified for each CEMP Sub-plan. Evidence of consultation must be provided consistent with Condition A10. (a) Traffic, transport and access — TfNSW and relevant councils	0
C18	The CEMP Sub-plans listed in Condition C17 must state how:	
	(a) the environmental performance outcomes identified in the documents listed in Condition A1, as modified by these conditions, will be achieved;	2.5
	(b) the mitigation measures identified in the documents listed in Condition A1, as modified by these conditions will be implemented;	Table 2-2
	(c) the relevant terms of this approval will be complied with; and	2.6
	(d) issues requiring management during construction, as identified through ongoing environmental risk analysis, will be managed.	14
C21	The Construction Traffic, Transport and Access Management Plan (CTTAMP) must be consistent with any agreements with the relevant road's authority about the use and management of local roads and include measures to:	6.1; 5.6
C21(a)	Minimise impacts on seasonal and school related traffic, including harvest-related vehicles, public transport (including school buses, bus stops) and freight operators;	5.3.2 5.4 5.9
C21(b)	Minimise noise and amenity impact of heavy vehicles entering and exiting construction compounds, and ancillary sites, and driving through populated areas, including school zones at speed limited times;	6.1
C21(c)	Minimise impacts to vulnerable road users and sensitive receivers;	5.5
C21(d)	Schedule heavy vehicle movements to avoid movements on public roads outside the construction hours detailed in Condition E1	6.1
C21(e)	Provide any necessary road intersection treatments to accommodate construction traffic,	6.4.2, 6.5.2
C21(f)	Ensure road repair is undertaken periodically before and during construction, and as identified in Conditions E101 and E102;	5.1.2
C21(g)	Inform road users and freight operators of changes to traffic conditions;	5.9 9.1
C21(h)	Maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and implement measures prior to any access disruption;	5.5 5.8 5.2.5 Appendix M
C21(i)	Consult utility providers and managers to ensure appropriate access to utilities and assets is maintained;	5.8 9.5
C21(j)	Identify construction vehicle routes not identified in the documents listed in Condition A1.	6.4.1 6.7.2
C21 (k)	Prepare a Country Rail Network / Inland Rail Interface Management Plan to address potential impacts to Country Rail Network / Inland Rail interfaces.	0
C26	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER (as applicable and as identified in the CEMF approved under Condition C1). The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and sub-plans have been endorsed by the ER and approved by the Planning Secretary or ER.	2.2

Ref	Requirement	Applicable Plan / Section in this Plan
C27	Except as provided by Condition C1 the following Construction Monitoring Programs must be prepared in consultation with the relevant state agencies and relevant councils identified for the Construction Monitoring Programs to compare actual performance of construction of the CSSI against performance predicted in the documents specified in Condition A1. **Required Construction Monitoring Programs** / **Relevant government authorities to be consulted for each Construction Monitoring Program** (a) Noise and vibration — Nil (b) Surface Water — DCCEEW Water, Crown Lands and relevant Councils (c) Traffic, transport and access management — TfNSW and relevant Councils	11.1
C28	Each Construction Monitoring Program (CMP) must have consideration of SMART principles and provide:	11.1 & Refer to I2S CEMP (5-0019-220-PMA-00-PL-0037)
C28(a)	Details of baseline data available;	
C28(b)	Details of baseline data to be obtained and when;	
C28(c)	Details of all monitoring of the CSSI to be undertaken;	
C28(d)	The parameters of the CSSI to be monitored;	
C28(e)	The frequency of monitoring to be undertaken;	
C28(f)	The location of monitoring and reasons for choosing the location;	
C28(g)	The reporting of monitoring results and analysis results against relevant criteria;	
C28(h)	Details of the methods that will be used to analyse the monitoring data;	
C28(i)	Procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts;	
C28(j)	any consultation to be undertaken in relation to the monitoring programs; and	
C28(k)	Any specific requirements as required by Condition C29 (Surface Water Monitoring Program)	
C31	CMPs must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C1.	11.1
C32	Where a CMP requires Planning Secretary's approval, the CMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	11.1
C34	Construction must not commence until the relevant CMP(s) have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C1), and all relevant baseline data for the specific construction activity has been collected.	11.1
C35	The CMP(s), as approved or endorsed (as relevant), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	11.1
C36	The results of the CMP(s) must be made publicly available in the form of a Construction Monitoring Report at the frequency identified in the relevant CMP.	11.1
E86	Construction traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C7 and C8. Local or privately owned roads used for access to ancillary facilities, construction sites, and temporary accommodation must be identified in the Construction Traffic, Transport and Access Management Sub-plan required by Condition C13.	6.5 & 6.6

Ref	Requirement	Applicable Plan / Section in this Plan
E87	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within 400 metres of the original bus stop or as otherwise agreed with the relevant council and bus operator. The relocation of bus stops must be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	5.4
E88	E88 In order to maintain safe and efficient operation of the road network, the Proponent must prepare a Public Level Crossing Treatment Report in consultation with Transport for NSW and the relevant road authority. The report must: (a) illustrate the location of all public level crossings which traverse the CSSI. (b) list, and identify on a figure, any public level crossings that will be established, closed or upgraded; (c) describe the treatments that will be implemented at new and/or upgraded crossings; (d) include measures to avoid potential short stacking at level crossings; and (e) provide justification for any proposed closures. The assessment of level crossings must use the Australian Level Crossing Assessment Model (ALCAM). The process for determining the type of level crossing treatment must be consistent with the process outlined in the documents listed in Condition A1. The report must also include an assessment of the road risks, consistent with the guideline Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011). The design of any level crossing on a public road must be endorsed by Transport for NSW or the relevant road authority (where not Transport for NSW) prior to commencing construction of that crossing.	6.4.4
E89	In order to maintain convenient property access, the Proponent must prepare a Private Level Crossing Treatment Report in consultation with landowners whose access will be affected by the establishment, closure or upgrading of a private level crossing. The report must: (a) illustrate the location of all private level crossings which traverse the CSSI; (b) list, and identify on a figure, any private level crossings that will be established, closed or upgraded; (c) describe the treatments that will be implemented at new and/or upgraded crossings; and (d) provide justification for any proposed closures and types of treatment, including decisions where no additional treatments are proposed; and (e) provide details on the consultation undertaken with the landowners.	6.4.4
E90	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to and approved by the Planning Secretary at least one (1) month prior to the establishment, closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI.	6.4.4

Ref	Requirement	Applicable Plan / Section in this Plan
E91	Within one year of commencing operation, and ten years after commencement of operations, or as otherwise agreed by the Planning Secretary, the Proponent must prepare a **Level Crossing Performance Report** to confirm the operational traffic impacts of the level crossings on the classified road network. The review of the operation of the level crossings that interact with the classified road network must be carried out in consultation with TfNSW and the relevant councils and include: (a) updated traffic analysis of movements on these roads; (b) assessment of the level of service at these level crossings (queue length, queuing time delay); (c) identification of additional new work outside of the rail corridor delivered by third parties that may result in changes to traffic movements as initially considered in the Level Crossing Treatment Report; (d) assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition **E88**; (e) all reported near misses and collisions at level crossings within the project area; and (f) mitigation measures to manage any actual or predicted road network performance impacts.	IRPL activity to be undertaken post commissioning and not including in this plan
E94	The Proponent must consult with all landowners where the project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. This consultation must include, but not be limited to: (a) safe and convenient stock and machinery movement across the rail corridor, including provision and maintenance of livestock holding pens; (b) the safe and efficient operation of agricultural aerial activities; (c) provision and maintenance of fencing of a type suited to stock and livestock husbandry operations conducted on the property (including barrier fencing where appropriate); and (d) relocation of farm infrastructure necessitated by the CSSI. Details of consultation and agreed management measures must be included in the Individual Property Management Plans required by Condition E95	9.6 I2S Community Communication Strategy 4-0000-220-PCS-00-ST-0001_3
E95	Individual Property Management Plans must be prepared to document the results of consultation with landowners identified to be consulted by Condition E94 with and agreed outcomes. The Proponent must implement all reasonable measures proposed by landowners. A copy of the Individual Property Management Plan must be provided to the landowner. A copy of each agreement must also be provided to the Planning Secretary upon request.	9.6
E96	No part of any crossing loop may cross over any driveway, private road or public road unless determined in consultation with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop, and with the relevant road authority for any road within 60m of the road and rail interfaces.	9.6
E97	The Proponent must maintain existing access to properties during the entirety of work where practicable. Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed standard determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	5.8
E98	Where construction of the CSSI restricts the ability of a resident or landowner to access other parts of their property via a level crossing, the Proponent must, until the permanent level crossing is reinstated, supply the property with a temporary alternate level crossing access at a convenient location determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner. This can include other existing level crossings or a new alternative temporary level crossing access that is both safe and agreed to.	6.4.4

Ref	Requirement	Applicable Plan / Section in this Plan
E99	The Proponent must implement and maintain a system for the communication of train movements through level crossings to facilitate safe movement of livestock and agricultural machinery across the rail corridor. The system must be developed in consultation with landowners, stock operators and Local Land Services, and be accessible to them prior to the commencement of operation. A report detailing the implemented system and, the communication to stakeholders of the communication system must be submitted to and approved by the Planning Secretary at least one (1) month prior to commencement of operation.	6.4.4
E100	The Proponent must notify Local Land Services at least 1 month prior to access and movement restrictions on the Old Cootamundra Road underbridge to enable alternative stock routes to be used.	5.10
E101	Before any local road is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for subject roads and bridges, and interfaces with regional roads. A copy of the Road Dilapidation Report must be provided to the relevant road authority(ies) within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the CSSI for endorsement by the road's authority.	5.1.2
E102	The Road Dilapidation Report shall provide measures to ensure: (a) roads deemed unsafe for the use of heavy vehicles are upgraded and repaired prior to use; (b) roads used can safely accommodate heavy vehicle haulage based on volume, types and duration of use; and (c) road repair is undertaken periodically before and during construction. Where the road is not up to standard due to condition, width, pavement type, and road geometry, the Proponent must upgrade the road to a service level equal to (or better than) the level it was being maintained immediately prior to construction and before heavy haulage commences, at no cost to the owner.	5.1.2
E103	If damage to roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction, either (at the relevant road authority's discretion): (a) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E101; or (b) compensate the relevant road authority(ies) for the damage so caused. The amount of compensation may be agreed with the relevant road authority(ies), but compensation must be paid even if no agreement is reached; or (c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements. Damage to roads that affects road safety or trafficability as a result of the construction of the CSSI must be rectified by the Proponent as soon as practicable after the damage is identified, at no cost to the owner.	5.1.2
E104	The CSSI (including any new overbridges, new or modified roads, and new or modified level crossings) must be designed and constructed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management, and relevant Transport for NSW Austroads Supplements, as agreed with the roads authority and TfNSW. Consideration must be given to the movement of livestock, farming machinery, and pedestrians.	2.12
E105	The design of any new grade separated rail and road infrastructure, or new or modified roads must be developed in consultation with TfNSW, and endorsed by the relevant roads authority prior to construction of the new road overbridges or new or modified roads.	2.12
E106	An independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits, including but not limited to for all areas identified by the Safe Systems Assessment as requiring further assessment. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request.	4.2.7

Ref	Requirement	Applicable Plan / Section in this Plan
E107	Safe pedestrian and cyclist access, where such access exists, must be maintained around work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, an alternate route which complies with the relevant standards must be provided and signposted.	5.5
E108	The design of any new or modified connection to the Country Rail Network (CRN) must be developed in consultation with the CRN Rail Infrastructure Manager (RIM) and TfNSW. Designs, management plans and programs of work must be endorsed by the CRN RIM and TfNSW prior to construction of any new or modified connection.	0
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.	TfNSW Workforce Code of Conduct Illabo to Stockinbingal Workforce Code of Conduct
E118	The Employee Code of Conduct applies to all employees on the CSSI site (including the temporary workforce accommodation facilities) and those living in the community in the surrounding towns. The Employee Code of Conduct must: (a) set out the ethical standards for the behaviour and conduct of employees on and off the site, including for driving on public roads; (b) include disciplinary actions where employee behaviour and conduct do not meet the ethical behaviour standards; and (c) include processes for responding to and addressing community complaints about the behaviour and conduct of employees.	TfNSW Workforce Code of Conduct Illabo to Stockinbingal Workforce Code of Conduct

Table 2-2: Revised Environmental Mitigation Measures (REMMs)

Reference	Issue	Mitigation Measures	Applicable Section in this Plan
T-1	Road user safety at changes to the road network	Road safety audits will be conducted over the three key phases of the I2S Projects life cycle, 1. Pre-Construction, 2 Construction, 3 Post Construction.	4.2.7
T-2	Road user safety at level crossings	Public level crossings would be designed in accordance with relevant guidelines and standards, including AS 1742.7:2016: Manual of uniform traffic control devices (Standards Australia, 2016) and in consultation with Transport for NSW.	6.4.4 2.12
T-3	Closure of level crossings	Consultation with Transport for NSW would be undertaken regarding the proposed closure of level crossings.	6.4.4
T-4	Consultation during design development	Input would be sought from relevant stakeholders (including local councils, NHVR and TfNSW) prior to finalising the detailed design of those aspects of the proposal that affect the operation of road and other transport infrastructure under the management of these stakeholders. This would include confirming ongoing operation and maintenance arrangements for those assets under the control of other stakeholders.	2.12

Reference	Issue	Mitigation Measures	Applicable Section in this Plan
T-5	General impacts of construction activities on traffic, transport, access, pedestrians and cyclists	A traffic, transport and access management plan would be prepared and implemented as part of the CEMP. The plan would include measures, processes and responsibilities to minimise the potential for impacts on the community and the operation of the surrounding road and transport environment during construction. The plan would be developed in consultation with local councils, TfNSW, emergency services and public transport/bus operators. It would include, as appropriate, additional reasonable and feasible measures identified as an outcome of consultation undertaken under the Inland Rail Communications and Engagement Strategy.	4.2.2
T-6	General impacts of construction activities on traffic flow	Traffic control would be engaged to maintain vehicle flow and safe access where required on construction and diversion routes and at construction accesses. This would include at the Hibernia Street and Dudauman Street intersection, to prevent queuing across the existing rail line	5.2.2 5.2.3
T-7	Emergency vehicle access	Emergency vehicle access routes that may be impacted by the proposal would be identified and appropriate control measures would be implemented, in consultation with the relevant emergency services providers.	5.7
T-8	Heavy vehicles damaging local roads	A dilapidation survey would be undertaken of the made public roads within the proposed haulage routes and diversion roads at the commencement of construction and provided to the relevant road authority. Upgrades to pavements on construction routes would be undertaken prior to construction, as deemed to be required. Pavement monitoring would be carried out during works. Rectification measures would be implemented as needed during and/or following completion of construction to address any damage caused by construction.	5.1.2
T-9	Impact on livestock highways	Local Land Services would be notified of increased heavy vehicle movements along livestock highways during the construction phase as well as periods of changed traffic operations. Construction staff would be informed of the location of the livestock highways.	5.10
AT-1	Road safety	As part of the traffic, transport and access management plan, the arrival and departure of the workforce to the accommodation camp would be managed to minimise peaks in congestion and reduce impacts on the road network, particularly at nearby intersections.	6.7

Reference	Issue	Mitigation Measures	Applicable Section in this Plan
AT-2	Road safety	The 80 km/hr speed limit associated with the level crossing on Grogan Road would be temporarily extended south to incorporate both access points to the accommodation camp, during both establishment and operation. The speed limit would be clearly signposted at the accommodation camp access points and on Grogan Road.	6.7
AT-3	Site access	The design of the two-way access points to the accommodation camp would be undertaken with regard to relevant standards and guidelines, and in consultation with the Cootamundra-Gundagai Regional Council.	6.7
AT-4	Transport of construction workers	During operation of the accommodation camp, workers would be transported between the construction work sites and the accommodation camp via shuttle buses to help minimise potential traffic impacts on the local roads.	6.7
AT-5	Road safety	Swept path analysis would be undertaken for all construction gate access' with consideration of bus and service vehicle movements during detailed design.	6.5.4 0
AT-6	Road safety	Route analysis, including an assessment of clearance heights, bridge weight limits and swept path analysis would be undertaken for Oversize Overmass (OSOM) load-carrying vehicles used in the establishment of the accommodation camp.	6.3
AT-7	Cumulative Impact	Coordination and consultation would occur with the proponents of any current development proposals, with potential for cumulative impacts at the appropriate project stages. If consultation with these proponents during detailed design confirms the likelihood of a cumulative impact, ongoing consultation and coordination would include: - provision of regular updates on construction planning for the proposal - identification of key potential conflict points with other construction projects -Developing mitigation strategies in order to manage conflicts Depending on the nature of the conflict, this could involve coordination of traffic management arrangements between projects, where reasonable and feasible.	9.3
HS-3	Bushfire	Detailed design and construction planning would maintain appropriate access during construction and operation, ensuring local roads allow emergency access, first-response firefighting, access to water supply for firefighting purposes and safe evacuation routes.	5.7

Reference	Issue	Mitigation Measures	Applicable Section in this Plan
LP-6	Maintaining permanent access to properties	Where any legal access to a property is permanently affected and a property has no other legal means of access, alternative access to and from a public road would be provided to an equivalent standard, where feasible and practicable. Where an alternative access is not feasible or practicable, and a property is left with no access to a public road, negotiations would be undertaken with the relevant landowner for acquisition of the property.	5.8
LP-11	Access to properties	Access to individual residences, services and businesses, and for livestock across the rail corridor, would be maintained during construction where reasonably practicable. The traffic, transport and access management plan included in the CEMP (mitigation measure T-54) would include measures in relation to property access during construction. Where alternative access arrangements need to be made, these would be developed in consultation with affected property owners/occupants and LLS for travelling stock reserves.	5.8
NV-3	Blasting management	A blast management strategy would be prepared in accordance with relevant guidelines, and in consultation with the NSW Environment Protection Authority, and would include: • sequencing and review of trial blasting to inform blasting • regularity of blasting • intensity of blasting • periods of relief • blasting program. Traffic management during drilling and blasting which impact on TfNSW roads shall be carried out in accordance with *AS 1742: Manual of Uniform Traffic Control Devices*. Monitoring of airblast and ground vibration caused by blasting would be conducted in line with *AS 2187.2:2006: Storage and use Part 2: Explosives (Standards Australia, 2006)*. Monitoring would be conducted at the nearest sensitive receiver and non-sensitive receiver (if closer to the blasting zone than the closest sensitive receiver) and assessed in accordance with the criteria outlined in this document.	5.2.3 Blast Management Strategy
SC-8	Rehabilitation (local roads)	Where decommissioning or realignment of local roads is required, the CEMP would include decommissioning and rehabilitation requirements, as per relevant conditions of approval and road authority requirements. This would include measures to manage: • milling and removal of bitumen pavement • removal of any decommissioned culverts • tying and ripping of base and sub-base material	5.1.2

Reference	Issue	Mitigation Measures	Applicable Section in this Plan
		• application of soil ameliorants • topsoiling and/or compost blanket • stabilisation and rehabilitation (for example planting and or seeding).	

2.7 Definitions and Abbreviations

Definitions and abbreviations applicable to the Construction Traffic, Transport and Access management Plan are listed in 0.

2.8 Relevant Standards, Legislation and Guidelines

The primary legislation, standards and specifications relevant to Construction Traffic, Transport and Access Management Plan (CTTAMP) are presented in Table 2-3.

Table 2-3: Principal legislation, standards and specifications relevant to CTTAMP

Type of Reference	Reference
Relevant Acts, Regulations, Codes and Ordinances	*NSW Roads Act 1993*
	NSW Roads Regulation 2018
	NSW Work Health and Safety Act 2011
	NSW Environmental Planning and Assessment Act 1979
	NSW Protection of the Environment Operations Act 1997
	NSW Biosecurity Act 2015
	NSW Local Government Act 1993
Federal Acts and Standards	*Safe Work Australia - Traffic management: Guide for construction work* (Federal)
	Heavy Vehicle National Law (Federal)
	Heavy Vehicle (Adoption of National Law) Act 2013 (Federal)
	Transport Administration Act 1988 (Federal)
	Road Transport (General) Regulation 2021 (Federal)
	National Land Transport Act 2014 (Federal)
	Protection and Biodiversity Conservation Act 1999 (EPBC Act) (Federal)
Relevant Australian and International Standards	*Austroads Guide to Temporary Traffic Management (AGTTM)*
	Austroads Guide to Road Design (AGRD)
	Austroads Guide to Traffic Management (AGTM)
	AS 4852.2 Variable message Signs, Part 2: Portable Signs
	AS 1742: Manual of Uniform Traffic Control Devices – Parts 1 to 15 (As required)

Type of Reference	Reference
IRPL Specifications	*0-0000-900-POS-00-SP-0001 Inland Rail Work Health and Safety Requirements Specification*
TfNSW Specifications	*TfNSW TS 05492 Traffic Controls at Work Sites (TCAWS) including all amendments*
	TfNSW Roads and Maritime Supplement to AS1742: Manual of Uniform Traffic Control Devices – Parts 1 to 15
	TfNSW Intelligent Transport System, Traffic Systems, Specification No. TSI-SP-008 Variable Message Signs
	TfNSW G10 Traffic Management Control of Traffic
	RMS Road Occupancy Manual
	RMS Road Design Guide
	RMS Regulatory Signs Guide
	TfNSW R132 Safety barrier systems
	TfNSW R145 Pavement marking
	TS 00028 3.00 Accepted Road Safety Barrier Systems and Devices
	National Land Transport Act 2014

2.9 Location

This CTTAMP will be implemented on the Inland Rail Illabo to Stockinbingal Project which stretches from Illabo to Stockinbingal. A location map is presented in the figure below.

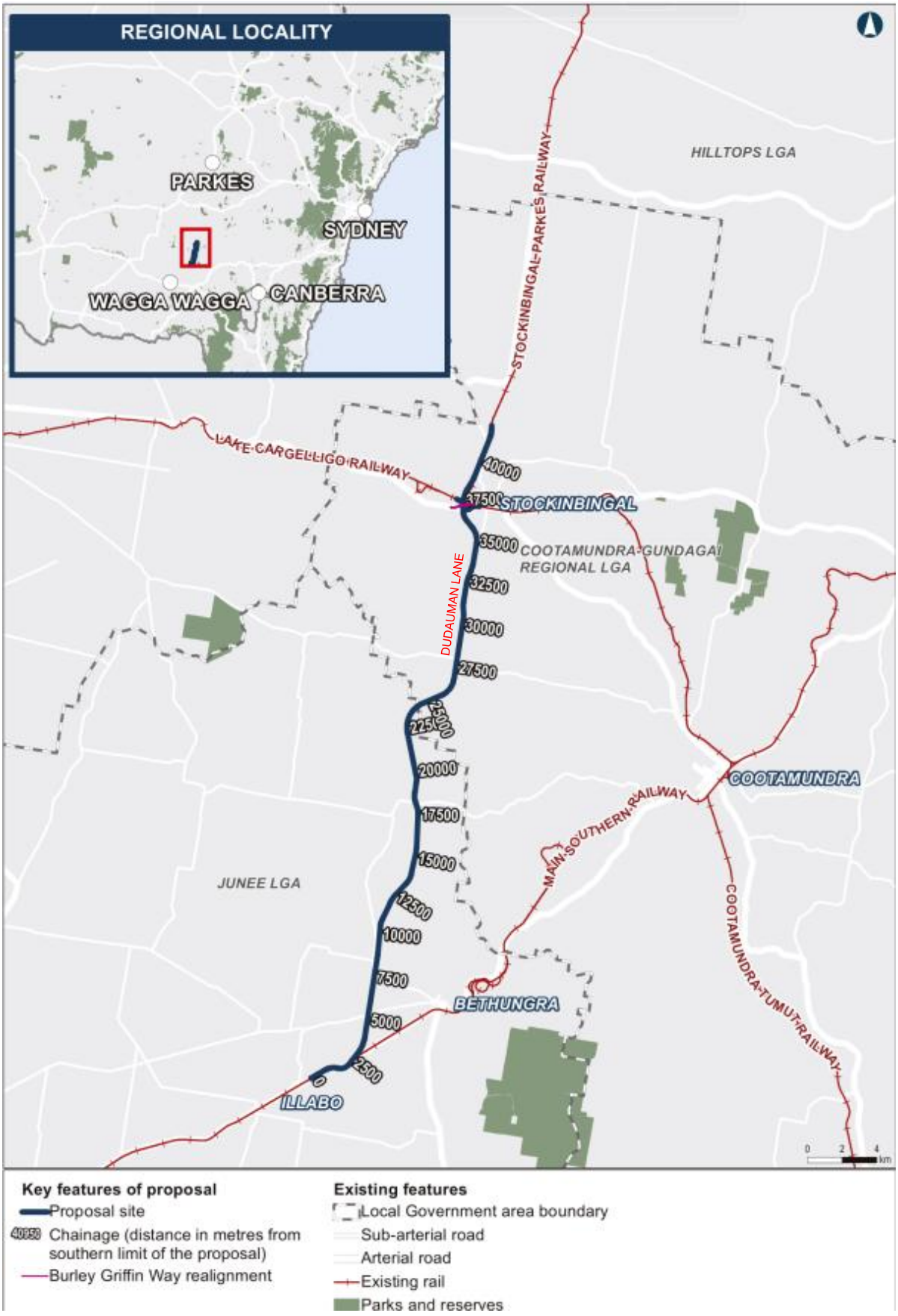


Figure 2-2: I2S Project Rail Alignment

2.10 Project Timing and Duration

Refer to the I2S CEMP-5-0019-220-PMA-00-PL-0037 for the proposed timing and duration of specific works. Please refer to 0 for I2S Program extract.

2.11 Work Hours

Standard hours for the Project are 7am-6pm Monday to Saturday (as per Condition E1). Despite this, subject to compliance with Condition E2, works can be completed between 6am and 6pm Monday to Sunday provided:

- no work affects any given receiver between the hours of 6:00 pm on a Saturday and 7:00 am on a Monday every second week
- only low impact noise activities (defined in CoA Condition E3(b)) are permitted between 6.00 am and 7.00 am
- consultation with affected receivers occurs at least every three months, or more frequently following complaints recorded in the Complaints Register required by Condition B8, to determine respite or additional mitigation measures.

These construction hours differ from standard construction hours, with an hour before 7am and work during weekends.

Works undertaken outside these standard approved hours, or Out-of-Hours Work (OOHW), will only be performed under the out-of-hours works protocol or in accordance with an EPL.

2.12 Design Requirements

All infrastructure proposed will be designed in accordance with relevant design standards. Please refer to relevant design report (listed in Table 2-4) for more details regarding the guidelines, requirements, specifications adopted.

In addition, input would be sought from relevant stakeholders (including local councils, NHVR and TfNSW) prior to finalising the detailed design of those aspects of the proposal that affect the operation of road and other transport infrastructure under the management of these stakeholders. This would include confirming ongoing operation and maintenance arrangements for those assets under the control of other stakeholders.

Table 2-4: Design Requirement

Source	Design Requirement	How will it be implemented
E88	The design of any level crossing on a public road must be endorsed by Transport for NSW or the relevant road authority (where not Transport for NSW) prior to commencing construction of that crossing.	Level crossing design reports and drawings.
E104	The CSSI (including any new overbridges, new or modified roads, and new or modified level crossings) must be designed and constructed to meet relevant design, engineering and safety guidelines, including the *Austroads Guide to Traffic Management*, and relevant Transport for NSW Austroads Supplements, as agreed with the roads authority and TfNSW. Consideration must be given to the movement of livestock, farming machinery, and pedestrians.	Bridge design reports and drawings. Road design reports and drawings. Level crossing design reports and drawings.
E105	The design of any new grade separated rail and road infrastructure, or new or modified roads must be developed in consultation with TfNSW and endorsed by the relevant roads authority prior to construction of the new road overbridges or new or modified roads.	Road design reports and drawings. Rail design reports and drawings.
E108	The design of any new or modified connection to the Country Rail Network (CRN) must be developed in consultation with the CRN Rail Infrastructure Manager (RIM) and TfNSW. Designs, management plans and programs of work must be endorsed by the CRN RIM and TfNSW prior to construction of any new or modified connection.	Appendix K
AT-3	The design of the two-way access points to the accommodation camp would be undertaken with regard to relevant standards and guidelines, and in consultation with the Cootamundra-Gundagai Regional Council.	Site access design reports and drawings.

3 Organisation, Roles and Responsibilities

3.1 Management Roles and Responsibilities

The road safety and traffic management objectives for the I2S Project will be led by five(5) key roles:

- I2S - Traffic Manager and delegated Traffic Representatives
  - Responsible for ensuring that all traffic staging work activities comply with the relevant standards, codes of practice and statutory requirements.
- I2S - General Superintendent
  - Responsible for coordinating all on site discipline supervisors, direct labour, subcontractors and plant resources to achieve effective performance in accordance with detailed programs and schedules.
- I2S - Construction Manager
  - Responsible for working with the design and construction teams to ensure that all designs are able to be constructed in a cost effective and timely manner. They will also produce method statements detailing the key steps to the construction process.
- I2S - WHS Manager
  - Responsible for ensuring agreed control measures are implemented and compliance is met throughout the life of the project.
- I2S – Environmental Manager
  - Responsible for ensuring that all work activities comply with the relevant environment standards and ensures the protection of the local environment.

Refer to the I2S CEMP (5-0019-220-PMA-00-PL-0037) for the I2S Project Organisational Chart.

3.2 Traffic Control Organisation

John Holland will engage a traffic control organisation(s) who are registered under the TfNSW Registration Scheme Category G (Traffic Control) which can be checked via:

- https://www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/partners-and-suppliers/tenders-and-17

The Traffic Control Organisation(s) will supply qualified traffic control personnel as required. All personnel will be I2S site inducted.

3.3 Traffic Control Personnel

As a requirement of the *NSW WHS Regulation 2017*, a person undertaking traffic control work must hold the relevant qualification for the work they are performing. The three qualifications outlined in the *WHS Regulation 2017* are as follows:

- Traffic Control (TC);
- Implement Traffic Control Plans (ITCP); and
- Prepare Work Zone Traffic Management Plans (PWZTMP).

The *NSW Work Health and Safety (WHS) Regulation 2017*, requires that all persons carrying out traffic control work must have successfully completed appropriate traffic control work training.

3.3.1 Traffic Controller (TCR)

Traffic controller (TCR) is a person who direct traffic in accordance with a work zone traffic management plan. John Holland will require all sub-contracted Traffic Controllers to operate at the highest standards and to comply with the statutory conditions of their appointment. Traffic controllers will:

- Maintain a zero percent blood/alcohol concentration while performing traffic control functions,
- Not perform traffic control functions while adversely affected by a drug or other medication causing functional impairment,
- Not direct traffic through a worksite, unless the worksite has an approach speed of 60 km/hr or less,
- Ensure that the approved Traffic Guidance Scheme (TGS) is erected correctly, at the beginning of the shift, and direct traffic at and/or through a worksite, or other event as specified in the approved operating procedure for traffic,
- Only use equipment specifically designed to direct or divert traffic through a worksite, and
- Ensure that the approved Traffic Guidance Scheme (TGS) is removed when work is suspended throughout a shift or completed for the day.
- Mobile phones should not be used in any circumstances while directing traffic control operations.

John Holland will only deploy Traffic Controllers who are accredited under the SafeWork NSW Traffic Control Work Training (TCWT) card for their appropriate role level: The following website can be utilised to verify NSW Traffic Control work cards:

- https://verify.licence.nsw.gov.au/

3.3.2 Implement Traffic Control Plans / TGS (IMP)

Person with the qualification of Implement traffic control plans (IMP) is able to set up and work with Traffic Guidance Schemes (TGSs) at a work site and complete safety inspections.

3.3.3 Prepare a Work Zone Traffic Management Plan (PWZ)

A PWZ qualification allows for qualified personnel to design and modify Traffic Management Plans (TMPs), Vehicle Movement Plans (VMPs) and Traffic Guidance Schemes (TGSs).

4 Traffic Management System

4.1 Interfaces with Other Plans

This plan should be read in conjunction with the documents identified in Table 4-1.

Table 4-1: Interface Documents

Planning Document	Document Number	Interface	Applicable CoA
I2S Traffic Management Plan	N/A	Worksite specific traffic management plan to detail the requirements at each worksite. – will be submitted to TfNSW for approval in a future date.	C21
I2S Community Communication Strategy	4-0000-220-PCS-00-ST-0001_3	Community notification surrounding the traffic management impacts on site and surrounding communities, LGAs and road users.	B1, B2, B3, B4, B5
I2S Mobilisation Management Plan	5-0019-220-PMA-00-PL-0023	Management plan which discusses site laydowns, accommodation and compounds including Worker Parking	
I2S Heavy Vehicle Chain of Responsibility Management Plan	5-0019-220-PMA-00-PL-0036	Management plan which addresses the NHVL CoR requirements	
I2S Materials Management Plan	5-0019-220-PMA-00-PL-0029	Management plan which addresses the transport, handling and storage of materials.	
I2S Construction Environmental Management Plan	5-0019-220-PMA-00-PL-0031	The CEMP is the overarching Environmental Management Plan which addresses all environmental items related to the CTTAMP.	C12- C13
I2S Construction Noise and Vibration Management Plan	5-0019-220-PMA-00-PL-0054	Sub plan of the CEMP which discusses mitigation measures to address construction noise	C19, E7
I2S Country Rail Network / Inland Rail Interface Management Plan	5-0019-220-PMA-00-PL-0057	Country Rail Network / Inland Rail Interface Management Plan to address potential impacts to Country Rail Network / Inland Rail interfaces	E108, C21
Biosecurity Management Plan	5-0019-220-PMA-00-PL-0061	CEMP Sub Plan which addresses the management of biosecurity when entering/exiting private properties	C25

4.2 Traffic Management Framework

4.2.1 Structure

The CTTAMP will be overarching management plan with site-specific TMPs (Traffic Management Plans) to cover five (5) key areas which will have the major traffic impacts. Each site-specific TMP will have relevant TGSs (Traffic Guidance Scheme).

Figure 4-1 represents the structure of the Traffic Management Plans.

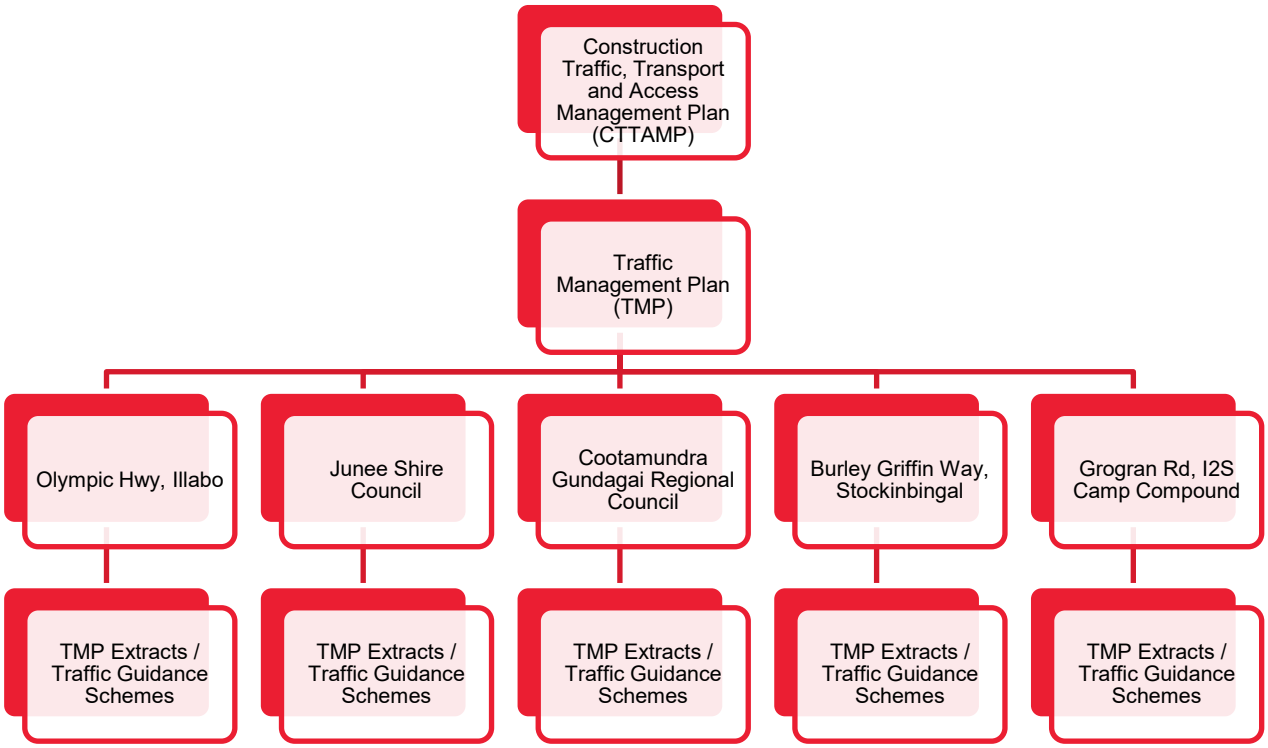


Figure 4-1: Road Access and Traffic Management Plan Structure

4.2.2 Construction Traffic, Transport and Access Management Plan (CTTAMP)

The Construction Traffic, Transport and Access Management Plan (CTTAMP) prepared under CoA C21 is the overarching traffic, transport and access management plan for the I2S project.
Information to be included in CTTAMP (identified in Attachment 2 Inland Rail - Environmental Management and Traffic Management Plans - Outline - Illabo to Stockinbingal) and the referencing sections are listed in Table 2-1 C21.

4.2.3 Traffic Management Plans (TMP)

High level information is provided in this CTTAMP, while more details will be provided in site specific Traffic Management Plans (TMP) conforming to *G10, AS 1742.3* and the *TfNSW Traffic Control at Worksites (TCAWS) Manual* will be developed for the works as a sub-plan to the CTTAMP. These plans will detail the scope specific and/or work site specific traffic management requirements, and include the following:

- Details on the location and timing of the works. (Section 2.1 and Section 2.10)
- Proposed traffic management treatments. (Section 5)
- Impacts to traffic flow (including traffic analysis and modelling where required). (Section 5.2)
- Impacts to public transport. (Section 5.4)
- Impacts to pedestrians and cyclists. (Section 5.5)
- Impact to car parking. (Section 5.6)
- Impacts to over-dimensional loads and heavy vehicles. (Section 6.2 and Section 6.4)
- Site access points. (Section 6.5)
- Haulage routes. (Section 6.4)
- Road Safety Audits. (Section 4.2.7)

- Key contacts for emergency response.

TMPs will be discussed with the relevant Road Authority and TfNSW for classified roads to determine any local and additional site impacts which may need to be considered in addition to the above.

An expected list of TMP's to be developed are listed below in Table 4-2.

Table 4-2: Expected List of TMP to be Developed

Scope/Work Area	Description
Temporary Workforce Accommodation Facility on Grogan Rd	Temporary works north of Stockinbingal to facilitate the construction and operation of the Temporary Workforce Accommodation Facility
Burley Griffin Way (BGW), Stockinbingal	Main works in the Stockinbingal precinct including the realignment of BGW, the BGW tie ins, temporary pavements and utilities. BGW
Cootamundra Gundagai Regional Council (CGRC)	All roads which the road authority is CGRC including but not limited to: • Dudauman Road • Old Cootamundra Road • Hibernia Street • Grogan Road
Junee Shire Council	All roads which the road authority is JSC (Junee Shire Council) including but not limited to: • Old Sydney Road • Ironbong Road • Dirnaseer Road • Blackgate Road
Olympic Hwy, Illabo	Main works along the Olympic Hwy, Illabo a TfNSW state road

*Note: Additional TMPs may be required for works areas outside of those listed above, including, but not limited to:

- New level crossings on low traffic volume private, public and crown roads.

4.2.4 TMP Extracts

The TMP Extracts will be smaller components of the overall site TMP package. This will be developed by the engineer and submitted for approval by the coordinating Road Authority and TfNSW for classified roads for the use of traffic control devices (minor and major) on the road network. In conjunction with the TMP extract will be any working within the road reserve applications required at each location.

The TMP extracts will include:

- Details on the location, nature and duration of the works
- Contact details
- Hazard/risk assessment
- Traffic implementation checklist
- Installation and removal record

- Traffic Guidance Schemes (TGS) including detour and Variable Message Signs (VMS) plans
- VMP's and PMP's
- Road Authority approvals (once approved).

4.2.5 Traffic Guidance Schemes (TGS)

TGS will be developed to detail the provisions of traffic control devices and their placements to warn and guide traffic around, past, or is necessary through a work site or temporary hazard. TGS will be developed, installed and removed in accordance with:

- *TfNSW TS 05492 Traffic Controls at Work Sites (TCAWS) including all amendments*
- *TfNSW Austroads Supplement for Guide to Traffic Management Part 10 Traffic control and communications devices*
- *Austroads Guide to Traffic Management Part 10*
- *Austroads Guide to Temporary Traffic Management (AGTTM)*
- *NSW Roads Act 1993*
- *NSW Roads Act Regulation 2018*
- *AS 4852.2 Variable message Signs, Part 2: Portable Signs*
- *TfNSW Roads and Maritime Supplement to AS1742: Manual of Uniform Traffic Control Devices – Parts 1 to 15*
- *Safe Work Australia - Traffic management: Guide for construction work*

The general conditions from Road Authorities (Council and TfNSW) will detail the requirement to design and implement traffic management in accordance with the above standards and guides. Any additional site-specific requirements from Road Authorities will also be adhered to and the necessary details adjusted on site.

TMP's will be developed to include the traffic guidance schemes and VMP's associated with the works.

4.2.6 Construction Gate Roadwork Speed Zoning

The I2S Project will introduce speed zoning in/around construction gate access/egress', these speeds will range from 80–40 roadworks subject to the below factors.

Monthly construction gate onsite auditing will be implemented with findings distributed to network asset owner.

I2S will submit a weekly ROL Forecast as per TfNSW issued ROL-Conditions of Use. This will be distributed to all relevant stakeholders, e.g. TfNSW/IRPL/A2P & relevant LGA's. This forecast will assist with network planning/interface.

Roadwork speed zones will be implemented where applicable to assist in managing the risk to road workers or road users in case of a hazard on or surrounding the road.

This may include, but is not limited to the following:

- Where traffic travels past or through a work site or where workers are undertaking activities in or adjacent to the roadway;
- During an accident or an emergency;
- During situations of reduced visibility;
- Where loose material or stones are on the road surface, e.g. during spray sealing works;

- Where there is a reduction in quality of the road surface condition, including where vertical or horizontal alignment is inconsistent with the adjacent length of road;
- When traffic is diverted onto an opposing carriageway, detour or side-track;
- When controlling traffic in accordance with *Section 5.4 Traffic control;*
- Where road users are required to travel adjacent to excavations;

Compliance with Roadwork Speed Zones will be in accordance with *TfNSW TCAWS Issue 6.0* Section 4.5-Speed Zones.

4.2.7 Road Safety Audits (RSA's)

In accordance with CoA E106 and REMMs T-1, prior and post to a change in the road network, John Holland will perform a Road Safety Audit (RSA) This audit will be conducted by independent registered Road Safety Auditors for all areas identified by the Safe Systems Assessment, which forms part of the detailed RSA process, as requiring further assessment to identify potential road safety deficiencies and risk.

John Holland will submit a copy of the RSA to the Client Representative, within five (5) working days, including details of any corrective actions arising from the audit findings, and any subsequent correspondence with the road safety audit team.

5 Traffic Management

5.1 Road Network

5.1.1 Existing Road Network

The existing road network within the project area consists of two state highways (Burley Griffin Way and Olympic Highway), local roads and private property access roads through primarily agricultural land.

Burley Griffin Way and the Olympic Highway are both two-lane, two-way classified roads.

Burley Griffin Way is a state-controlled road (by TfNSW). The road name changes to Hibernia Street through the township of Stockinbingal, however, remains a state-controlled road. Burley Griffin Way is about 289 kilometres(km) long, connecting the Hume Highway, south-east of Binalong in the east and Griffith in the west. The posted speed limit of Burley Griffin Way is 100 km per hour (km/hr) outside of settlements, and 60 km/hr within Stockinbingal.

The Olympic Highway is about 318 km in length (controlled by TfNSW), connecting to the Hume Highway north of Albury and Grenfell Road in Cowra. The highway has a posted speed limit of generally 100 km/hr.

Refer to EIS Section 11.3 for more detailed conditions.

The roadways which may require some form of traffic management are listed in the Table 5-1 below. Refer to the location map shown in

Figure 2-1 for geospatial reference for the key roads included.

5.1.2 Road Maintenance and Dilapidation

In accordance with E101, a dilapidation survey would be undertaken for all public roads or bridges within the proposed haulage routes and diversion roads prior to the commencement of construction. Reports will be provided to the relevant road authority(ies) and TfNSW for classified roads within one month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles. Road dilapidation will be undertaken in accordance with the IRPL Specification Document 0-0000-900-IAC-00-SP-0001_1, Minimum Requirements for Road Condition Survey.

Where the existing roads that are impacted by the heavy vehicle construction and haulage routes require necessary upgrade, written approval from the relevant road authority and TfNSW for classified roads will be gained prior to commencing main construction works.

Mitigation and remedial measures to minimise and repair impacts on properties, Stakeholders, private access roads/tracks and the relevant Road Authority's Road network may include the following where feasible and practicable:

- Consolidation of deliveries
- Utilisation of the project's haul route along the project corridor
- Selection of specific designated construction and haulage routes

Remedial measures will need to be assessed on a case-by-case basis in consultation with the applicable Stakeholder(s).

John Holland will aim to repair any substantial defects to roads used to gain access to the site within a 24-hour period while in possession of the site unless not feasible (weather conditions, etc.). Consultation with IRPL, the relevant Road Authority and TfNSW for classified roads will be held regarding repairs. If condition is considered not feasible, the defect will still be repaired by John Holland in a timely manner as agreed to with the relevant Road Authority and or TfNSW. The standard of repair would be equal or better than the condition before the damage (as per the initial dilapidation survey).

If damages to the road (other than haulage routes) that affects road safety or trafficability occur as a result of the construction, John Holland will rectify the damage as soon as practicable after the damage is

identified. If the damage doesn't affect road safety, John Holland will act in accordance with the agreements with relevant road authorities, which include but not limited to:

- Restore the road to at least the condition it was in at the time of the dilapidation survey within six(6) months of the completion of construction.
- Leave, maintain or remunerate for damages to these roads at road authorities' discretion.

Refer to 0 - Mobilisation Management Plan 5-0019-220-PMA-00-PL-0023 (Appendix B: Condition Assessment Plan) for details regarding pavement condition assessments. mitigation and remedial measures to minimise and repair impacts on properties, stakeholders, private access roads/tracks and the relevant Road Authority's Road network.

5.2 Road Network Performance

5.2.1 Construction Link Assessment

Technical Paper 3 – Traffic, Transport and Access Impact Assessment provided an assessment of Level of Service (LOS) of the roads identified to form part of construction access vehicles routes (refer to Section 7). The results of the link assessments are shown below in Table 5-1.

Table 5-1: Construction Link Assessment

Road name	Background Traffic Data					Predicted Traffic Data with Construction				
	AADT two-way volumes	Peak hour volumes			Peak hour LOS	Peak hour construction volumes			Peak hour combined vehicle volume	Peak hour combined LOS
		LV	HV	Total		LV	HV	Total		
Burley Griffin Way (east of Temora Street)	859	49	29	77	B	87	44	131	209	B
Burley Griffin Way (west of Temora Street)	1,101	67	32	99	B	72	44	116	215	B
Grogan Road	86	5	3	8	B	80	66	146	153	B
Hibernia Street	1,229	82	29	111	B	159	100	259	370	C
Dudauman Road	86	5	3	8	B	80	96	176	183	B
Old Cootamundra Road	277	18	6	25	B	159	100	259	284	B
Dirnaseer Road (east of alignment)	69	5	1	6	B	87	44	131	138	B
Ironbong Road (east of alignment)	25	2	1	2	B	87	114	202	204	B
Old Sydney Road (east of alignment)	17	1	0	1	B	44	58	102	103	B
Olympic Highway (west of Bethungra)	1,774	126	34	160	B	87	114	202	361	C
Retreat Road	46	4	1	4	B	107	66	173	177	B
Junee Reefs Road	40	3	1	4	B	107	66	173	177	B
Goldfields Way	1,774	126	34	160	B	107	66	173	333	B
Stockinbingal Road	277	18	6	25	B	87	44	131	159	B

The assessment concluded that most roads experience no change to the existing LOS B with the addition of construction vehicles. Hibernia Street, Troy Street and Olympic Highway (west of Bethungra) witness a

decline in LOS with the addition of construction vehicles, but remain at a satisfactory performance level, LOS C. Please refer to table below for the explanation of different level of LOS.

Table 5-2 – Level of Service Description (From Technical Paper 3 - Traffic, Transport and Access Impact Assessment)

Level of Service	Average delay per vehicle (secs/veh)	Intersection performance	Description
A	<14	Good operation	Free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
B	15 to 28	Good with acceptable delays and space capacity	Stable flow and drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream, although the general level of comfort and convenience is little less than that of the Level of Service A.
C	29 to 42	Satisfactory	Stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
D	43 to 56	Operating near capacity	Close to the limit of stable flow but is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
E	57 to 70	At capacity	Traffic volumes are at or close to capacity and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause a traffic-jam.
F	>70	At or over capacity	This service level is in the zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow break-down occurs and queuing and delays result.

Further analysis will be undertaken and be detailed within site-specific TMP's to consider site-specific (and cumulative) traffic generated by the works, and construction access routes identified to support the works.

5.2.2 Construction Route Intersection Assessment

Technical Paper 3 – Traffic, Transport and Access Impact Assessment provided as assessment of intersection that form part of construction access vehicles routes (refer to Section 7).

The assessment found that all approaches on the existing intersections under assessment operate with very low levels of Degree of Saturation (DOS) and delay and most operate at a LOS A in both the AM and PM peak. With the addition of a worst-case scenario for construction traffic to each intersection, all approaches remain operational at a satisfactory level. That said, the assessment also noted that although it is not an issue found in the results on the analysis, at the Hibernia Street / Dudauman Street intersection the risk of vehicles queuing across the Dudauman Street level crossing should be considered by traffic control engaged at this site whilst the Troy Street diversion is in place.

5.2.3 Maintaining Network Performance

As documented above. the surrounding road network is not expected to be significantly impacted by construction traffic associated with project works. To further ensure the safety of road users and efficiency of the road network, John Holland will apply the following key road safety and transport principles:

- Utilise the hierarchy of controls to eliminate/reduce the risk to workers on roads and balance the requirements for maintaining access for the community.
- Residents, businesses, and properties within the project boundaries will always have access through or around the works.
- Ensuring potentially affected pedestrians, cyclists, road users, landowners and businesses are identified during the design and construction planning phase.
- Isolating work areas from traffic flows, through appropriate site planning, choice of construction methodologies and clear delineation of worksites that comply with Australian Standards and Council by-laws.
- Maximise working opportunity on the roads. Works will be sequenced so that the works can be carried out isolated from live traffic as much as feasibly possible.
- Minimise driver confusion by ensuring clear and concise traffic guidance schemes and by using existing and new communication networks to advise commuters and the public of upcoming changes on the road network, where applicable
- Effectively plan all construction vehicle movements including the provision of safe access and egress points at the interfaces with the existing road network
- Limit obstructions and restrictions on the existing road network, and when necessary, provide alternate routes to maintain access for the local community and businesses.
- Enforce a monitoring regime to measure and respond to the impacts of traffic changes and any identified road user or public safety issues.
- Engage traffic control to maintain vehicle flow and safe access where required on construction and diversion routes and at construction gate access/egress.
- Plans, manage and coordinate Construction Gate activities, where possible, that may fall within the direct catchment area of other gates.
- Traffic management during drilling and blasting which impact on TfNSW roads shall be carried out in accordance with *AS 1742: Manual of Uniform Traffic Control Devices*.

5.2.4 Temporary Road Closures

As per consultation with both LGAs, detours are the least preferred option. However, due to the nature of the works, both short-term and long-term road closures (i.e. diversions and detours) will be required to enable the construction of the Project. Temporary road closures may be required for but are not limited to the following construction activities:

- Re-alignment of a roadway and its associated tie-ins
- Works over the roadway such as the installation of bridge spans or concrete pours
- Roadworks within the road corridor
- Utility installation works such as for overhead powerlines

The project has identified two (2) short-term necessary detours:

- Old Cootamundra Road ~ 70m west of Dudauman Road (266vpd, 2018) (duration ~12 hours) (7 shifts over 2-weeks)
- Dirnaseer Road ~ 890m east of Dudauman Road (66vpd, 2018) (duration ~12 hours) (7 shifts over 2-weeks)

Prior to any road closures, all relevant stakeholders, including planned community, landowners, the relevant Road Authority and TfNSW for classified roads, will be consulted.

Other than the formal platform of TTLG meetings with LGAs and representatives from other relevant stakeholders, feedback channels, including Community information line, project email address, physical project information centre, etc., will be utilised to receive potential complaints or advise from the public as per I2S Community Communication Strategy (https://inlandrail.com.au/wp-content/uploads/2024/10/i2s-community-communication-strategy-4.pdf). All complaints received during the I2S project will be actioned and recorded through Consultation Manager and used as an improvement opportunity for future work.

The works will be planned in such a manner to ensure access is maintained and impacts are minimised so far as is reasonably practicable.

5.2.4.1 Old Cootamundra Road

A closure of approx. 200m of Old Cootamundra Road (~70m west of Dudauman Road) is required for the bridge construction. The detour to travel from/to the immediate west/east end of the closure is about 59km, via Dudauman Rd, Burley Griffin Way, and Combaning N Rd. The detour will take roughly 40 minutes to drive. Please refer to the figure below for detailed route.



Figure 5-1: Old Cootamundra Rd Detour – From/To Immediate West/East End of Closure (unlikely)

However, it is unlikely traffic will travel all the way along this detour, given limited residents around. In addition, notification will be distributed, and VMS boards will be installed prior to the road closure at key intersections and surrounding towns to suggest traffic take alternative routes instead. The detours for traffic to travel to/from/between towns are listed below.

For traffic originally travelling between Temora and Cootamundra, a detour route has been identified, which only result in 2 extra km, and 4 extra minutes of driving time. Please refer to figure below for detailed routes.



Figure 5-2: Old Cootamundra Rd Detour – Travel Between Temora and Cootamundra

For locals immediately west of the closure, travelling to Temora will not be impacted by the closure. However, to travel to Cootamundra, the detour route will result in an extra 53 km travel distance, which takes an extra 35 minutes to drive. Please refer to figure below for detailed routes.



Figure 5-3: Old Cootamundra Rd Detour – Locals immediately west of the closure traveling to Cootamundra

For locals immediately east of the closure, travelling to Cootamundra will not be impacted by the closure. However, to travel to Temora, the detour route will result in an extra 7 km travel distance, which takes an extr7 minutes to drive. Please refer to figure below for detailed routes.



Figure 5-4: Old Cootamundra Road Detour – Locals immediately east of the closure traveling to Temora

Considering the significant detour proposed for locals west of the closure travelling to Cootamundra, communication with affected local residents will be conducted to ensure the awareness of the closure, including but not limited to installation of VMS boards at main intersections and door knock / letterbox drop. Please refer to Section 9.1 for detailed communication strategies. The above traffic detours will also be further consulted with LGAs to determine a suitable time to implement the detours which will have the least impact on traffic.

5.2.4.2 Dirnaseer Road

A closure of approx. 200m of Dirnaseer Road (~ 890m east of Dudauman Road) is required for the bridge construction. The detour to travel from/to the immediate west/east end of the closure is about 64km, via Blackgate Rd, Old Cootamundra Rd, Temora St, Boundary Rd, Hurley St, and Olympic Hwy. The detour will take roughly 50 minutes to drive. Please refer to the figure below for detailed route.



Figure 5-5: Dirnaseer Road Detour – From/To Immediate West/East End of Closure (unlikely)

However, it is unlikely traffic will travel all the way along this detour, given limited residents around. In addition, notification will be distributed, and VMS boards will be installed prior to the road closure at key intersections and surrounding towns to suggest traffic take alternative routes instead. The detours for traffic to travel to/from/between towns are listed below.

For locals immediately west of the closure, travelling to Temora will not be impacted by the closure. However, to travel to Cootamundra, the detour route will result in an extra 26 km travel distance, which takes an extra 19 minutes to drive. Please refer to figure below for detailed routes.



Figure 5-6: Dirnaseer Road Detour – Locals immediately west of the closure travelling to Cootamundra

For locals immediately east of the closure, travelling to Cootamundra will not be impacted by the closure. However, to travel to Temora, the detour route will result in an extra 28 km travel distance, which takes an extra 21 minutes to drive. Please refer to figure below for detailed routes.



Figure 5-7: Dirnaseer Road Detour – Locals immediately east of the closure travelling to Temora

Considering the significant detour proposed, communication with affected local residents will be conducted to ensure awareness of the closure, including but not limited to installation of VMS boards at main intersections and door knock / letterbox drop. Please refer to Section 9.1 for detailed communication strategies. The above traffic detours will also be further consulted with LGAs to determine a suitable time to implement the detours which will have the least impact on traffic.

5.2.5 Community communication Strategy (CCS)

John Holland's Communications and Stakeholder Engagement team have prepared Community Communication Strategy (CCS). The CCS include:

- Principles to guide the overall approach to community and stakeholder involvement.
- Identification of the stakeholders and groups to be consulted during the project.
- Identify details of the community and its demographics.
- Procedures and mechanisms for the for the distribution of information about the Project, such as regular updates about establishment activities, the program for establishment activities and key milestone dates.
- Opportunity for the community to visit Project establishment sites.
- A process for communication with adjacent/nearby developments for the management of potential cumulative impacts or omissions (noise, air or odour) from their sites.
- Methods for involving establishment personnel in engaging with the local community.
- Methods and tools for engaging with the local community, including community forums to discuss key traffic management issues of concerns for the Project.
- Construction activities, timing, expected impacts and mitigation measures will be communicated early, to enable the community and stakeholders to anticipate and plan around upcoming disruption.
- Notification will be provided through a range of methods, including SMS, email, door knocks, VMS and letter box drops.
- The Communication and Stakeholder Engagement team will implement a process to monitor and identify instances where works and activities may lead to construction fatigue or require respite and relocation offers. This will include reviewing the delivery program, identifying sensitive stakeholders, modelling impacts, undertaking 'health checks' and implementing strategies to reduce the impact.
- Communications about traffic and transport changes:
    - John Holland will engage with transport operators and authorities to agree and communicate changes to traffic and transport arrangements.
    - Information will be provided through a range of methods, including signage, advertising, media relations, digital channels and direct engagement.
    - The communication of significant changes or disruptions will be documented in Communication Action Plans.
- Seek feedback and advice from impacted stakeholders on the effectiveness of mitigation measures and support provided
- All compliant/ feedback received to be recorded and actioned through Consultation Manager and will be used as an improvement opportunity.
- Procedures and mechanisms:
    - Detailing how the community can discuss or provide feedback in relation to the Project
    - Detailing how the Project team will respond to community enquiries and feedback
    - Describing how issues will be resolved or disputes meditated in relation to traffic management and establishment of the Project
    - Identifying who will engage with the relevant stakeholders
    - Describing how to resolve any issues and mediate any disputes that may arise in relation to property and infrastructure impacts

The CCS will be implemented for the duration of the Project through the implementation of the Project Communication Management Plan. John Holland will prepare and implement a Complaints Management System (CoA B6) which aligns with the CS.

Additionally, John Holland will introduce below tools to notify the community of any activities:

- John Holland will be installing signage fourteen(14) days prior any activities or interactions with road – Informational or directional signage at the location of the traffic change to give advice to road users and pedestrians on direction of change or alternative paths.
- To provide traffic alerts at least fourteen(14) days prior – communication to transport operators, relevant authorities and emergency services to be advised of changes to traffic and access arrangements including road or lane closures and detours as per the approved CTTAMP.
- VMS signs – Electronic variable message signs providing advanced notice to road users of traffic changes.
- Advertise if requested as part of the CTTAMP in local newspapers (that cover the area) or via the radio, significant traffic management changes, detours, traffic disruptions and work outside working hours contained in the Environmental Documents at least fourteen(14) days before any detour, disruption or change occurs.
- Face to Face tools:
    - Stakeholder Engagement Coordination Group (SECG)
    - Community Reference Group (CRG)
    - Information centres
    - Information sessions and pop-up displays
    - Meeting with individual/ groups
    - Hosts/ support community events

The reference of above have been included in Appendix M – Communications and Stakeholder Engagement Management Plan.

5.3 Management of Vehicular Traffic

5.3.1 General

John Holland will aim to minimise the Project's impact on the road networks through the development of site specific TMPs. This will include:

- Minimising the footprint of works on roads and identifying potential adverse impacts during design.
- Considering work durations during planning and design to minimise occupation times on roads for construction and maintenance.
- Detailing plans for route guidance via media releases and roadside VMS.
- Considering the modal priorities identified by the client and relevant stakeholders.
- Planning works to maximise capacity during peak periods.
- Identifying suitable alternative routes for diverted traffic.
- Working with TfNSW to develop strategies for the wider network to minimise impacts.
- Developing contingencies as part of the planning process for any potential delay event.

5.3.2 Variations in Traffic Flow

5.3.2.1 Approaches to Public Holiday Periods and Seasonality

John Holland acknowledges that seasonality and public holiday periods may see an increase in public road users. John Holland will assess this impact and make adjustments as required to ensure the allowable level of service (LoS) is maintained.

Controls may include:

- Time construction haulage to be during non-peak hours or low-traffic periods
- Additional signage to warn motorists of construction activities and movements

5.3.2.2 Management Measures for Various Harvesting Periods and Associated Oversize Vehicles

John Holland is aware of the increased agricultural related traffic on the road network during the following periods:

- Harvest period
  - Typically conducted from September through till December each year.
  - Likely a high level of truck movements transporting produce from the farms to the distribution silos
  - Likely to see oversize vehicles such as headers, tractors with chaser bins more frequently utilising the road network
- Sowing Period
  - Typically conducted during Q2 each year.
  - Likely to see oversize machinery and vehicles more frequently utilising the road network

John Holland acknowledges that oversize agricultural vehicles are likely to utilise the road network year-round either to move machinery or goods between properties. While no direct impact has been identified on agricultural vehicles, special attention will be given to both peak periods and all year-round agricultural activities when planning the works to ensure the road network has been maintained with minimal influence. Mitigation and management measures proposed include:

- Install TfNSW approved signages with UHF# where necessary so that OSOM / agricultural vehicles can communicate prior to enter work zone and receive further instruction to proceed through site.
- In the areas with long-term work site in place (i.e. bridge construction), VMS boards will be installed with supplement of community notification
- Weekly TfNSW forecast showing location of works 7-day prior to implementation will be distributed to relevant parties upon request
- Workers will be informed of potential location with high harvesting activities at pre-start to increase the awareness.
- Considerations have been made to account for agricultural activities when planning the detour routes

5.4 Management of Public Transport

John Holland has identified that the two potential impact areas with public transportation services provided near construction access points are Stockinbingal and Illabo.

On the Stockinbingal end, there is one bus stop located on Hibernia St west of Dudauman Rd. Five buses operate at this bus stop, including 3 school bus services and 2 regional coach services (public bus services connecting regional areas).

The bus stop will not be affected by construction activities, and no alteration will be required for the current bus route. However, higher construction traffic volume is expected in this area, given several site access gates are located on Burley Griffin Way (on the bus operation route), and the worker accommodation facility is located off Grogan Road.

Refer to table below for details of the operation time for each bus and figure for the operation route map in the vicinity.

Table 5-3: Bus Services in the Vicinity of the Construction Footprint near Stockinbingal

Bus Route	Service Type	Operation Frequency	Time at Stop
S296 Stockinbingal to Grogan Rd via Hibernia St	School Bus	Monday to Friday During school terms	08:06 16:01
S650 Cootamundra to Cootamundra Schools via Stockinbingal	School Bus	Monday to Friday During school terms	08:08 16:01
S309 Stockinbingal Town to Stockinbingal Public School	School Bus	Monday to Friday During school terms	07:30 16:00
725 Cootamundra to Mildura	Regional Coach	Daily	15:14
726 Mildura to Cootamundra	Regional Coach	Daily	11:56

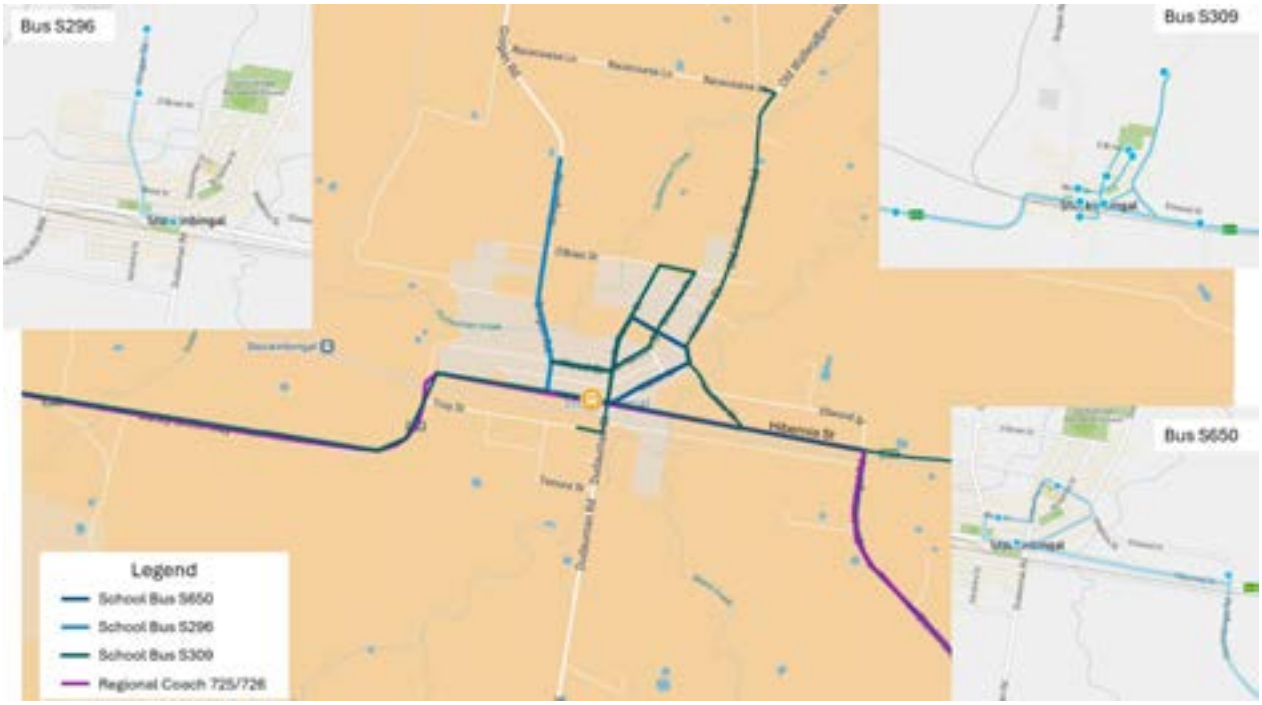


Figure 5-8: Bus Operation Route in the Vicinity of the Construction Footprint near Stockinbingal

On the Illabo end, only two school bus services are identified, servicing Illabo Public School. The operation routes of these two buses will pass the construction site of a new level crossing (LX) on Ironbong Road. The construction of the LX will be staged, which will require traffic to travel on a newly built side track (next to the original road with similar configuration) for a period. (details can be found in Section 6.4.4.1 and 0). Refer to table below for details of the operation time for each bus and figure for the operation route map with LX location marked in orange.

Table 5-4: Bus Services in the Vicinity of the Construction Footprint near Illabo

Bus Route	Service Type	Operation Frequency	Time passing LX
S507 Illabo to Cootamundra Schools via Dirnaseer	School Bus	Monday to Friday During school terms	08:00 16:19
S437 Junee to Illabo Public	School Bus	Monday to Friday During school terms	08:28 – 08:57 15:28 – 15:56

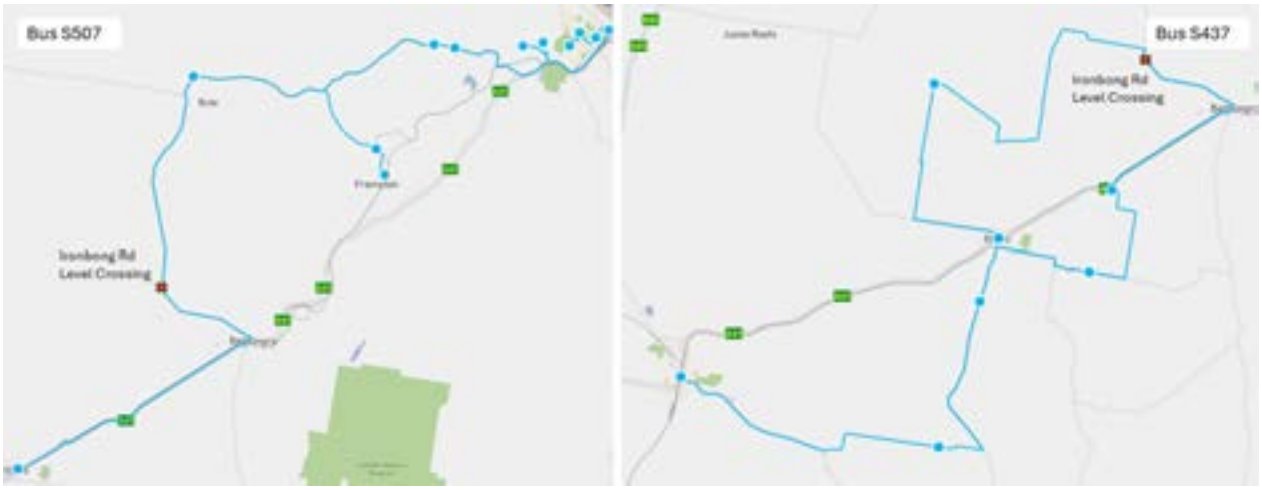


Figure 5-9: Bus Operation Route in the Vicinity of the Construction Footprint near Illabo

To minimise the impact on the bus services, the below mitigation measures will be taken, including:

- Construction activities to be planned to avoid the time when buses are expected to be around (i.e. school zone hours) as much as possible.
- Ongoing consultation with local councils, schools, bus service companies, and TfNSW on all construction activities that might have an impact on the public transport.
- All traffic control measures to be consulted and approved by relevant authorities prior to implementation.
- Early notification to be distributed to all affected stakeholders to ensure sufficient notice has been provided to the public.
- Educating drivers and workers to increase the awareness of the school traffic.

All Management measures for public transportation routes will be aligned with the relevant Road Authority Standards.

5.5 Management of Vulnerable Road Users

Consideration for managing vulnerable road users, including pedestrians and cyclists, on the road network to ensure safe passage and accessibility have been taken. In circumstances where road conditions will change, advanced signage will be installed to alert pedestrians and cyclist of changing road conditions. Regular inspections of the carriageway will also be undertaken to ensure safety for all users.

To further improve the safety of vulnerable road users, training to promote positive driver behaviour will be provided, including implementing the Worker Code of Conduct and increasing the awareness of vulnerable road users. The location of sensitive receivers, including residential and school zones in the vicinity of the project will also be provided to the workers.

5.5.1 Pedestrians

Existing footpath will be outside of the construction boundary, thus not affected by the proposal. All existing formal and informal pedestrian connectivity will be maintained by John Holland.

The only area to monitor or potentially have traffic control in place is Hibernia Street. Any short-term traffic arrangement required will be captured within site-specific TMP/TGS/PMP for submission and approval to TfNSW or relevant road authorities with sufficient notice prior to the work commencement.

5.5.2 Cyclists

While no existing cyclist routes have been identified within the footprint of the project by John Holland, cyclists have been considered throughout the planning, design and implementation process. Note this is consistent with the findings of the EIS Chapter 11. In the case of any cycling events, John Holland will coordinate with local cyclists' groups and minimise any impacts the construction might have.

5.6 Management of Parking

Outside of provisions for on street parking on Hibernia Street in Stockinbingal, there is no formalised public parking, or parking restrictions known along the extent of the project site. Work traffic travelling from camp to site will be parked within work site compounds, including both LV and HVs. The parking capacity within the site compound will be sufficient for internal movement and will accommodate the traffic generated by the compound. Nonetheless, if required, John Holland will adopt management measures for parking in consultation with the relevant Road Authority and to the relevant Road Authority Standards. Location of parking zones will be addressed in site -specific TMPs.

5.7 Management of Emergency Services

Consultation with emergency services providers will continue throughout construction of the project to minimise impacts on emergency services operations.

John Holland will include provisions for priority for emergency services vehicles to travel through the construction impact zone where possible. Access will be provided throughout the construction sites should an emergency arise on-site during the works. Signage will be implemented to ensure that all construction and adjusted property accesses are clearly signposted. Contact details of Local Emergency Service Providers including Police, Ambulance, Fire & Rescue operators can be swapped with John Holland key contacts if required to facilitate access.

Any detours will be detailed in a Traffic Guidance System and forwarded to each emergency service prior to the implementation of the scheme. The John Holland Traffic Manager and/or delegate will notify the emergency services providers when access to properties or traffic routes is expected to be impeded for any period of time.

Representatives of the Emergency Services will be invited to attend Traffic and Transport Liaison Group (TTLG) meetings to ensure they remain informed of current or upcoming changes to traffic conditions. Please refer to Section 9.2 for a better understanding of TTLG.

5.8 Management of Property Access

Works directly in front of and/or affecting property access shall be carried out such that:

- Where properties have access at more than one location, access shall always be maintained at one location and other accesses shall be constructed in stages to minimise restrictions to traffic.
- All accesses to these properties shall be reinstated
- The duration of works shall be minimised and shall be undertaken in consultation with the property owner and/or occupier.

Individual Property Management Plans (IPMP) will be prepared for all affected properties, where agreed consultation outcomes are documented, including agreed temporary and permanent access to the property and other mitigation methods to minimise the impact to the use of properties (i.e. safe and convenient stock and machinery movement across the rail corridor). The Individual Property Management Plan (IPMP) will be updated and reviewed during various stages (from design to construction) to ensure the effectiveness of the access information and mitigation measures.

Where the legal access to a property is permanently affected and a property has no other means of access, alternative access to/from a public road would be provided to an equivalent standards where feasible or

practicable. Where an alternative access is not feasible or practicable, negotiations will be undertaken with the landowner in accordance with UMM LP-6.

In addition, John Holland will give notice in writing to occupants of properties prior to commencement of any operation affecting property access, this will be in accordance with the I2S Community Communication Strategy 4-0000-220-PCS-00-ST-0001_3.

5.9 Management of Freight Operators

John Holland notes that several roads surrounding the project form part of the pre-approved freight network (i.e., B-double network, Oversize Overmass etc.). As part of catering for vehicles utilising the network, John Holland will liaise in writing with the appropriate authority to:

- Ensure that TfNSW and Local Government Areas are provided sufficient information about of the status of surrounding roads.
- Ensure that a suitable route or alternative route is available for the movements of freight vehicles
- Ensure that John Holland has warning of oversize and/or overmass vehicle movements.

With respect to oversize and/or overmass vehicles, John Holland will develop and implement an efficient process for issuing information to the Heavy Vehicle Road Operations Program Officer on temporary road closures to enable suitably conditioned permit for the movement of oversize and overmass vehicles. In addition, notification to local freight operators in surrounding LGAs will be distributed.

5.10 Management of Travelling Stock Reserves

Travelling stock reserves (TSR) are reserves of connected Crown land that are designated for the movement of stock between watering and grazing land but are also used for emergency stock refuge and transport of stock to market, providing biodiversity corridors, and access and connection to Country for Aboriginal peoples, and cultural heritage protection. Often the TSR will be along roads and consequently interface with road vehicles. A TSR, when on public roads, is referred to as a livestock highway. Livestock highways proximate the project include sections of Goldfields Way, Old Cootamundra Road, Dudauman Road, Wood Street and Grogan Road.

These are depicted below.

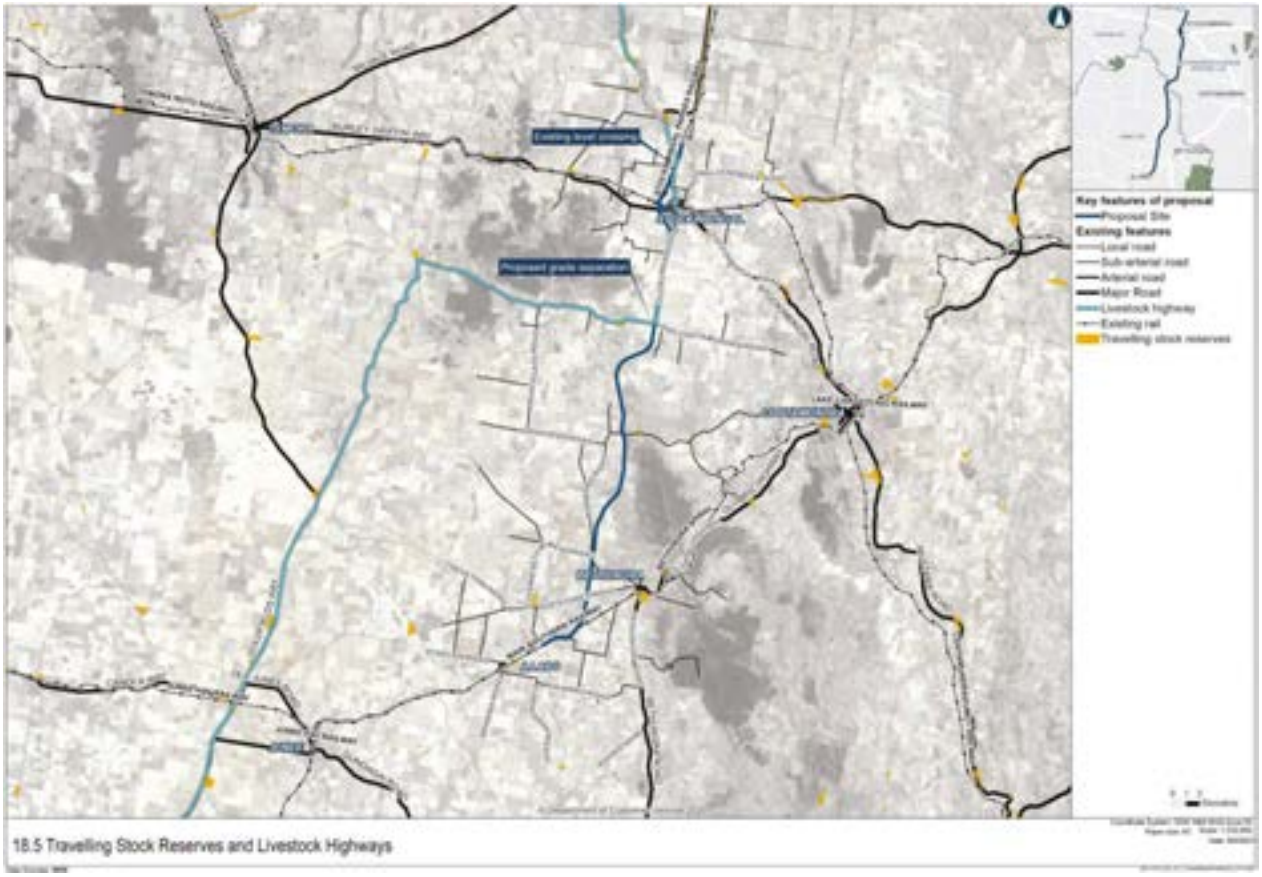


Figure 5-10:Travelling Stock Reserves and Livestock Highways

John Holland acknowledges the presence of travelling stock services and livestock highways throughout the region and will consult with IRPL regarding their management during construction (noting that an interface between IRPL and Local land Services (LLS) will be required to ensure the interface between farmers, livestock and construction vehicles movements is coordinated in a manner that is safe and prevents delays to construction and farmers or other associated parties utilising the livestock highways).

Generally, management measures will include:

- Identifying the location of travelling stock reserves and livestock highways.
- Communicating and briefing project staff on the location of travelling stock reserves and livestock highways and the associated LLS standard protocols.
- Notifying Local Land Services (LLS) of increased heavy vehicle movements along livestock highways during the construction phase as well as periods of changed traffic operations.
- Take travelling stock timing into account when planning construction activities to decrease the adverse impact
- Consulting Local Land Services (LLS) or relevant authorities and local landowners prior to work commencing to ensure the impact is minimised and communicated

Additionally, in accordance with CoA E100, John Holland will notify LLS at least one (1) month prior to any access and/or movement restrictions on the Old Cootamundra Road underbridge to enable alternative stock routes to be used.

5.11 Management of Road Workers

The Project will provide physical or visual barriers to protect the work area reduces the risk of incidents between vehicles, road workers and vulnerable road users. Treatments will also be designed to reduce the potential for unwanted intrusion into the work area, and will include:

- Portable Traffic Control Devices (PTCDs)
- Traffic Controllers
- Safety buffers
- Temporary road safety barrier systems
- Containment fences.

PTCDs are the preferred method to control traffic. They are used to enhance the safety and protection of road users and road workers, specifically traffic controllers and workers on foot.

When using PTCDs, and situations occur where vehicles can bypass the temporary traffic control station, the placement of additional cones along the centreline will be installed to provide a sufficient distance to prevent the vehicle passing the PTCD.

Before including a PTCD in a TGS/TMP, a risk assessment will be undertaken to ensure the suitability and choice of PTCD.

Work sites are hazardous areas so manual traffic control will only be used where PTCDs are insufficient to provide the safety, capacity and efficiency required for effective traffic control.

Safety buffers will provide additional protection for road workers on the approaches to and extending around the work area. No works or road workers will be permitted within the safety buffer, and the safety buffer shall be kept clear of all types of work vehicles, plant, equipment, storage and stockpiled material.

6 Construction Traffic and Access Management

6.1 Overview

John Holland will manage and conduct construction traffic and haulage operations in accordance with:

- Relevant Traffic Impact Assessments (TIAs)
- All relevant Approvals from NSW, TfNSW, Junee Shire Council, Cootamundra-Gundagai Regional Council Road Authorities
- The Construction Environment Management Plan (CEMP) 5-0019-220-PMA-00-PL-0031
- Applicable legislation and Australian Standards
- Relevant Third-Party Agreements regarding the use of state/local/private roads
  - Junee Shire Council
  - Cootamundra-Gundagai Regional Council
  - TfNSW
  - Landowners
- Relevant Australian Standard during drilling and blasting which impact on TfNSW roads

John Holland will aim Safety so far as is reasonably practicable (SFAIRP) to minimise noise and amenity impacts of heavy vehicles when:

- Entering and exiting the construction compounds, and ancillary sites, and they are located within or adjacent to the construction boundary.
- Driving through populated areas, including school zones at speed limited times (school zone period).
- The following controls may be used to minimise such impacts:
- Promote positive driver behaviour through methods such as project inductions, task risk assessments (TRAs) and toolboxes. Educate workers of sensitive receiver locations including residential and school zones within the project footprint.
- Radar Activated Speed Sign (RASS) Boards with speed recognition capabilities.
- Limit heavy vehicle movements through school zones during the speed limited time periods

Additional, controls are contained within the following management plans:

- Construction Noise and Vibration Management Plan (5-0019-220-PMA-00-PL-0054); and
- Construction Environmental Management Plan (5-0019-220-PMA-00-PL-0037)

As per CoA C21 (d) the project will schedule heavy vehicles movement to avoid movements on public roads outside the construction hours detailed in CoA Condition E1. John Holland notes that there may be situations where heavy vehicles will need to be scheduled outside of these construction hours due to instances such as oversize or over mass loads, this is typically dictated by NHVR requirements and TfNSW Freight Pass Approvals. In instances such as this where heavy vehicle movements are required outside of the defined construction hours, John Holland will plan and confirm these works can be undertaken in accordance with the Project Out of Hours Works Protocol (included in the NVMP) then an approved out of hours work permit will be required.

No final agreements about the use and management of local roads with the road authorities have been made or be required to date. However, all required approval will be sought prior to utilising any local or private roads.

6.2 Heavy Vehicle Compliance

6.2.1 Overview

John Holland is committed to conducting the Project operations in compliance with national and state WHS and heavy vehicle laws, regulations, and codes of practice. Please refer to the following I2S Documents for more information (attached in 0).

- Sub-Plan: Heavy Vehicle Chain of Responsibility Management Plan
  - 5-0019-220-PMA-00-PL-0036
- Heavy Vehicle Chain of Responsibility Management Plan Checklist
  - 5-0019-220-POS-00-CL-0007
- Sub-Plan: Materials Management Plan
  - 5-0019-220-PMA-00-PL-0029

The Project will commit to informing all workers and subcontractors of their Heavy Vehicle National Law (HVNL) and Chain of Responsibility (CoR) obligations as they relate to their duties at all levels of inductions. Including that all haulage vehicles require a permit to travel through the National Heavy Vehicle Regulator and that the relevant Road Authority approval must be gained.

The Contractor shall ensure that all Heavy Vehicle Operators engaged by the Contractor provide an In Vehicle Monitoring System for all vehicles classified as heavy vehicles under the Heavy Vehicle National Law that includes:

- Real time notification of entry into no-go zones and unapproved public roads.
- Real time tracking of current construction and haulage vehicle locations.
- Historical reporting of used construction and haulage routes.
- Journey route planner of construction and haulage routes.
- Shared online access and reporting function for each relevant Road Authority, Independent Verifier where applicable, and IRPL to review the Contractor's construction and haulage vehicle movements; and
- Reports from these systems, which shall be made available to IRPL upon request.

6.2.2 Driver Behaviour and Code of Conduct

All drivers employed on the project, whether direct employees or not, have a responsibility to drive safely, comply with State Road regulations and the Australian Road Rules and any other directives issued by I2S, before any deliveries are undertaken all heavy vehicle drivers will be required to read and endorse the Drivers Code of Conduct.

John Holland heavy vehicles will respect the limitations of single lane local roads and give way to farm machinery, school buses, etc. And driver behaviour will be part of induction of John Holland workers and subcontractors.

6.3 Oversize and/or Overmass (OSOM) Deliveries

Where OSOM deliveries are required for the project, John Holland will ensure that all appropriate permits and/or notices have been obtained through the National Heavy Vehicle Regulator (NHVR). An appropriate heavy haulage contractor will be engaged to ensure compliance and specific vehicle configurations when transporting oversize and/or overmass deliveries. The haulage contractor is then responsible for preparing the OSOM application to NHVR, including route analysis, assessment of clearing heights, bridge weight limits and swept path analysis as required, and obtaining the NHVR permit for OSOM deliveries

The current OSOM network surrounding the project area is shown below in Figure 6-1. The network map is available via the NHVR website.

- https://maps.nhvr.gov.au/?networkLayerContext=NATIONAL_MAP&view=Category&exemptionSetId=-2&networkIds=%5B2157%5D

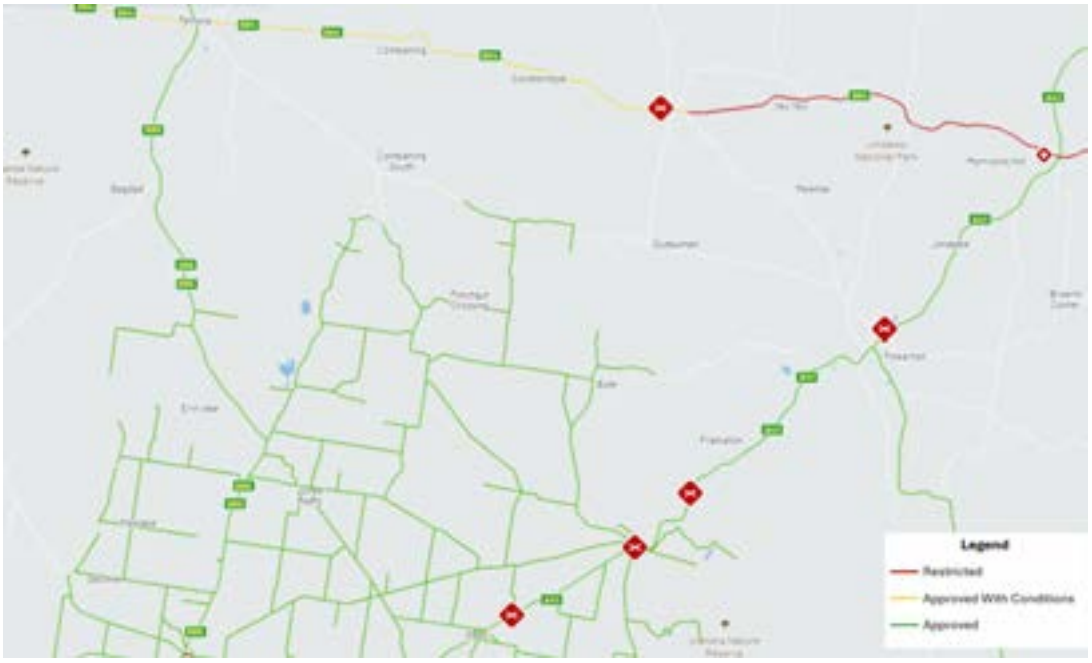


Figure 6-1: NHVR Oversize and/or Overmass Network Map

6.4 Construction Traffic and Haulage Routes

6.4.1 Proposed Haulage and Construction Routes

The haulage and construction routes to be utilised during construction are shown in Figure 6-3. And B-double approved routes are shown in Figure 6-2 for reference.

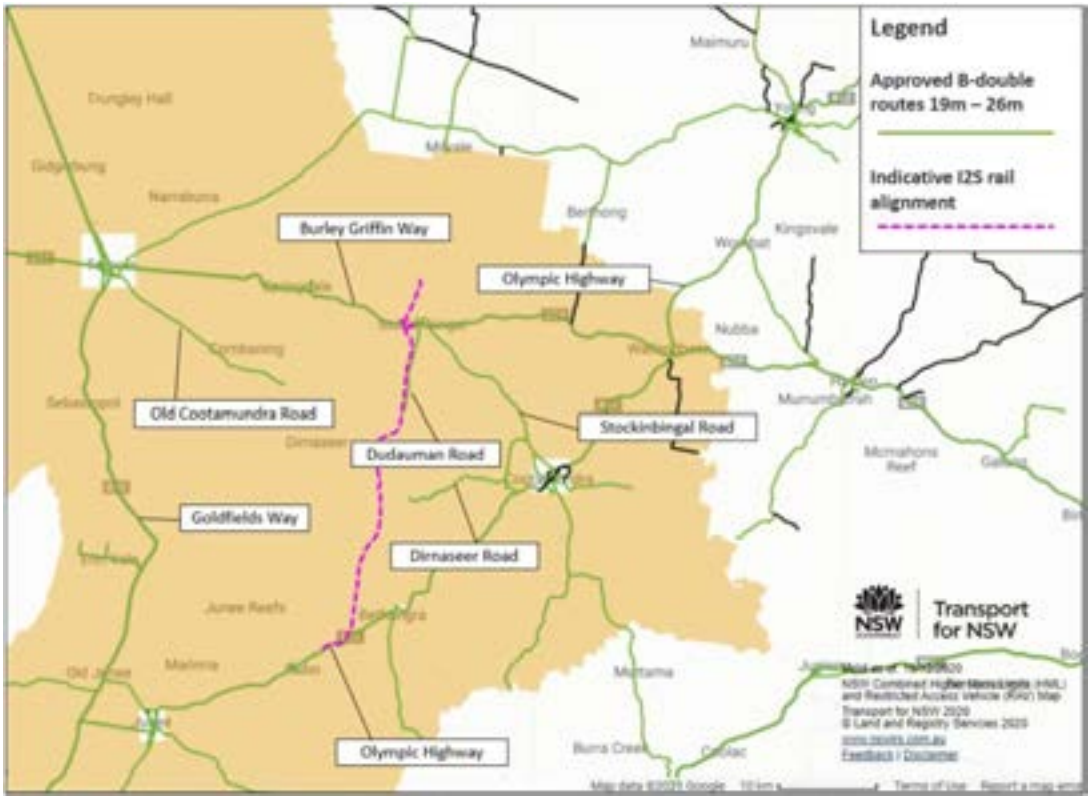


Figure 6-2: B-double approved routes

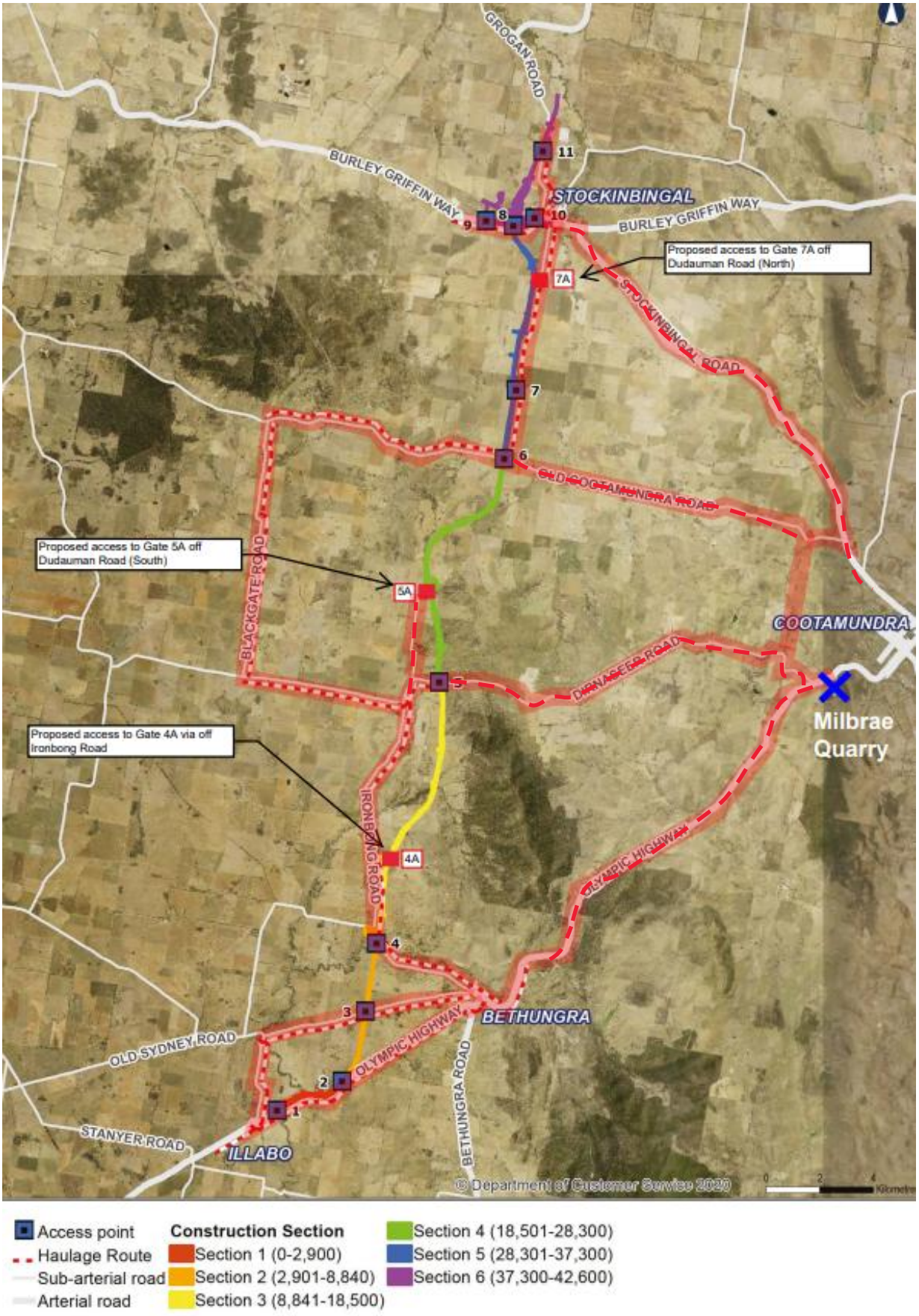


Figure 6-3: I2S Construction Haulage Route

limited to designated haulage routes Heavy vehicles will be as shown above. Indicative haulage routes and access points are outlined below.

- Grogan Road
- Hibernia Street
- Burley Griffin Way
- Dudauman Street & Dudauman Rd (Between Old Cootamundra and Burley Griffin Way)
- Old Cootamundra Road
- Blackgate Road
- Dirnaseer Road
- Ironbong Road
- Baylis Street
- Old Sydney Road
- Warrens Lane
- Olympic Highway
- Eulomo Settlement Road
- Dirnaseer Lane (off of Dudauman Road)
- Robinson Street
- Suttons Lane
- Stockinbingal Road
- Wood Street
- Mclaughlins Lane
- Corby's Lane
- Lewins Lane
- Unnamed Crown Road (Paper Road) off of Ironbong Road at CH11390 (428900)
- Unnamed Crown Road (Paper Road) off of Ironbong Road at CH15950 (433500)

The trucks delivering the materials will be operating under General Mass Limits (GML) requirements and compliant with council load restrictions (under 32t). The vehicles are eligible for the National Class 3 Truck and Dog Trailer Mass Exemption Notice, which grant access to all NSW roads except where specified otherwise.

Other construction traffic travelling between towns will utilise existing arterial. sub-arterial roads and in compliance with the road restriction. An indicative map for construction route between towns is shown below.

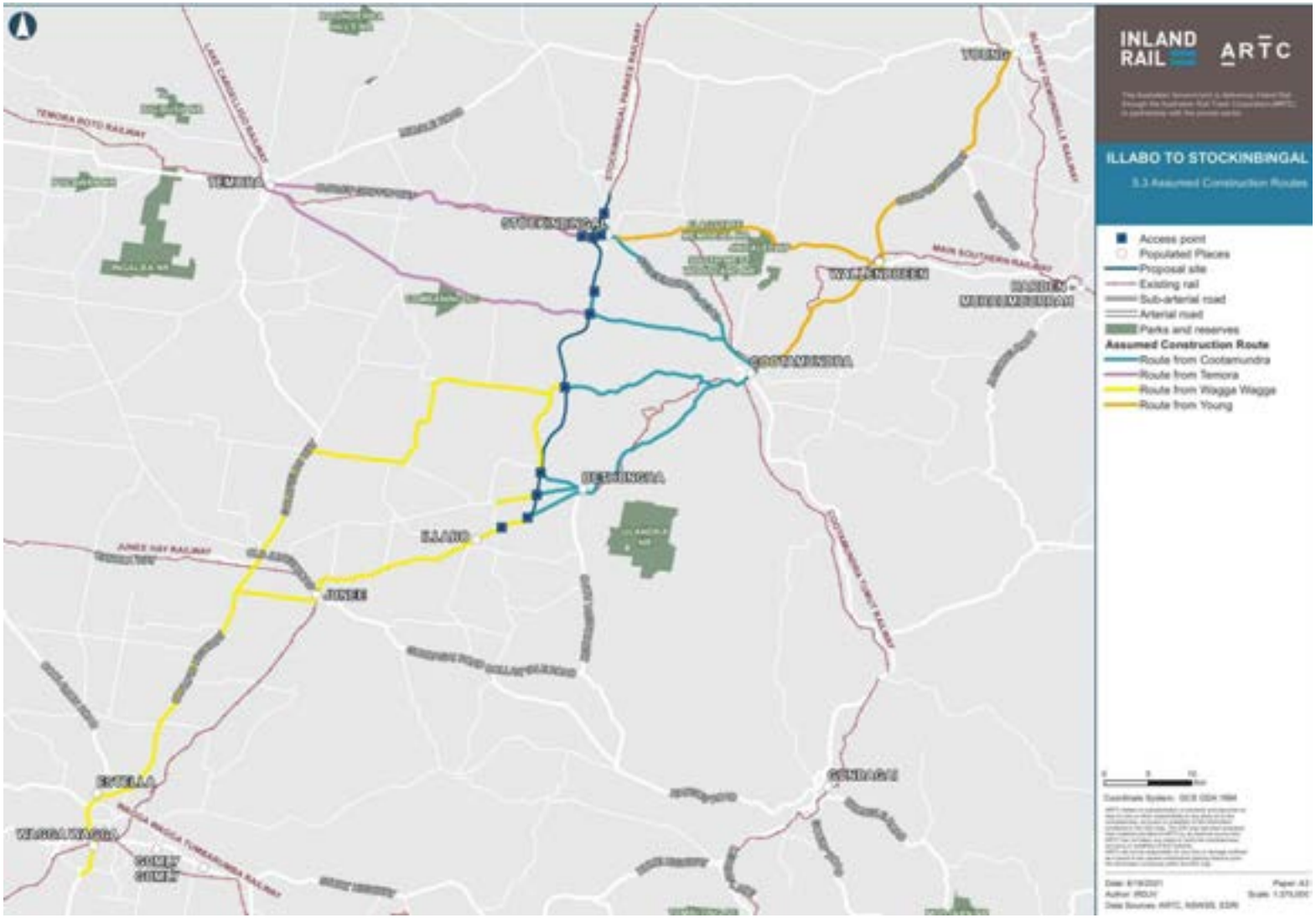


Figure 6-4: Construction routes from other towns

Haulage routes will also be detailed within Site Specific TMPs, with these plans communicated to delivery drivers and site personnel through project inductions.

Use of private access roads or local roads will be consulted with relevant stakeholders (LGAs or landowners) prior to any work commencement.

6.4.2 Road Intersection Treatments

John Holland will utilise the following information to determine if and where road intersection treatments are necessary to accommodate construction traffic:

- Traffic Impact Assessments (TIA's) to determine effect on the network.
- Traffic counts undertaken internally by John Holland.
- Dilapidation assessments.
- Swept path checks.
- Tools such as the construction program histogram will be utilised to determine number of construction vehicles and the LV/HV split.
- Risk assessments.
- *Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management*

Section 6.5.2 of this plan provides further detail regarding proposed construction gate treatments.

Treatments have been assessed on a case-by-case basis, and treatments have been provided where deemed necessary by John Holland, TfNSW, and relevant LGAs. Site conditions such as stockpiles which may affect driver visibility will be considered in these assessments – controls such as limiting stockpile heights, locations or other measures may be employed at the discretion of John Holland. Consultation will be undertaken with the relevant road authorities if any treatments are proposed.

6.4.3 Bridge Structures Construction

There will be eight new bridges at watercourses, two road under bridges and one grade-separated bridge (road-over-rail) at Burley Griffin Way. The location of the bridges is shown in the figure below, where red boxes point out the two road underbridges (Old Cootamundra Road & Dirnaseer Rd).

All creeks along the alignment only carry water following rain events. During earthworks preparation, temporary creek crossings will be constructed at Billabong, Ulandra, Run Boundary, Isobel, Powderhorn, and Dudauman creeks to enable movement of equipment, personnel, and materials across the alignment. This will be done in consultation with environmental team to make sure it meets the environmental constraints.

Bridges that are nearest to existing road access and require the least earthworks to commence (i.e. Ulandra Creek, Dirnaseer Road, and Burley Griffin Way) will be constructed first. Ulandra creek bridge has small spill through abutments and will be constructed as part of early earthworks. Burley Griffin Way and Dirnaseer Road abutments will be reinforced earth wall construction.

The proposal for the two underbridges at Old Cootamundra Road & Dirnaseer Rd is to complete the bulk of the works without impacting the live traffic (pre-dressing Super-Ts and use of precast elements to reduce the construction duration and minimise work over the road).

Where work over the road is unavoidable - extended hold/release of traffic with VMS strategy and community consultation including LGAs will apply. Initial consultation with both LGAs has deemed this a

reasonable approach. Details for the works to be done with traffic control in place are outlined in the sub-sections below.

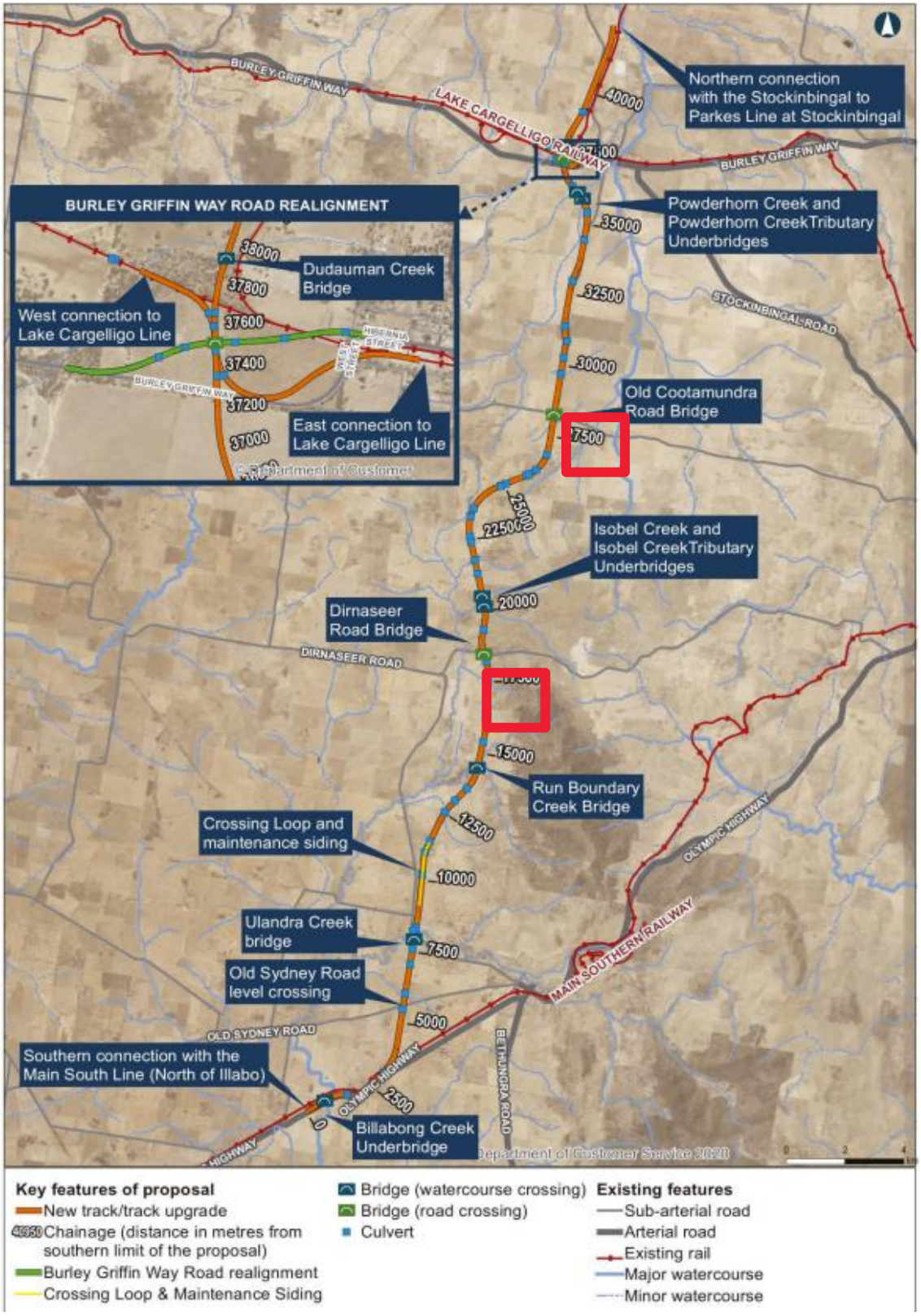


Figure 6-5: Bridge Locations

6.4.3.1 Dirnaseer Road Underbridge

The road Underbridge at Dirnaseer Road will allow traffic on existing Dirnaseer Road to travel underneath the newly built track. To enable the girder lift and concrete pour at this location, road closure or extended hold release traffic control will be required.



Figure 6-6: Dirnaseer Road Underbridge Location

Activities requiring a Road Closure or Extended Hold Release traffic control.

- Super T Girder Lifting Operations - 7 shifts required.
- Crane Mobilisation – 1 shift required.
- Complete Girder Lift 1-4 - 1 shift required.
- Crane Re-Position to Pad 2 - 1 shift required.
- Complete Girder Lift #4 - 1 shift required.
- Crane De-Mobilisation - 1 shift required.
- Bridge Deck Concrete Pour and Formwork Strip - 1 shift required.
- Bridge Deck Pour - 1 shift required.
- Formwork Removal Eastern and Western Sides - 6 shifts required.

6.4.3.2 Old Cootamundra Road Underbridge

Similar to the Dirnaseer Road Underbridge, the road Underbridge at Old Cootamundra Road will allow traffic on existing Old Cootamundra Road to travel underneath the newly built track. To enable the girder lift and concrete pour at this location, road closure or extended hold release traffic control will be required.



Figure 6-7: Old Cootamundra Road Underbridge Location

Activities requiring a Road Closure or Extended Hold Release traffic control.

- Super T Girder Lifting Operations - 7 shifts required.
- Crane Mobilisation - 1 shift required.
- Complete Girder Lift 1-4 - 1 shift required.
- Complete Girder Lift 2 - 1 shift required.
- Crane Re-Position to Pad 2 - 1 shift required.
- Crane De-Mobilisation - 1 shift required.
- Bridge Deck Concrete Pour and Formwork Strip - 1 shift required.
- Bridge Deck Pour - 1 Shift required.
- Formwork Removal Eastern and Western Sides - 6 Shifts required.

6.4.4 Level Crossings

The project involves the construction of 13 new level crossings both private and public. These include 2 active level crossings (Paper Rd & Ironbong Rd), and 11 passive level crossings, 8 of which are privately owned. Design of the level crossings is per Austroads Guidelines and Australian standards, including *AS 1742 - Manual of Uniform Traffic Control Devices - Part 7 Railway crossings*.

The Design and Construction of the level crossings will be done in consultation with stakeholders, including private landowners, relevant councils, and TfNSW as per Community communication strategy. If the properties access is restricted and no access is granted, a temporary alternate level crossing access at convenient location will be consulted and discussed with the landowners and will be provided by John Holland.

In accordance with CoA E88/89, Public Level Crossing Treatment Report and Private Level Crossing Treatment Report will be prepared in consultation with TfNSW, RIM Managers, relevant road authorities and affected landowners respectively and will be submitted to the Planning Secretary for approval one month prior to the establishment, closure or upgrade of the level crossing as relevant. Individual Property Management Plans will include the establishment, closure, relocation of modification of formal private level crossings in accordance with CoA E89.

In relation to CoA E99, an appropriately qualified SME will prepare a system for-

- Safe movement of livestock & agricultural machinery across the rail corridor.
- To be developed in consultation with landowners, stock operators and LLS.
- To be accessible to the following stakeholders above prior to operation.

This report must be submitted to and approved by the Planning Secretary-at least 1 month prior to commencement of operation. The SME will develop this system and final report in collaboration with ARTC and IRPL to ensure operational consistency with rail safety and network performance requirements.

In addition, closure of 1 public level crossing on the existing Burley Griffin Way is proposed. Timing of the closure will be immediately after the new Burley Griffin Way is returned to TfNSW. The existing level crossing will be used to facilitate the construction of the new Burley Griffin Way alignment (Refer to Section 6.4.5 for details). The closure of existing level crossing at Burley Griffin Way will be per *TfNSW Administration Act 1988 Section 99B* and in accordance with *AS/RISSB 7658:2012 Railway Infrastructure – Railway Level Crossing* and relevant rail safety legislation. Details of the closure will be included in the Public Level Crossing Treatment Plan. Consultation with Transport for NSW would also be undertaken prior to the closure per condition E88 and E90.

6.4.4.1 Level Crossing Along the Alignment

The proposed level crossings with their required traffic arrangements are listed in the tables below.

Table 6-1: Public / Crown Level Crossing

Level Crossing ID	Associated Landowner	Location	Traffic Arrangement
Old Sydney Road Level Crossing (PU5600)	Junee Shire Council	approximately 4.35km from Bethungra	Temporary New Side Track
Ironbong Road Level Crossing (PU8160)	Junee Shire Council	approximately 4.40km from Bethungra	Temporary New Side Track
Unnamed Road Level Crossing (PU15950)	Junee Shire Council	approximately 9.32km from Bethungra	To be determined

Level Crossing ID	Associated Landowner	Location	Traffic Arrangement
Corbys Lane (PU33780)	Cootamundra Gundagai Regional Council	451.283	Temporary New Side Track
Paper Road (PU11390)	Crown	426.906	Temporary New Side Track

Table 6-2: Private Level Crossing

Level Crossing ID	Associated Landowner	Kilometrage	Traffic Arrangement
PR19800	Deborah & Ian Friend	437.357	Existing Side Track
PR21200	IR & DA Friend No.2 Pty Ltd & Christopher Ross	438.729	No impact to traffic
PR22750	Lagoon Creek Nominees Pty Ltd	439.942	Existing Side Track
PR24500	Charles Ryals	442.715	No impact to traffic
PR30850	Runnymede Stock Pty Ltd	448.369	Temporary New Side Track
PR32150	Anthony & Diana Hill	449.661	Temporary New Side Track
PR34950	Peter Kepreotes	452.462	No impact to traffic
PR39450	Craig Morton	456.910	No impact to traffic

Consultation with LGAs regarding the proposed traffic arrangements will be ongoing to ensure the impacts are minimised. Details for the side track and temporary traffic arrangements at these locations are attached in 0.

6.4.5 Burley Griffin Way and Staging works

Burley Griffin Way is located between Dudauman Creek and Hibernia Street, directly west of the Stockinbingal town.

The realigned section of Burley Griffin Way ties into the existing Hibernia Street to the east and the existing Burley Griffin Way to the west which enables the closure of the existing CRN (Country Rail Network) level crossing, realignment of the existing east-west CRN line and grade separation of the new north-south ARTC mainline.

Refer to below figure for existing level crossing around Burley Griffin Way.



Figure 6-8: Existing Level Crossing around Burley Griffin Way

In order to minimise the impacts to the public and road network, the Burley Griffin Way realignment works will be constructed into different stages. These stages are summarised as below (refer to Appendix F – Burley Griffin Way Staging Plans).

As shown below in the staging of the Burley Griffin Way, works has been de-risked by providing additional contingency to switch road and rail traffic onto the new alignment. This will involve construction of a temporary road diversion and Burley Griffin Way Overbridge for new Burley Griffin Way and tie into West Street and Troy Street.

After construction of western tie-ins, temporary road diversion and overbridge, the traffic will be diverted from the existing Burley Griffin Way into the new alignment. This diversion will enable construction of the Cootamundra Lake Cargelligo CRN (Country Line Network) line and ARTC Stockinbingal to Parkes line across the existing main road

After completion of constructing the new section of the ARTC Stockinbingal to Parkes line, traffic will be switched onto the ultimate Burley Griffin Way and the temporary road diversion will be removed. Rail traffic will also be switched onto the new alignment, enabling removal of the redundant existing portion of the track. Following completion of wearing course, linemarking and road furniture, Burley Griffin Way will be opened to traffic facilitated by a minor traffic switch, in the final arrangement. And at last step, the level crossing will be removed.

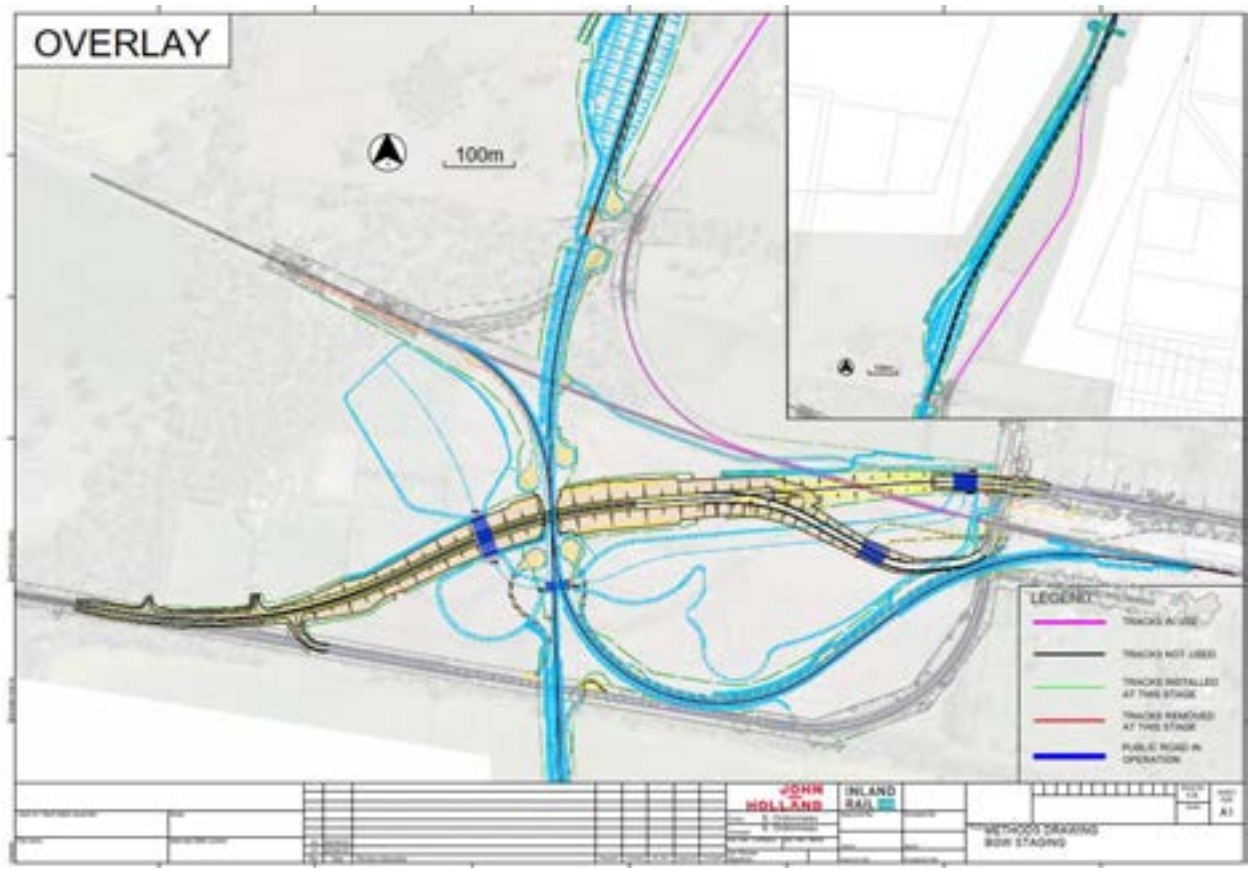
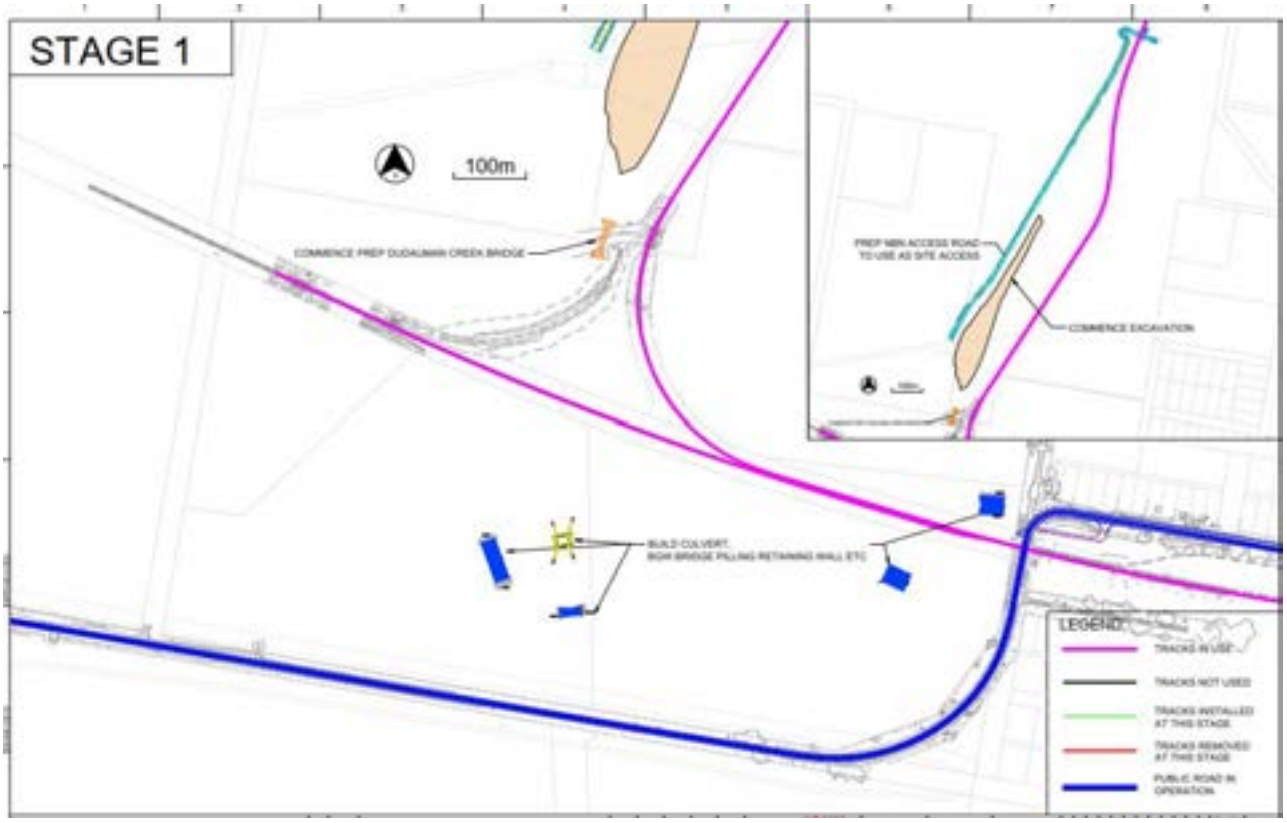
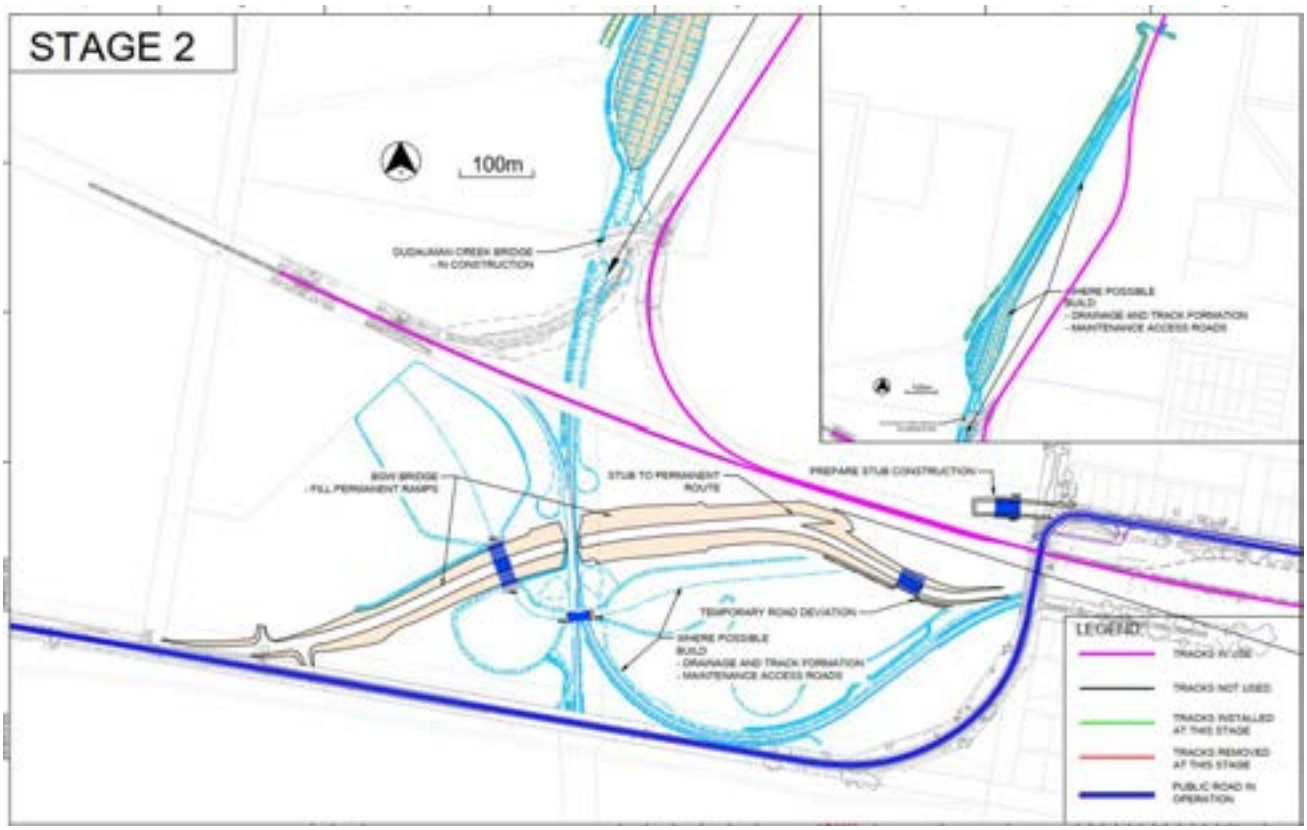


Figure 6-9: Burley Griffin Way Realignment

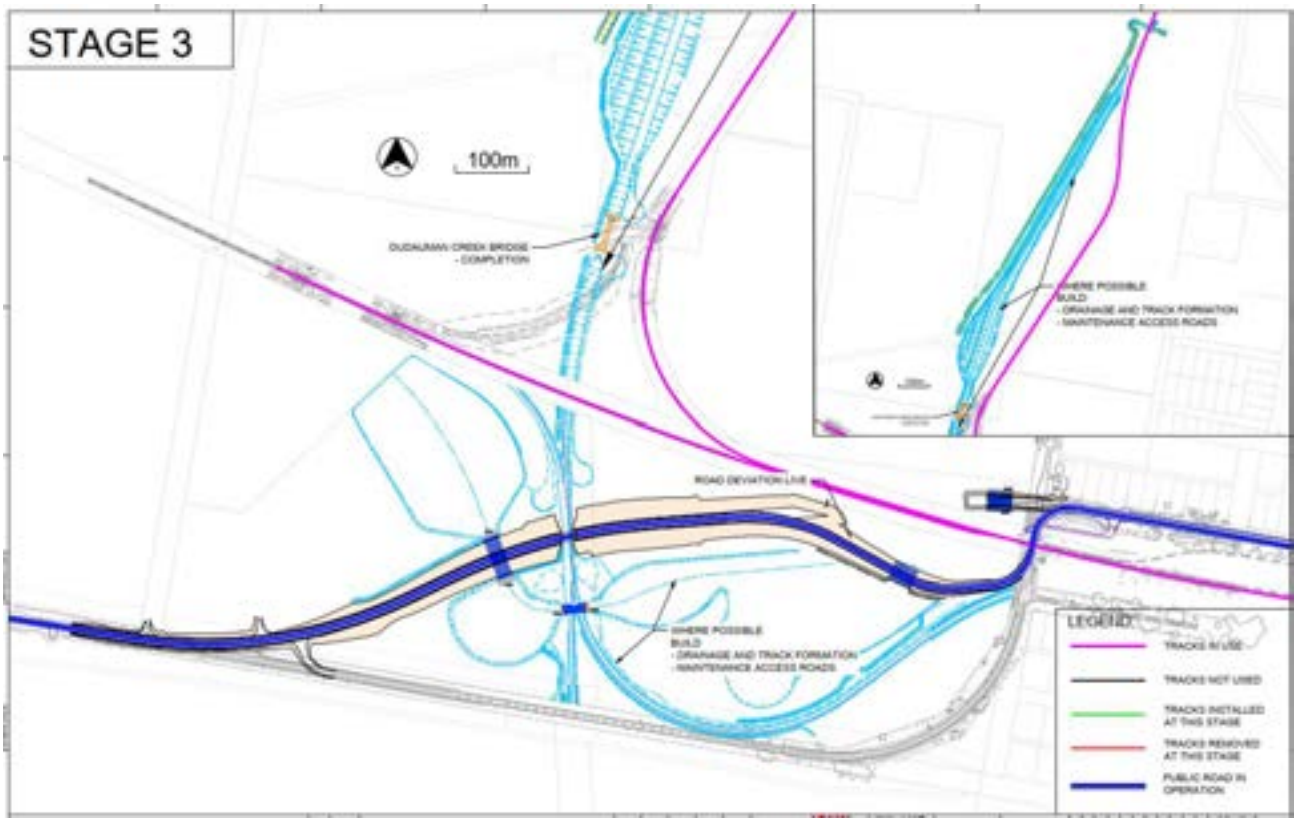
Stage 1 – Excavation for overbridge, culverts and preliminary works:



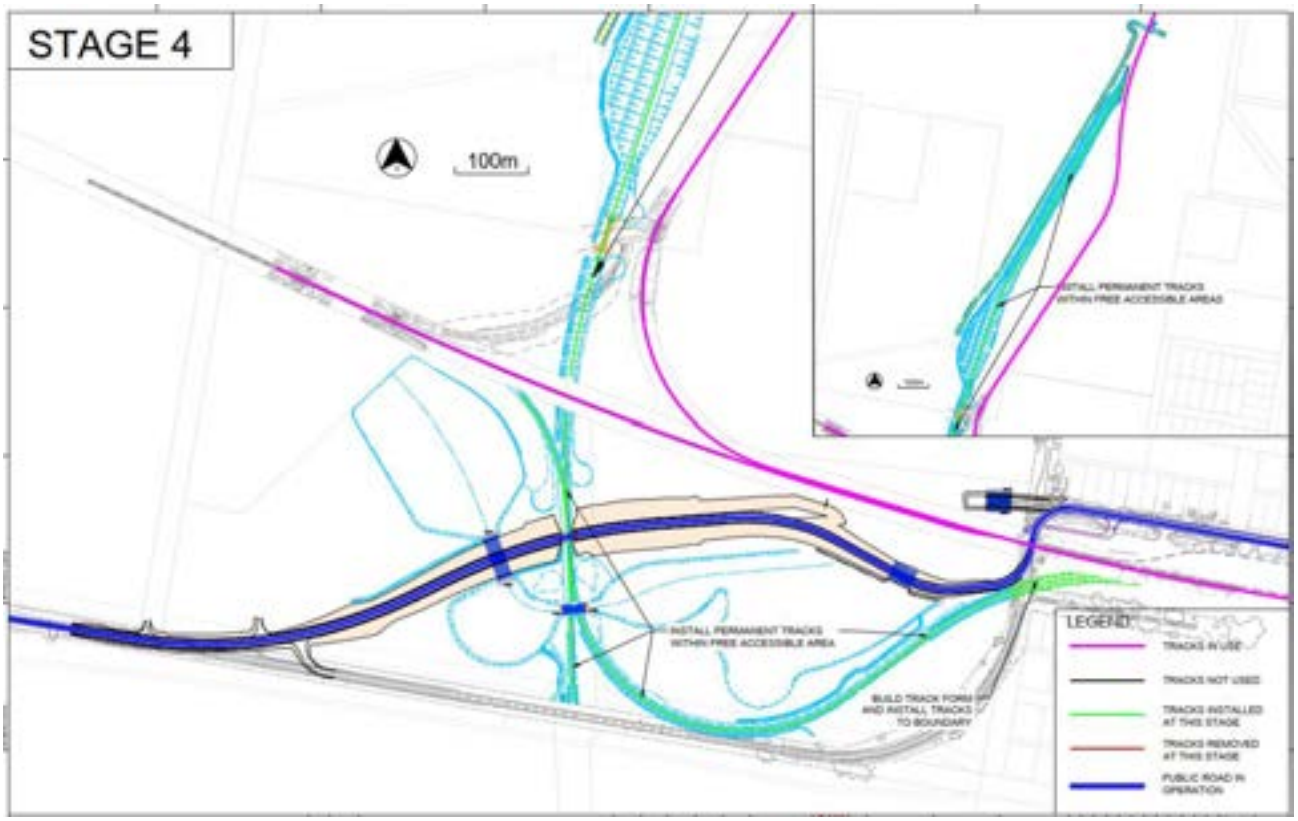
Stage 2 – Construction of main alignment, temporary road diversion and finishing works



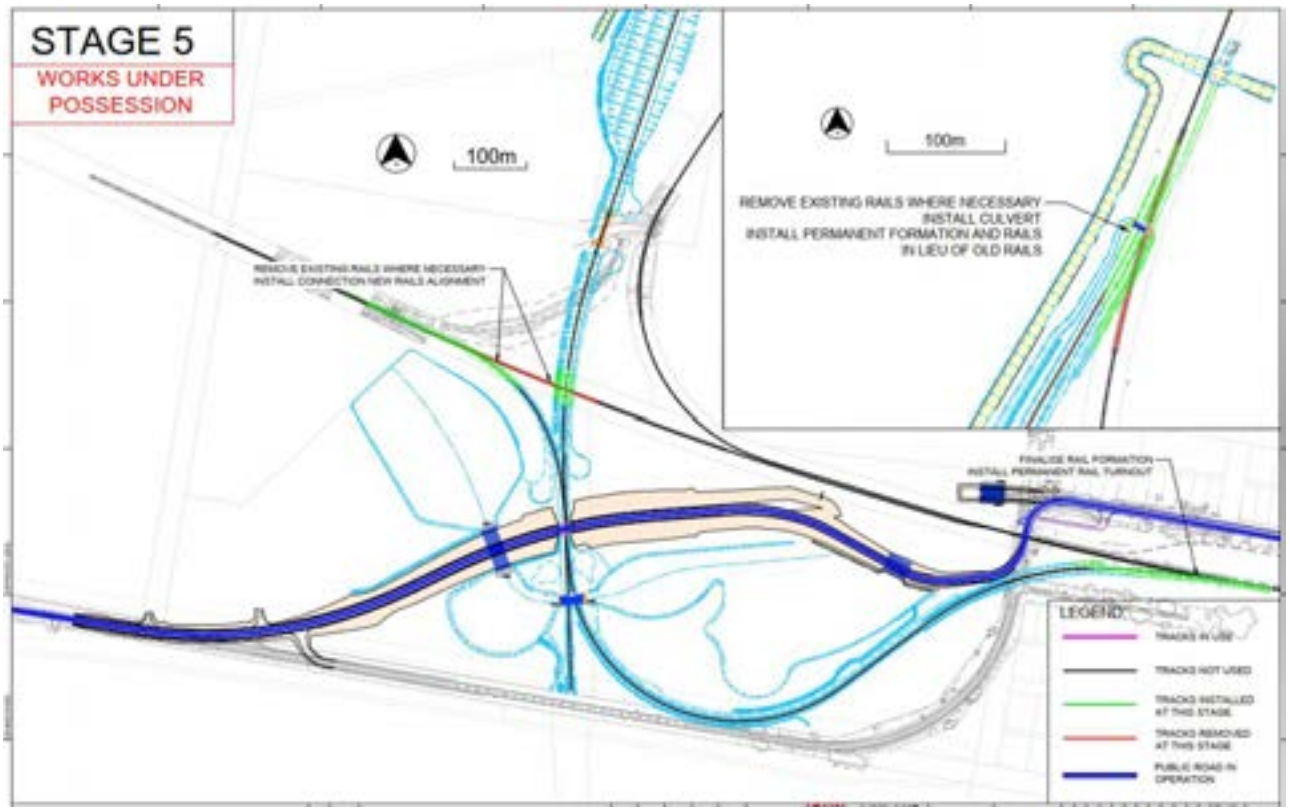
Stage 3 – Traffic switch into temporary road and close of existing Burley Griffin Way



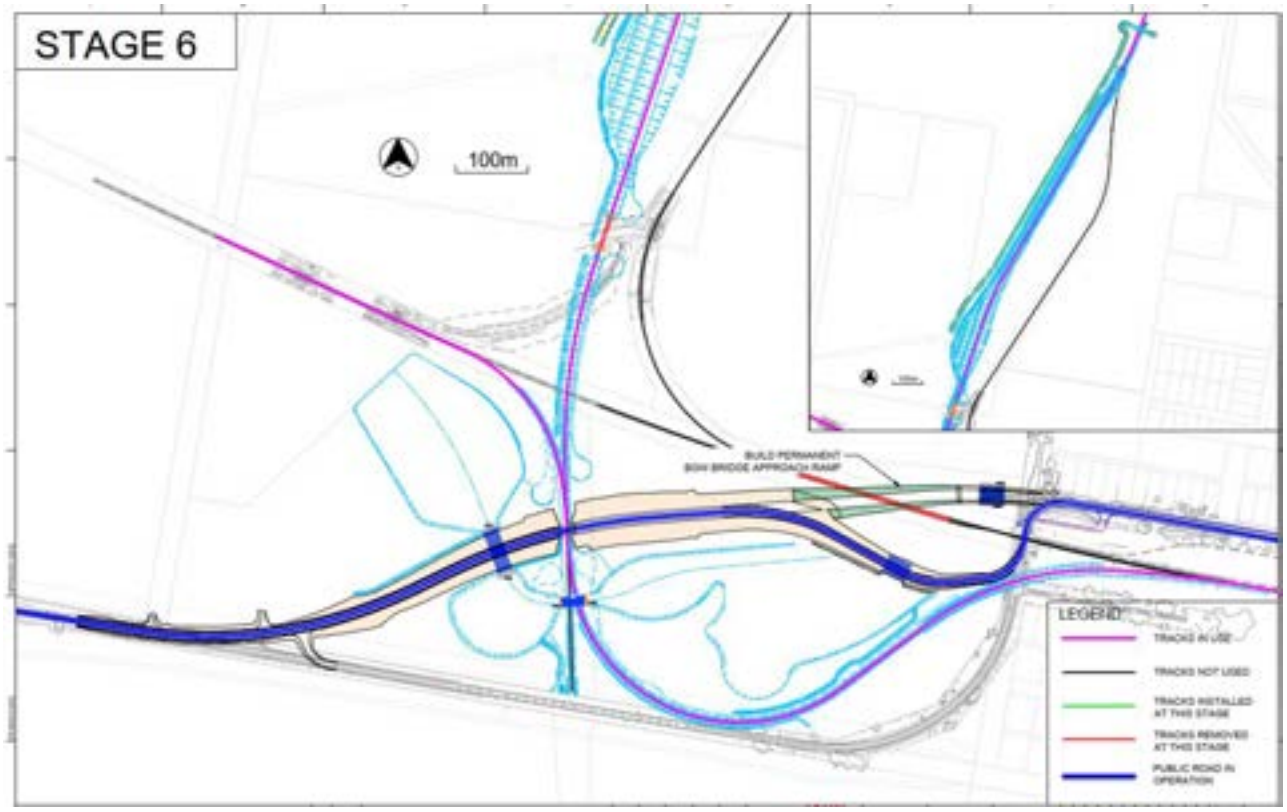
Stage 4 – Construction of new rail infrastructure



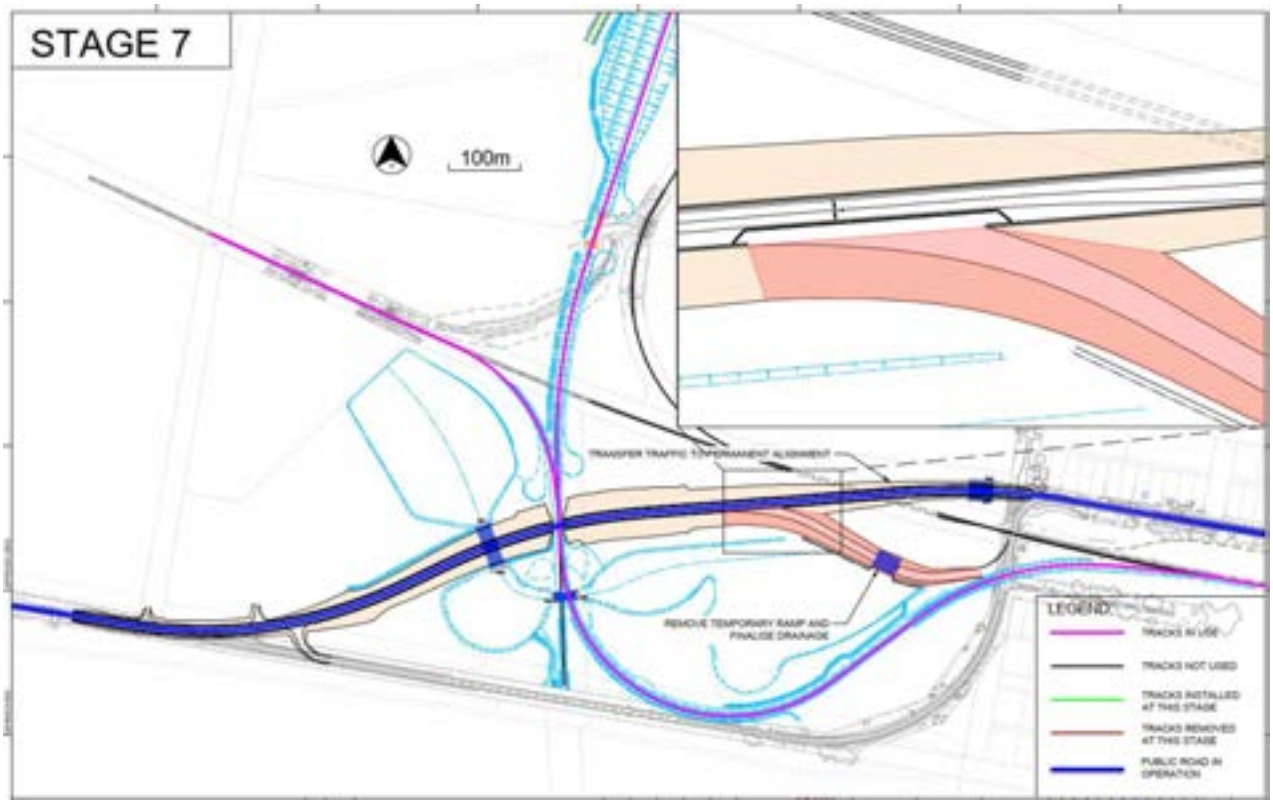
Stage 5 – Completion of track tie-ins and switch rail tracks to ultimate track alignment



Stage 6 – Construction of Burley Griffin Way Eastern tie-ins into Hibernia Street



Stage 7 – Divert road to permanent alignment and completion of all remaining works



Stage 8 – Completion and Handover of New Burley Griffin Way



6.5 Construction Site Accesses

6.5.1 Overview

John Holland has adopted a strategy to utilise rail maintenance access road (RMAR) to facilitate internal construction vehicle movements, thus keeping construction traffic off public road as much as possible. There will be access points to RMAR on public roads. An example for the RMAR and public road interface is shown in figure below (RMAR shown in pink).

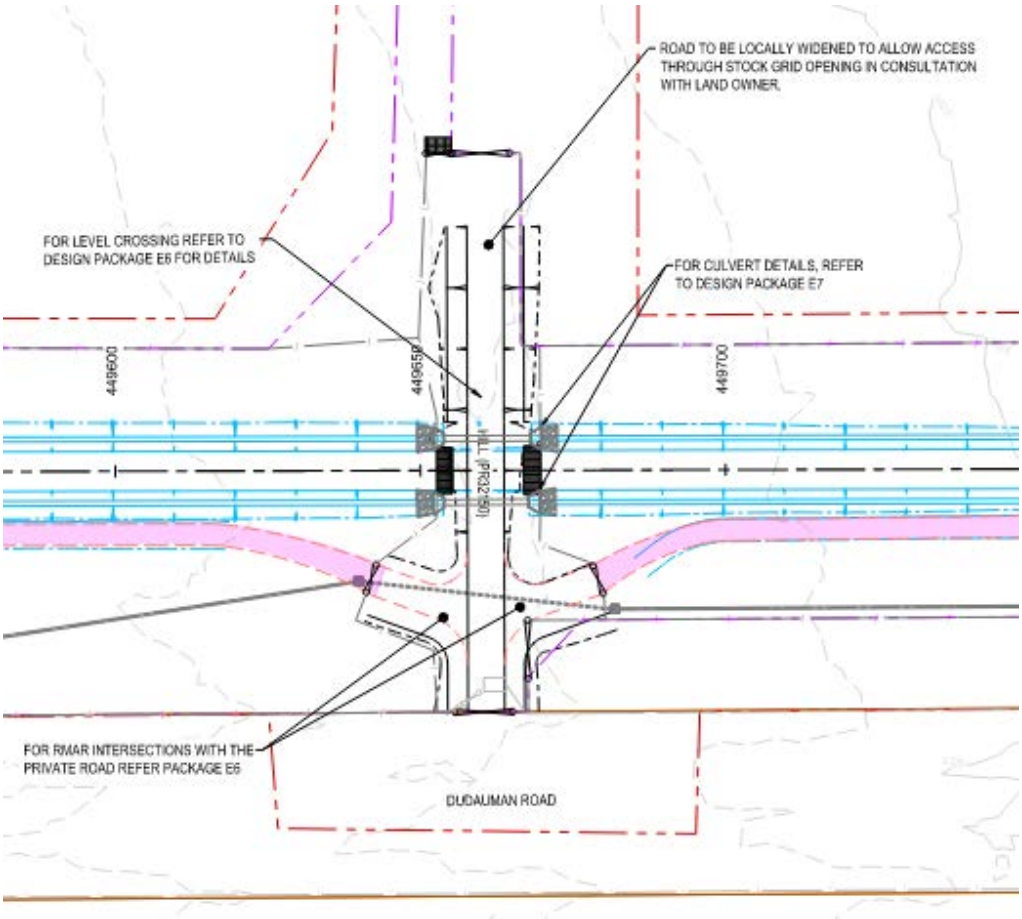


Figure 6-10: RMAR and Public Road Interface

In the case where RMAR is not available, site access will be provided off public roads. A list of identified site access points is provided in the table below, and a preliminary assessment of identified site access points is provided in Section 6.5.3.

Table below lists the details for all construction access gates proposed. Refer to 0 for Map that shows the location of all six(6) sections and 0 for gate access program.

Table 6-3: Construction Gates

Gate No.	Coordinates	Section	Road	Road Authority	Proposed treatment	Road work Speed Zone as per TfNSW/LGA SZA
3.1, 3.2, 3.3, 3.4	-34.766082,	1 and 2	Old Sydney Road	JSC	Section 138	40-80 Roadworks

Gate No.	Coordinates	Section	Road	Road Authority	Proposed treatment	Road work Speed Zone as per TfNSW/LGA SZA
	147.808173					(Construction Hours only)
4.1, 4.2, 4.3	-34.742860, 147.812914	2	Ironbong Road	JSC	Section 138	40-80 Roadworks (Construction Hours only)
4A	-34.707761, 147.809254	2	Ironbong Road	JSC	Section 138	40-80 Roadworks (Construction Hours only)
5.1, 5.2, 5.3, 5.4	-34.655384, 147.837944	3 and 4	Dirnaseer Road	JSC	Section 138	40-80 Roadworks (Construction Hours only)
5A.1, 5A.2, 5A.3, 5A.4	-34.620307, 147.832678	4	Dudauman Lane	JSC	Section 138	40-80 Roadworks (Construction Hours only)
6.1, 6.2, 6.3, 6.4	-34.579915, 147.863498	4 and 5	Old Cootamundra Road & Dudauman Road	JSC	Section 138	40-80 Roadworks (Construction Hours only)
7	-34.557117, 147.868124	5	Dudauman Road	CGRC	Section 138	40-80 Roadworks (Construction Hours only)
7A	-34.545446, 147.868474	5	Dudauman Road	CGRC	Section 138	40-80 Roadworks (Construction Hours only)
7B.1, 7B.2, 7B.3, 7B.4	-34.531388, 147.873053	5	Corby's Lane	CGRC	Section 138	40-80 Roadworks (Construction Hours only)
8 (north), 8 (south)	-34.501961, 147.866911	5 and 6	Burley Griffin Way	TfNSW	Minor WAD	40-80 Roadworks (Construction Hours only)
9	-34.501211, 147.861450	6	Burley Griffin Way	TfNSW	Minor WAD	40-80 Roadworks (Construction Hours only)
10.1, 10.3, 10.4, 10.5, 10.6	-34.499450, 147.875030	6	Burley Griffin Way / Hibernia Street	TfNSW	Minor WAD	40 Roadworks (During Construction)
11	-34.484328, 147.876689	6	Grogan Road	CGRC	Section 138	40-80 Roadworks (Construction Hours only)

Gate No.	Coordinates	Section	Road	Road Authority	Proposed treatment	Road work Speed Zone as per TfNSW/LGA SZA
12.1,12.2, 12.3, 12.4	-34.478764, 147.877755	Camp	Grogan Road	CGRC	Section 138	40-80 Roadworks (Construction Hours only)
13	-34.499009, 147.873099	6	West Street	CGRC	Section 138	40-80 Roadworks (Construction Hours only)
14	-34.50116, 147.88141	6	Rail Yard – Dudauman Road	CGRC	Section 138	40-80 Roadworks (Construction Hours only)

Figure 6-11 represents the rough location of each gate groups. For detailed locations, please refer to sections below.



Figure 6-11: Gate Location Map

6.5.2 Site Access Gate Treatment Selection Process

The site access gate treatment selection will be assessed and submitted through the below stages:

- Initial assessment and planning (included in CTTAMP)
- Design development and submission
- TfNSW/ LGA review and approval
- Construction
- Consultation and handover

Below figure further explains the above stages.

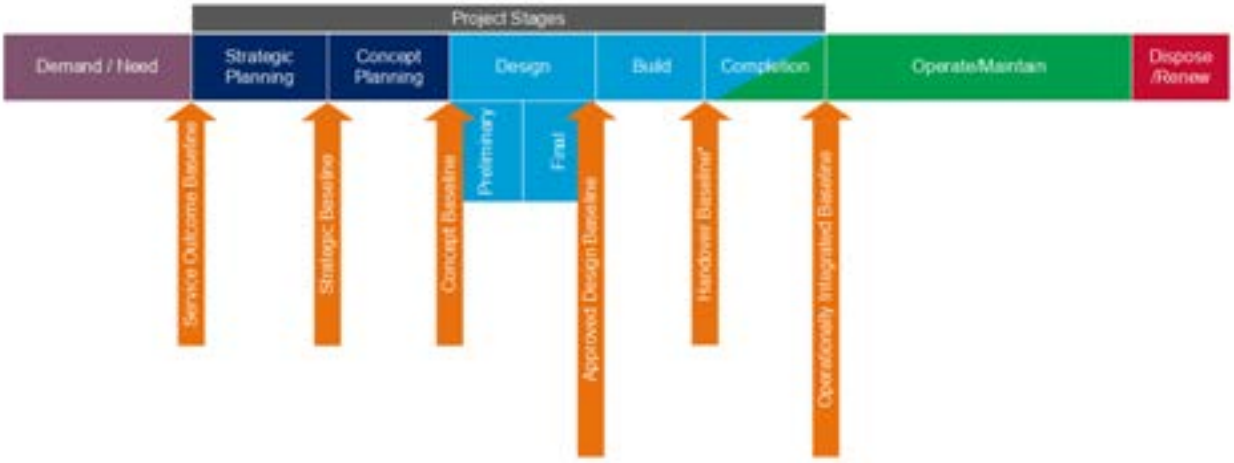


Figure 6-12: Site Access Treatment Process

John Holland will undertake the following where long term temporary site access intersections are required for Construction Works (noting that this does not include Low Impact Works (LIW) due to the short-term use requirements, environmental approval requirements and low construction traffic volumes):

- Obtain written approval from the relevant Road Authority and/or TfNSW for classified roads for the proposed intersection treatment.
- Meet the relevant Road Authority's intersection requirements, including geometrical requirements, pavements, drainage, turn treatments that require acceleration and deceleration lanes, intersection lighting, road signage and other site-specific requirements.
- Construct the approved intersection upgrade requirements.
- Maintain the Site access intersection for the duration of the Contractor's Activities.
- Remove and reinstate the Site access to the written satisfaction of the IRPL Representative and the relevant Road Authority.

6.5.3 Site Access Assessment

Useful terms in this section include:

- Minimum Gap Sight Distance (MGSD)
- Safe Intersection Sight Distance (SISD)
- Average Daily Traffic (ADT)
- Average Annual Daily Traffic (AADT)

Please refer to 0 for detailed explanations of the terms listed.

6.5.3.1 Gate 3 – Old Sydney Road

Located on Old Sydney Road, approximately 2.9km west of Lovers Lane, Gate 3 consists of four (4) gates which will provide access to Sections 1 and 2 and the rail maintenance access road (RMAR).

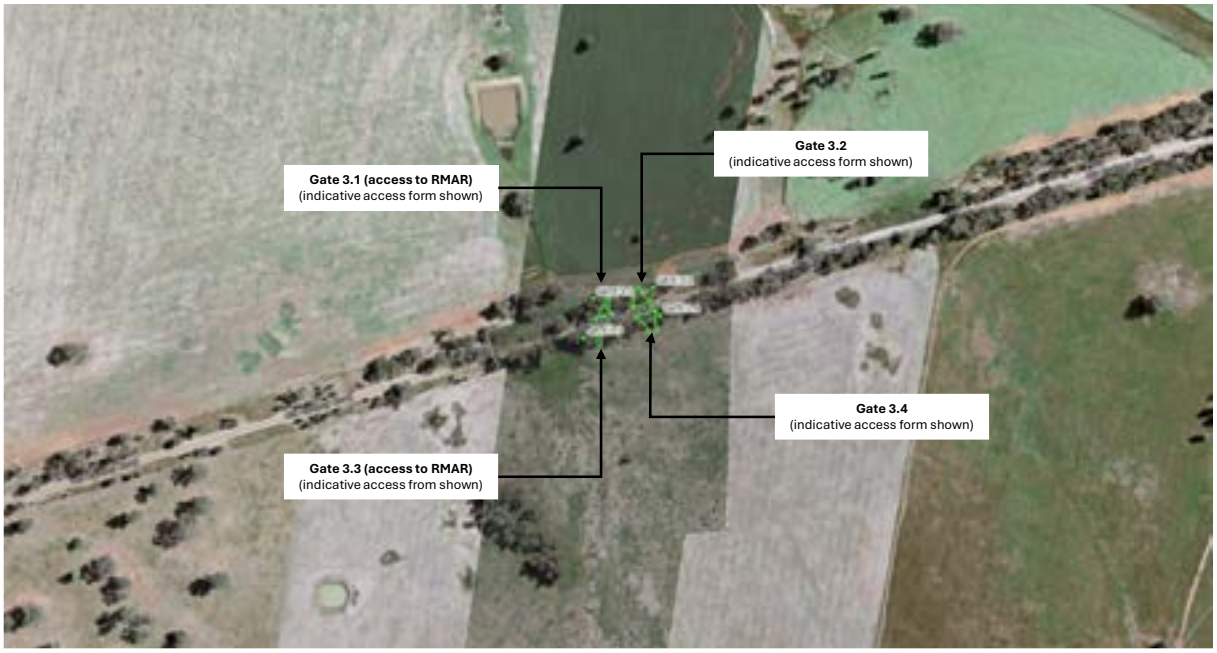


Figure 6-13: Gate 3 Location

Details associated with the access are provided in the table below:

Table 6-4: Gate Details – Gate 3

Gate #	Gate 3.1	Gate 3.2	Gate 3.3	Gate 3.4
Location	Old Sydney Road			
AADT	16 (2018)			
Speed limit	100km/hr			
Access duration	Nine (9) months			
Construction ADT	65 (per gate)			
Construction peak hour volume	7 (per gate)			
Construction vehicle type	Truck and dog (19.0m), Semi-trailer			
Permitted movements	Left and right in, left and right out			

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where

available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-5: Sight Distance Assessment – Gate 3

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 3.1	East	100km/hr	285m	There is insufficient information available (Google Streetview) to make a determination on available sight distance	139m	There is insufficient information available (Google Streetview) to make a determination on available sight distance
	West					
Gate 3.2	East	100km/hr	285m		139m	
	West					
Gate 3.3	East	100km/hr	285m		139m	
	West					
Gate 3.4	East	100km/hr	285m		139m	
	West					

As detailed above, there is insufficient information available to make a determination on available sight distance at Gate 3.1, 3.2, 3.3 and 3.4. To ensure that suitable provisions are available, an on-site review of available sight distance will be undertaken and detailed within appropriate documentation (i.e., Section 138).

Turn Treatments at Site Access

An assessment against the warrants for turn treatments has been undertaken in line with the guidance provided within Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management,* to determine the need for basic, auxiliary and channelised turn treatments on the major road. Although it is noted that the warrants are based on the construction of intersections on new roads (i.e., Greenfield sites) and that the warrants are not intended for direct application to accesses and driveways, the warrants may be used as a reference for such.

To undertake this assessment, background traffic volumes for Old Sydney Road were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

Table 6-6: Traffic Volumes – Old Sydney Road

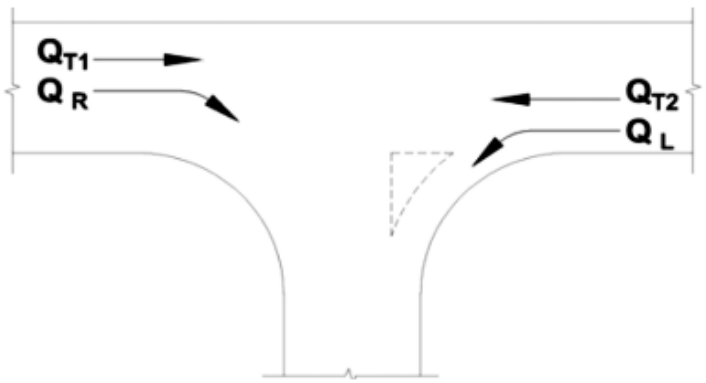
Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Old Sydney Road	16	2018	3	5	0.5%	17	4	6	17	4	6

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M)

for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-14: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-7: Turn Warrants Parameters – Gate 3

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 3.1	4	10	3	4
Gate 3.2	4	10	3	4
Gate 3.3	4	10	3	4
Gate 3.4	4	10	3	4

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage

2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gates 3.1, 3.2, 3.3 and 3.4.

Note, each zone represents the corresponding turn treatment. Turn treatment include:

- Basic Turn Treatments (Type BA)
    - BAL - basic left-turn treatments
    - BAR - basic right-turn treatments

- Auxiliary Lane Turn Treatments (Type AU) - involve short lengths of auxiliary lane provided to improve safety
    - AUL - auxiliary left-turn
    - AUR - auxiliary right-turn
- Channelised Turn Treatments (Type CH)
    - CHL - channelised left-turn
    - CHR - channelised right-turn

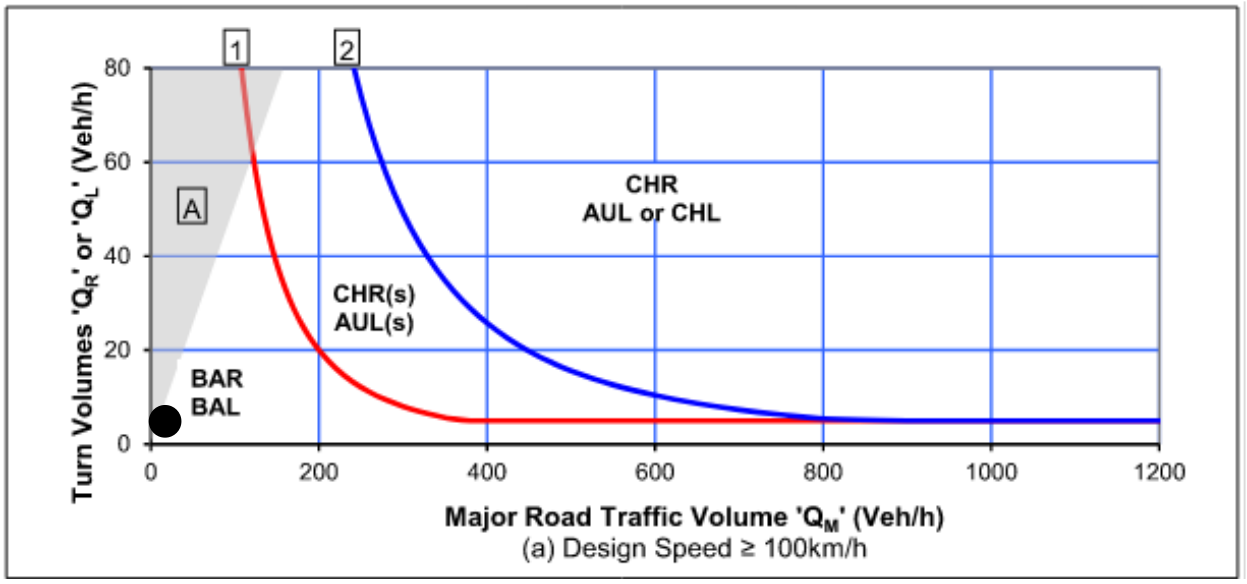


Figure 6-15: Turn Warrants Assessment – Gate 3.1 (Q_r)

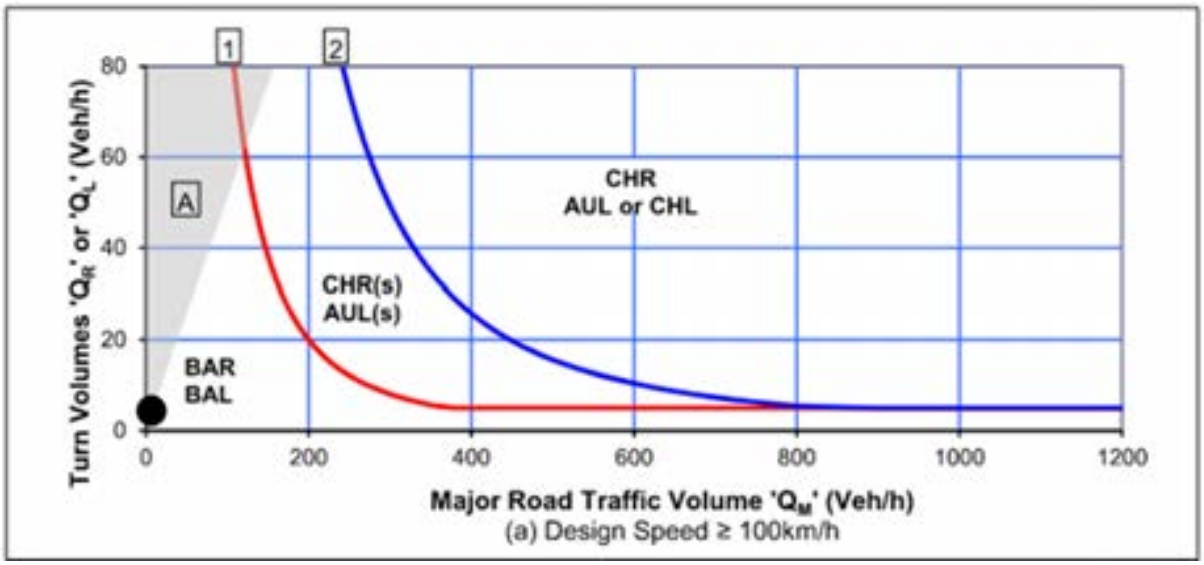


Figure 6-16: Turn Warrants Assessment – Gate 3.1 (Q_L)

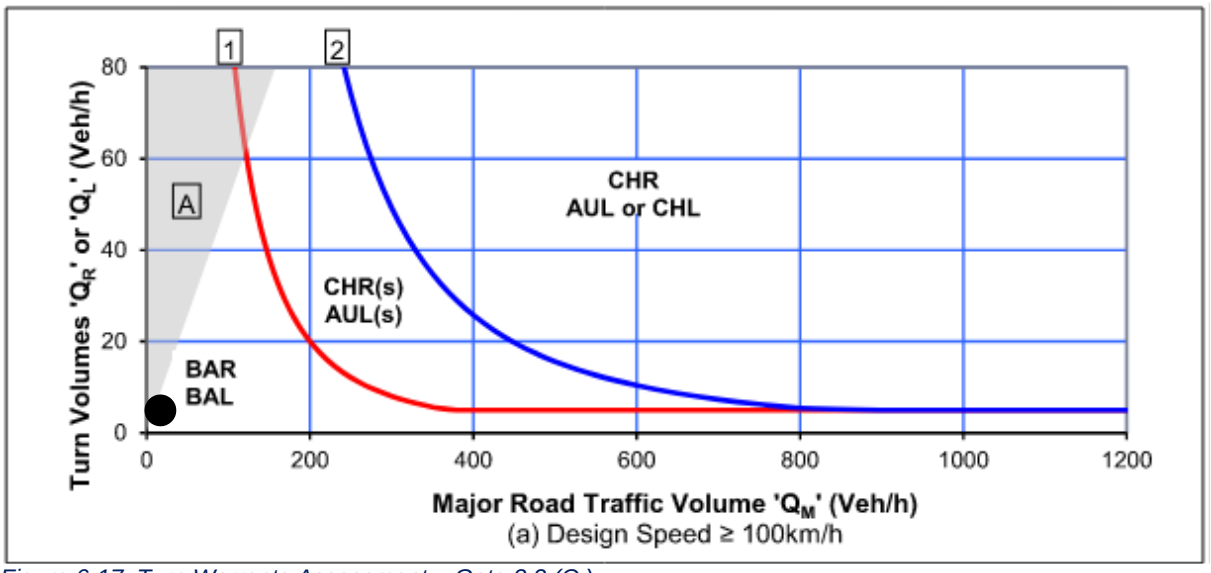


Figure 6-17: Turn Warrants Assessment – Gate 3.2 (Q_r)

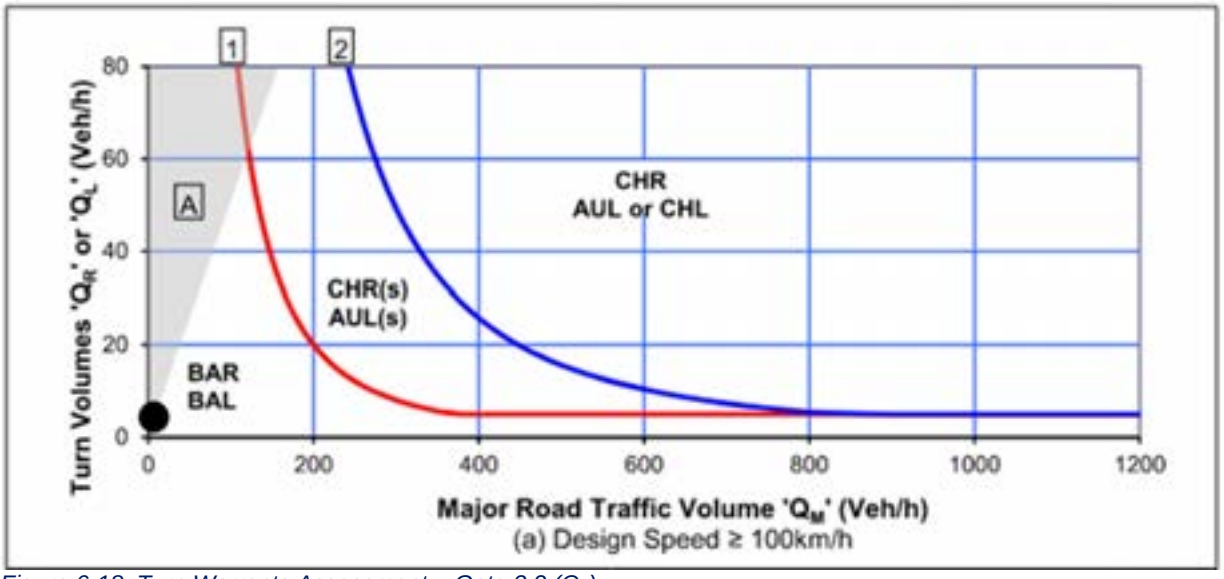


Figure 6-18: Turn Warrants Assessment – Gate 3.2 (Q_L)

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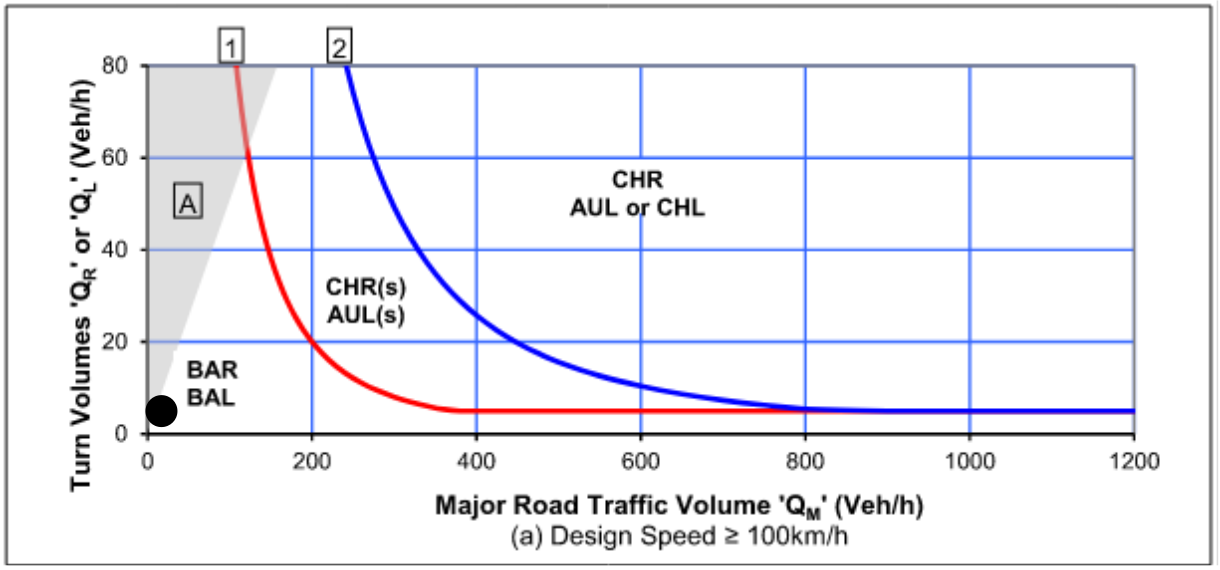


Figure 6-19: Turn Warrants Assessment – Gate 3.3 (Q_r)

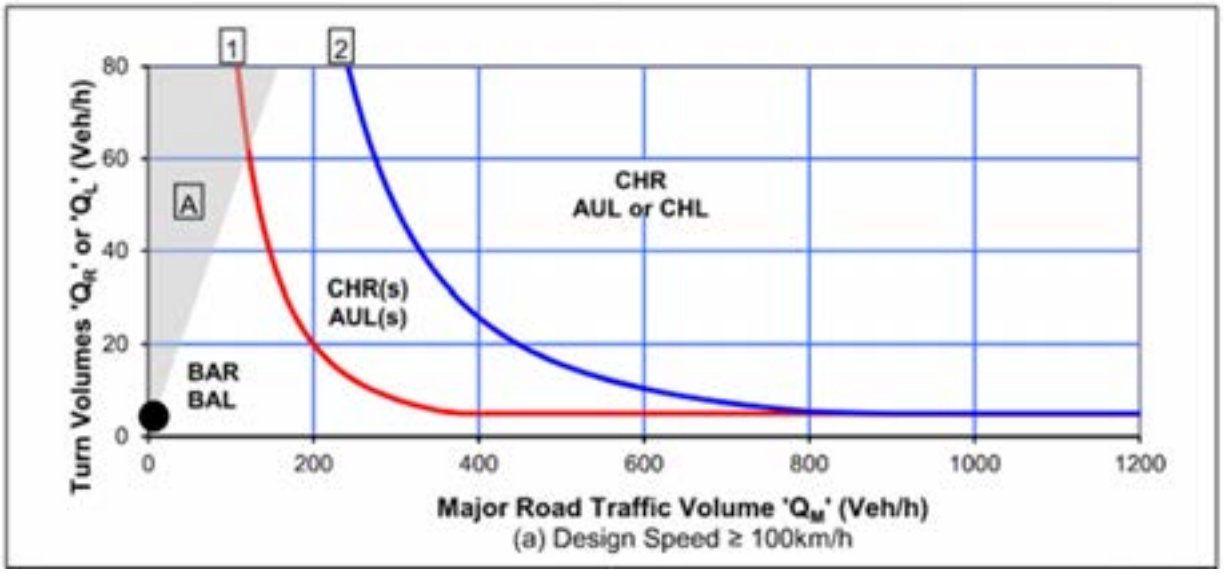


Figure 6-20: Turn Warrants Assessment – Gate 3.3 (Q_L)

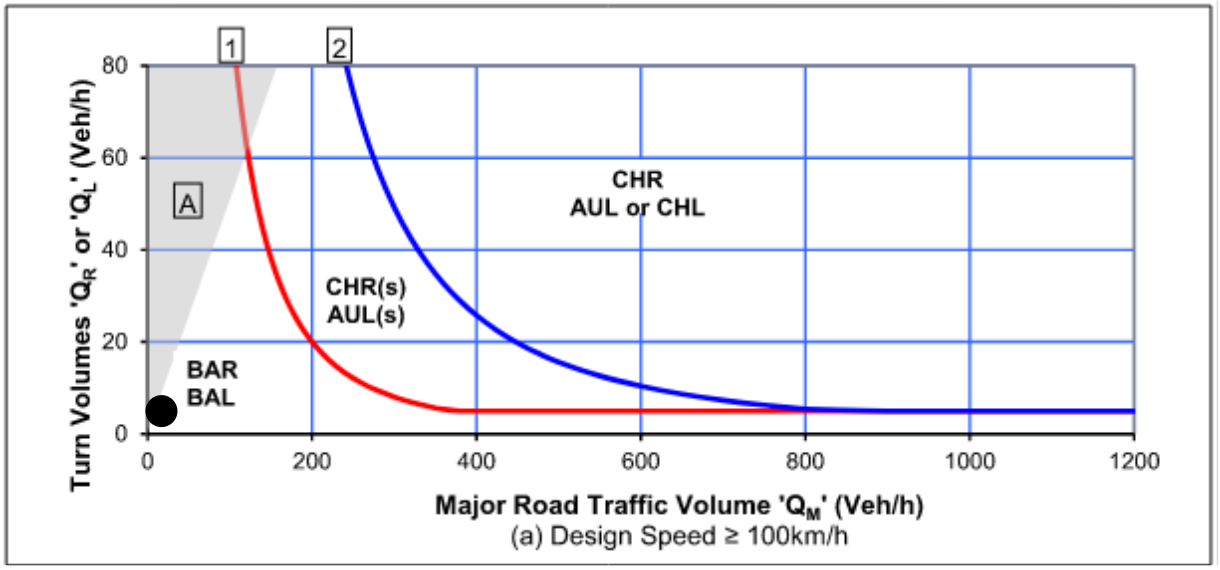


Figure 6-21: Turn Warrants Assessment – Gate 3.4 (Q_r)

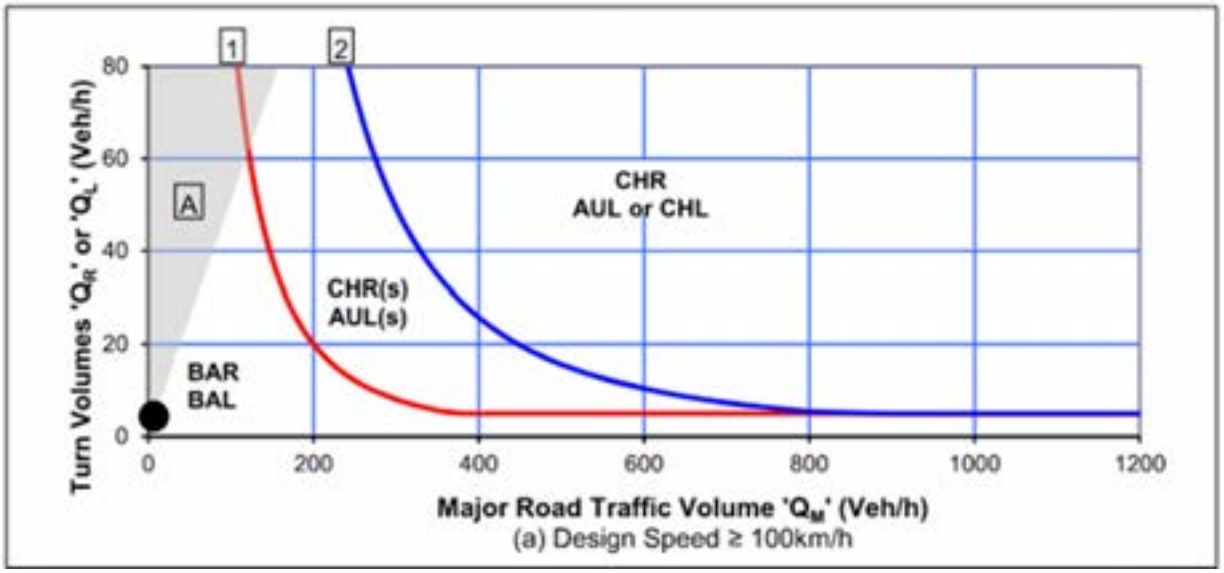


Figure 6-22: Turn Warrants Assessment – Gate 3.4 (Q_L)

A summary of the above assessments is provided below.

Table 6-8: Turn Warrants Assessment Summary – Gate 3

Gate	Turn treatments
Gate 3.1	Basic left turn (BAL), Basic right turn (BAR)
Gate 3.2	Basic left turn (BAL), Basic right turn (BAR)
Gate 3.3	Basic left turn (BAL), Basic right turn (BAR)
Gate 3.4	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Old Sydney Road (major road) at Gate 3.1, 3.2, 3.3 and Gate 3.4

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the TMP development and the appropriate approval process (i.e., Section 138).

6.5.3.2 Gate 4 – Ironbong Road

Located on Ironbong Road, approximately 2.9km north-west of Lovers Lane, Gate 4 consists of three (3) gates which will provide access to Sections 2 and 3 and the RMAR.

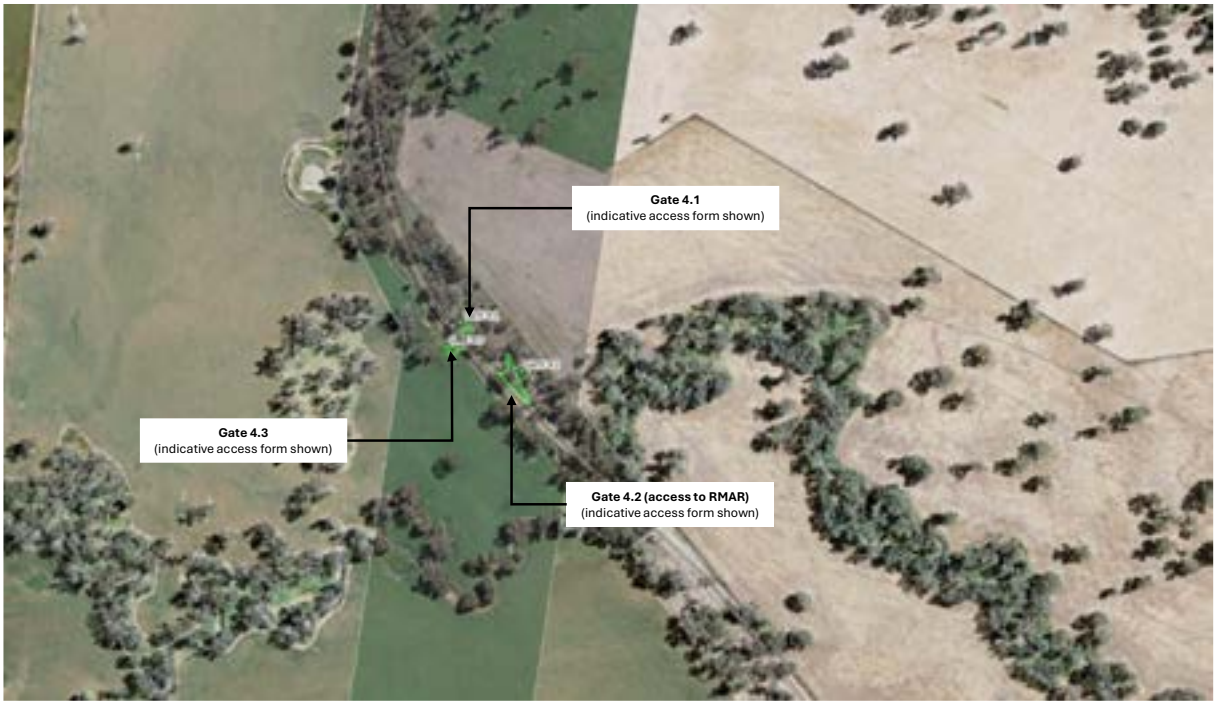


Figure 6-23: Gate 4 Locations

Details associated with the access are provided in the table below:

Table 6-9: Gate Details – Gate 4

Gate #	Gate 4.1	Gate 4.2	Gate 4.3
Location	Ironbong Road		
AADT	24 (2018)		
Speed limit	100km/hr		
Access duration	12 months		

Construction ADT	70 (per gate)
Construction peak hour volume	7 (per gate)
Construction vehicle type	Truck and dog (19.0m)
Permitted movements	Left and right in, left and right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-10: Sight Distance Assessment – Gate 4

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 4.1	East	100km/hr	285m	Yes	139m	Yes
	West			No		No
Gate 4.2	East	100km/hr	285m	Yes	139m	Yes
	West			No		No
Gate 4.3	East	100km/hr	285m	Yes	139m	Yes
	West			No		No

As detailed above, sight distance requirements to the east of the accesses (Gate 4.1, 4.2 and Gate 4.3) are able to be achieved, however sight distance to the west is obstructed, limiting available sight distance. As a potential mitigation measure and to ensure that appropriate sight distance is available at sight accesses, reduced speed limits approaching the access have been considered. An assessment considering the sight distance requirements of reduced speed limits (below the posted speed limit) is presented below.

Table 6-11: Further Sight Distance Assessment – Gate 4

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 4.1	East	80km/hr	214m	Yes	111m	Yes
	West			No		No
	East	60km/hr	151m	Yes	83m	Yes
	West			No		Yes
	East	40km/hr	97m	Yes	55m	Yes
	West			Yes		Yes
Gate 4.2	East	80km/hr	214m	Yes	111m	Yes

	West			No		No
	East	60km/hr	151m	Yes	83m	Yes
	West			No		Yes
	East	40km/hr	97m	Yes	55m	Yes
	West			Yes		Yes
Gate 4.3	East	80km/hr	214m	Yes	111m	Yes
	West			No		No
	East	60km/hr	151m	Yes	83m	Yes
	West			No		Yes
	East	40km/hr	97m	Yes	55m	Yes
	West			Yes		Yes

As shown, available sight distance at Gates 4.1, 4.2 and 4.2 achieve the minimum requirements for a 40km/hr posted speed limit. Considering this and to ensure that vehicles can safely and efficiently manoeuvre into and out of the access, a potential mitigation measure would be to implement a maximum reduced speed limit of 40km/hr on approach to the accesses (temporary speed limits on approach to site access points would need to accommodate the necessary sight distance requirements is being proposed (i.e., installed more than 97m from a site access point where the reduced speed limit is 40km/hr)). This approach to reduce speed limit to 40km/h has been adopted for the development of the strategic design.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Ironbong Road were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

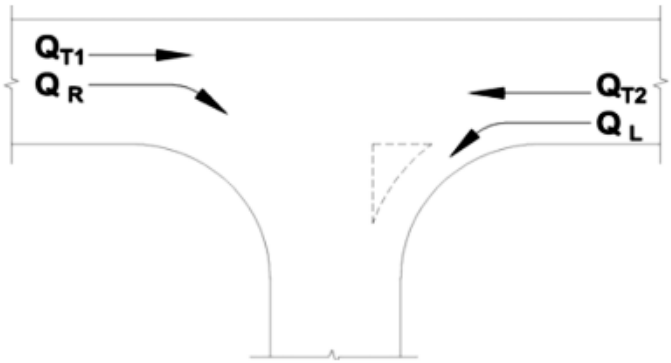
Table 6-12: Traffic Volumes – Ironbong Road

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Ironbong Road	24	2018	6	5	0.5%	25	7	6	26	7	6

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= Q_{T1} + Q_{T2} + Q_L
		Yes	= Q_{T1} + Q_{T2}
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x Q_{T1} + Q_{T2} + Q_L
		Yes	= 50% x Q_{T1} + Q_{T2}
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x Q_{T1} + Q_{T2} + Q_L
		Yes	= 33% x Q_{T1} + Q_{T2}
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-24: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-13: Turn Warrants Parameters – Gate 4

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 4.1	12	4	4	4
Gate 4.2	12	4	4	4
Gate 4.3	12	4	4	4

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gates 4.1, 4.2 and 4.3.

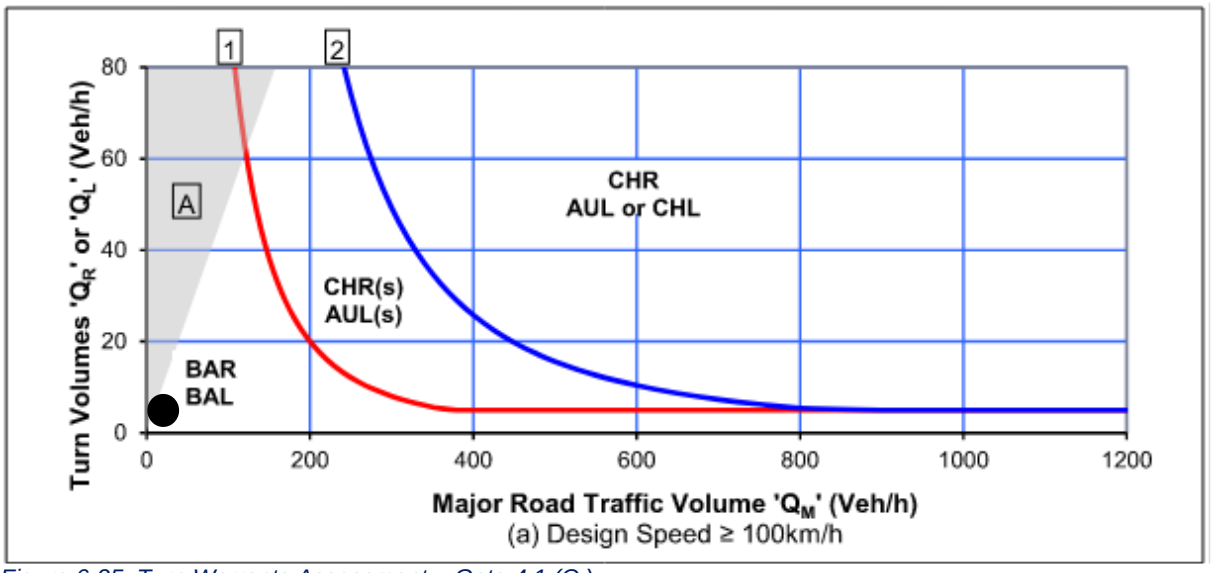


Figure 6-25: Turn Warrants Assessment – Gate 4.1 (Q_r)

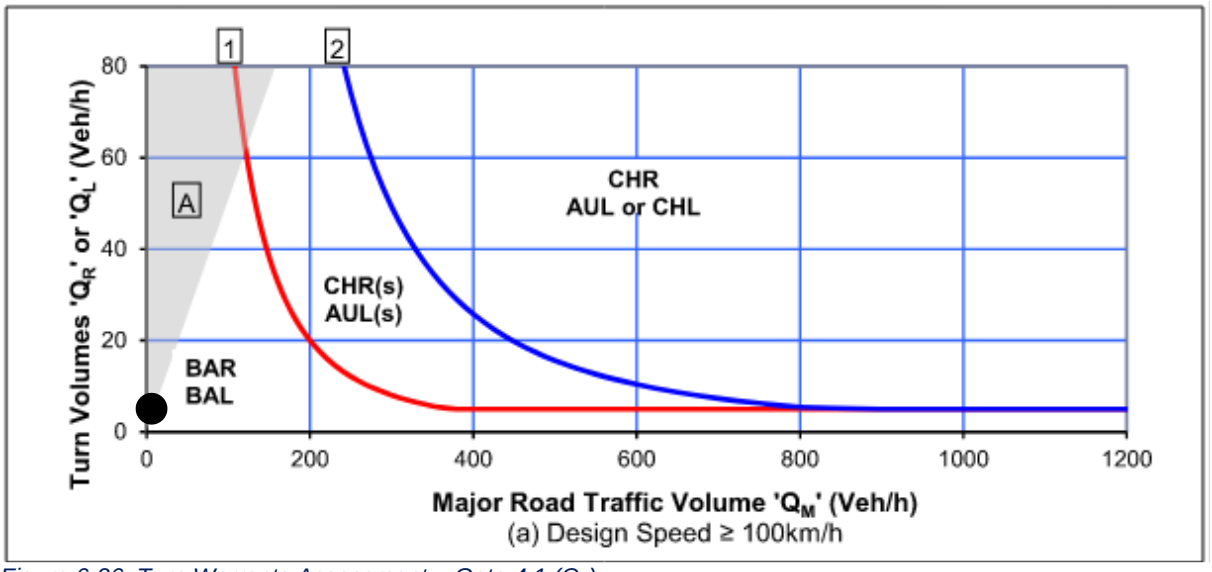


Figure 6-26: Turn Warrants Assessment – Gate 4.1 (Q_L)

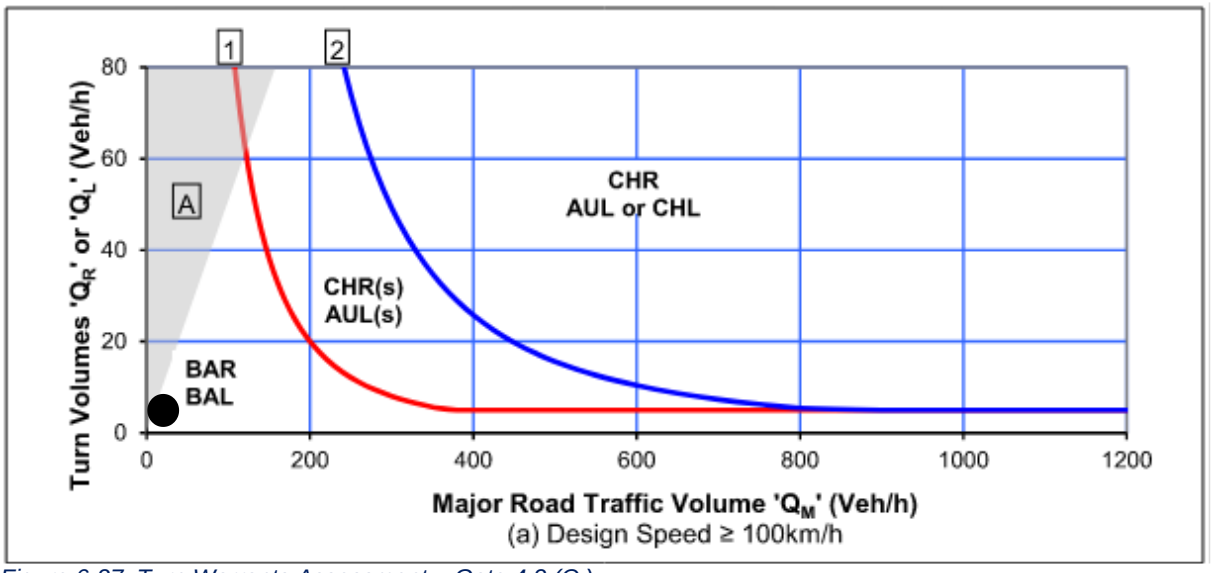


Figure 6-27: Turn Warrants Assessment – Gate 4.2 (Q_r)

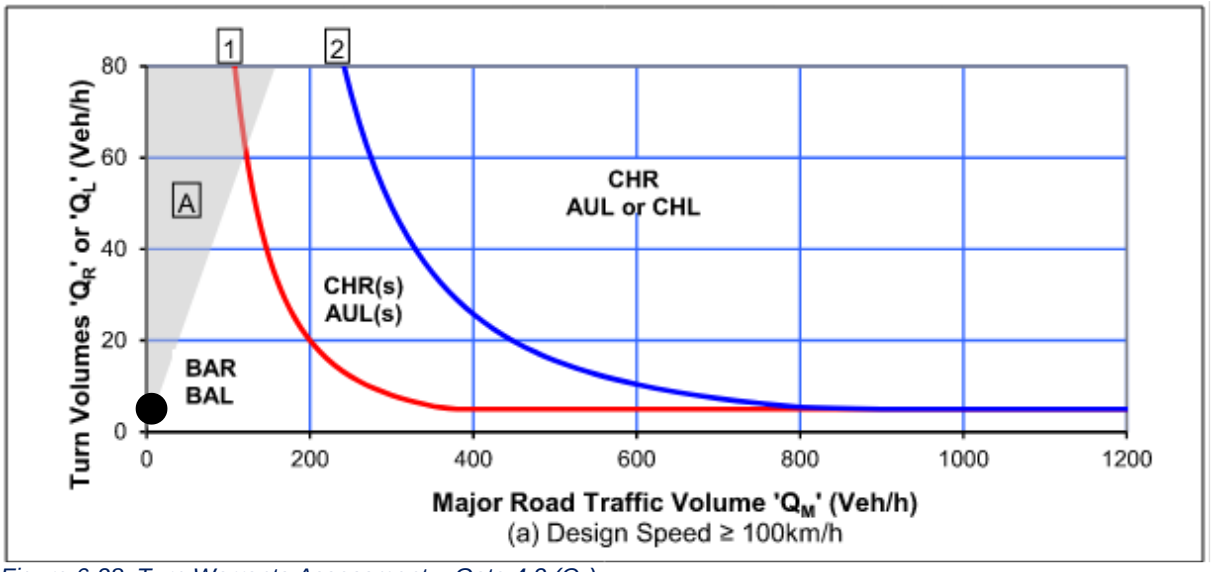


Figure 6-28: Turn Warrants Assessment – Gate 4.2 (Q_L)

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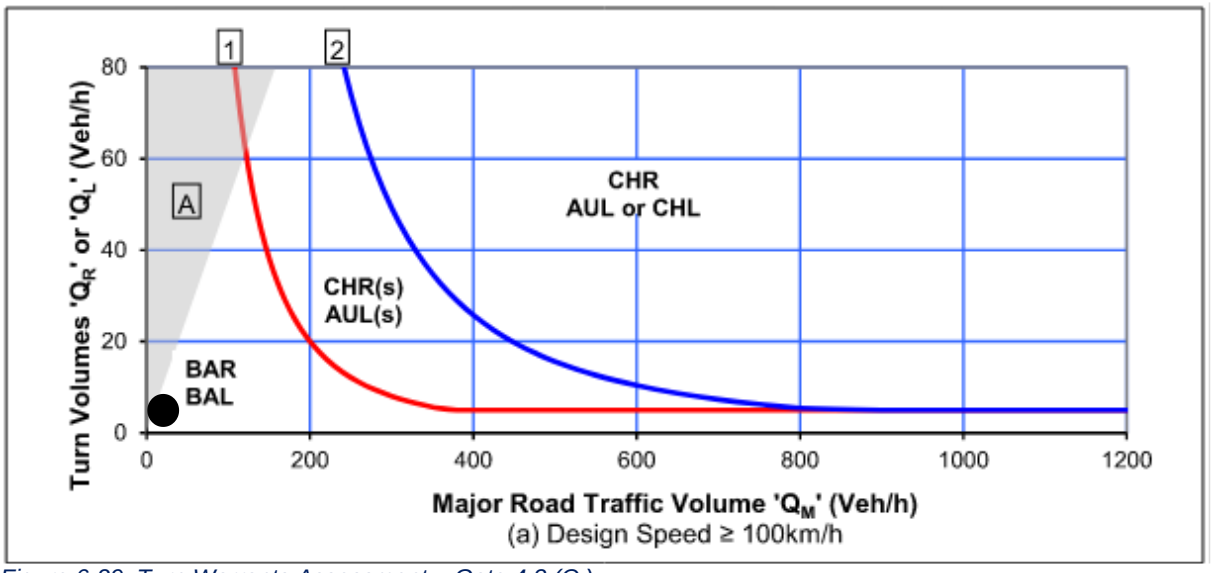


Figure 6-29: Turn Warrants Assessment – Gate 4.3 (Q_r)

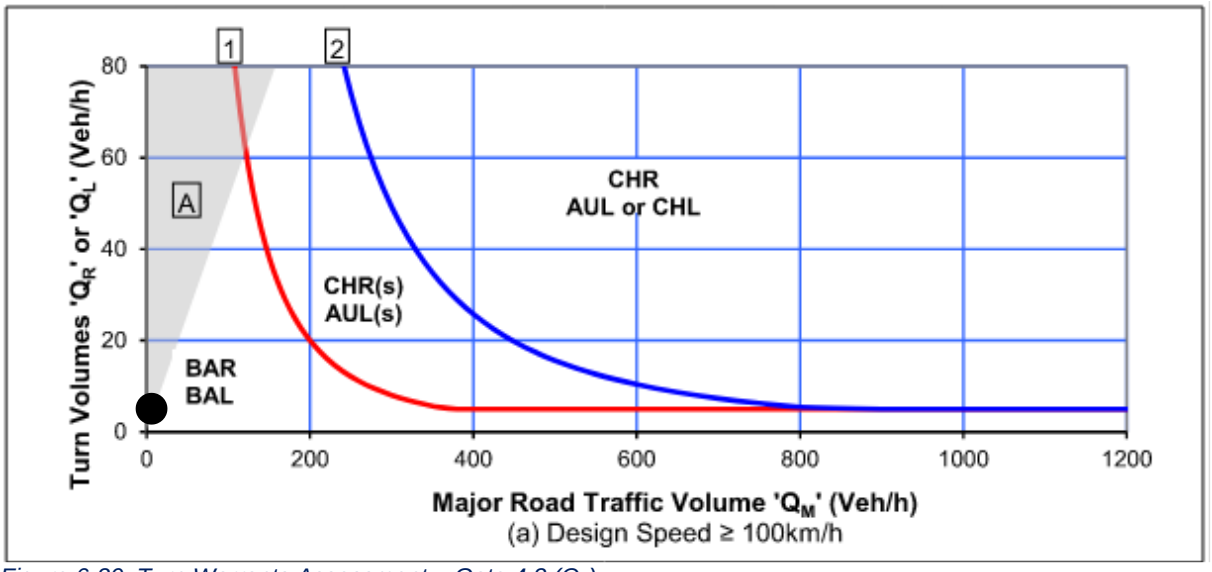


Figure 6-30: Turn Warrants Assessment – Gate 4.3 (Q_L)

A summary of the above assessments is provided below.

Table 6-14: Turn Warrants Assessment Summary – Gate 4

Gate	Turn treatments
Gate 4.1	Basic left turn (BAL), Basic right turn (BAR)
Gate 4.2	Basic left turn (BAL), Basic right turn (BAR)
Gate 4.3	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Ironbong Road (major road) at Gates 4.1, 4.2 and 4.3.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the TMP development and the appropriate approval process (i.e., Section 138).

6.5.3.3 Gate 4A – Ironbong Road

Located on Ironbong Road, approximately 2.0km south of Hicks Lane, Gate 4A will provide access to Section 3.



Figure 6-31: Gate 4A Locations

Details associated with the access are provided in the table below:

Table 6-15: Gate Details – Gate 4A

Gate #	Gate 4A
Location	Ironbong Road
AADT	24 (2018)
Speed limit	100km/hr
Access duration	11 months
Construction ADT	35 to 40 (per gate)
Construction peak hour volume	4 (per gate)

Construction vehicle type	Truck and dog (19.0m), B-double (26m)
Permitted movements	Left and right in, left and right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-16: Sight Distance Assessment – Gate 4A

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 4A	North	100km/hr	285m	Yes	139m	Yes
	South			No		No

As detailed above, sight distance requirements to the north of the access are able to be achieved, however sight distance to the south is obstructed, limiting available sight distance. As a potential mitigation measure and to ensure that appropriate sight distance is available at sight accesses, reduced speed limits approaching the access have been considered. An assessment considering the sight distance requirements of reduced speed limits (below the posted speed limit) is presented below.

Table 6-17: Further Sight Distance Assessment – Gate 4A

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 4A	North	80km/hr	214m	Yes	111m	Yes
	South			No		No
	North	60km/hr	151m	Yes	83m	Yes
	South			No		Yes
	North	40km/hr	97m	Yes	55m	Yes
	South			Yes		Yes

As shown, available sight distance at Gate 4A achieve the minimum requirements for a 40km/hr posted speed limit. Considering this and to ensure that vehicles can safely and efficiently manoeuvre into and out of the access, a potential mitigation measure would be to implement a maximum reduced speed limit of 40km/hr on approach to the accesses (temporary speed limits on approach to site access points would need to accommodate the necessary sight distance requirements (i.e., installed more than 97m from a site access point where the reduced speed limit is 40km/hr)). This approach to reduce speed limit to 40km/h has been adopted for the development of the strategic design.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Ironbong Road were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic,*

Transport and Impact Assessment, and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

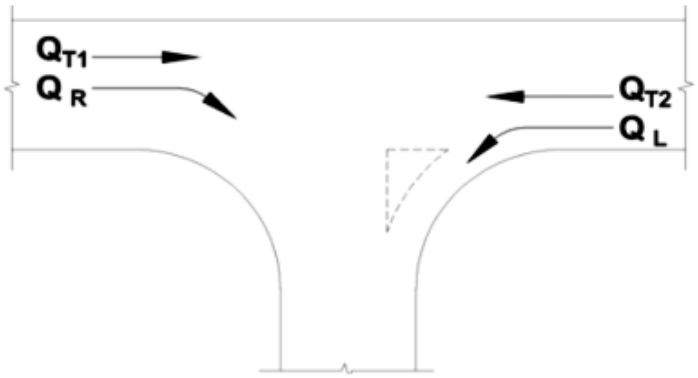
Table 6-18: Traffic Volumes – Ironbong Road

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Ironbong Road	24	2018	6	5	0.5%	25	7	6	26	7	6

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-32: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-19: Turn Warrants Parameters – Gate 4A

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 4.1	10	2	4	2

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gate 4A.

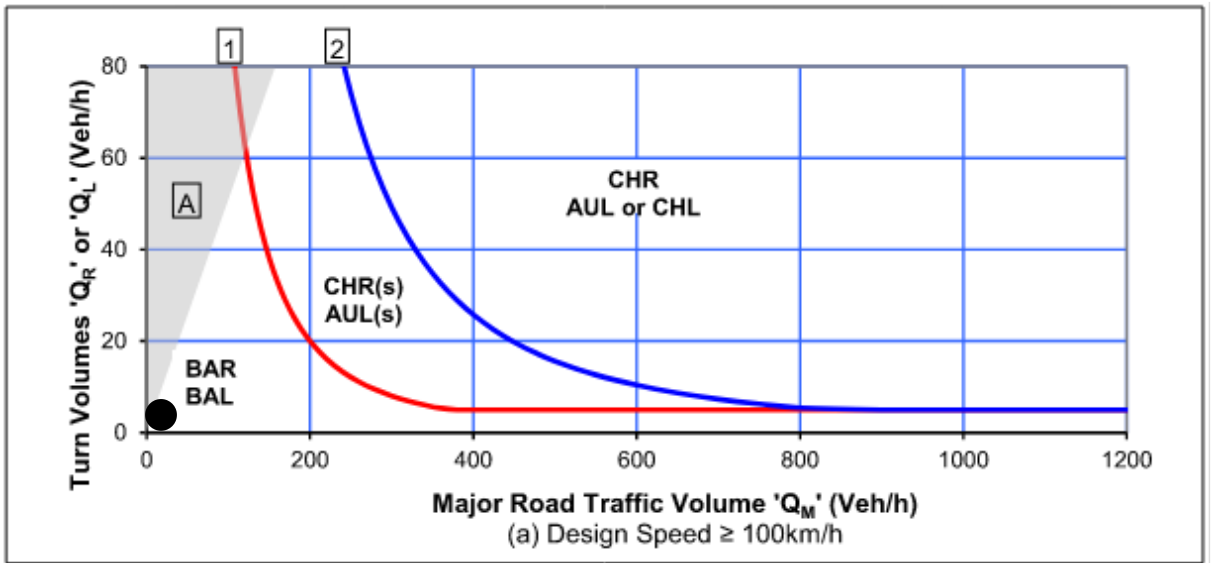


Figure 6-33: Turn Warrants Assessment – Gate 4A (Q_R)

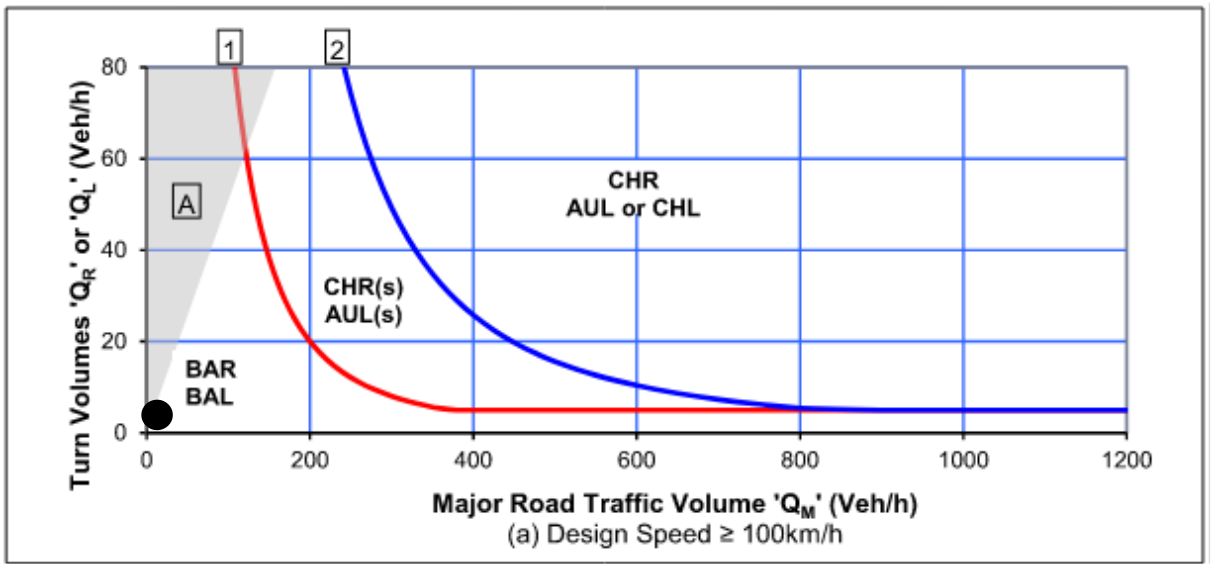


Figure 6-34: Turn Warrants Assessment – Gate 4A (Q_L)

A summary of the above assessments is provided below.

Table 6-20: Turn Warrants Assessment Summary – Gate 4A

Gate	Turn treatments
Gate 4A	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Ironbong Road (major road) at Gate 4A.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.5.3.4 Gate 5 – Diranseer Road

Located on Dirnaseer Road, approximately 950m east of Dudauman Road, Gate 5 consists of four (4) gates which will provide access to Sections 3 and 4 and the RMAR.



Figure 6-35: Gate 5 Location

Details associated with the access are provided in the table below:

Table 6-21: Gate Details – Gate 5

Gate #	Gate 5.1	Gate 5.2	Gate 5.3	Gate 5.4
Location	Dirnaseer Road			
AADT	66 (2018)			
Speed limit	100km/hr			
Access duration	11 months			
Construction ADT	90 (per gate)			
Construction peak hour volume	9 (per gate)			
Construction vehicle type	Truck and dog (19.0m), B-double (26m)			
Permitted movements	Left and right in, left and right out			

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-22: Sight Distance Assessment – Gate 5

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 5.1	East	100km/hr	285m	Yes	139m	Yes
	West			No		Yes
Gate 5.2	East	100km/hr	285m	Yes	139m	Yes
	West			No		Yes
Gate 5.3	East	100km/hr	285m	Yes	139m	Yes
	West			No		Yes
Gate 5.4	East	100km/hr	285m	Yes	139m	Yes
	West			No		Yes

As detailed above, sight distance requirements to the east of the access are able to be achieved, however sight distance to the west is obstructed, limiting available sight distance. As a potential mitigation measure and to ensure that appropriate sight distance is available at sight accesses, reduced speed limits approaching the access have been considered. An assessment considering the sight distance requirements of reduced speed limits (below the posted speed limit) is presented below.

Table 6-23: Further Sight Distance Assessment – Gate 5

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 5.1	East	80km/hr	214m	Yes	111m	Yes
	West			Yes		Yes
Gate 5.2	East	80km/hr	214m	Yes	111m	Yes
	West			Yes		Yes
Gate 5.3	East	80km/hr	214m	Yes	111m	Yes
	West			Yes		Yes
Gate 5.4	East	80km/hr	214m	Yes	111m	Yes
	West			Yes		Yes

As shown, available sight distance at Gates 5.1, 5.2, 5.3 and 5.4 achieve the minimum requirements for an 80km/hr posted speed limit. Considering this and to ensure that vehicles can safely and efficiently manoeuvre into and out of the access, a potential mitigation measure would be to implement a maximum reduced speed limit of 80km/hr on approach to the accesses (temporary speed limits on approach to site access points would need to accommodate the necessary sight distance requirements (i.e., installed more than 214m from a site access point where the reduced speed limit is 80km/hr)). This approach to reduce speed limit to 80km/h has been adopted for the development of the strategic.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Dirnaseer Road were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

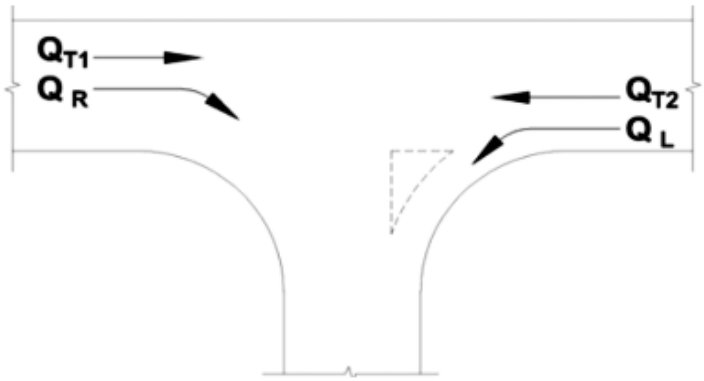
Table 6-24: Traffic Volumes – Dirnaseer Road

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Dirnaseer Road	66	2018	12	10	0.5%	69	13	11	70	13	11

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-36: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-25: Turn Warrants Assessment – Gate 5

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 5.1	19	5	7	5
Gate 5.2	19	5	7	5
Gate 5.3	19	5	7	5
Gate 5.4	19	5	7	5

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gates 5.1, 5.2, 5.3 and 5.4.

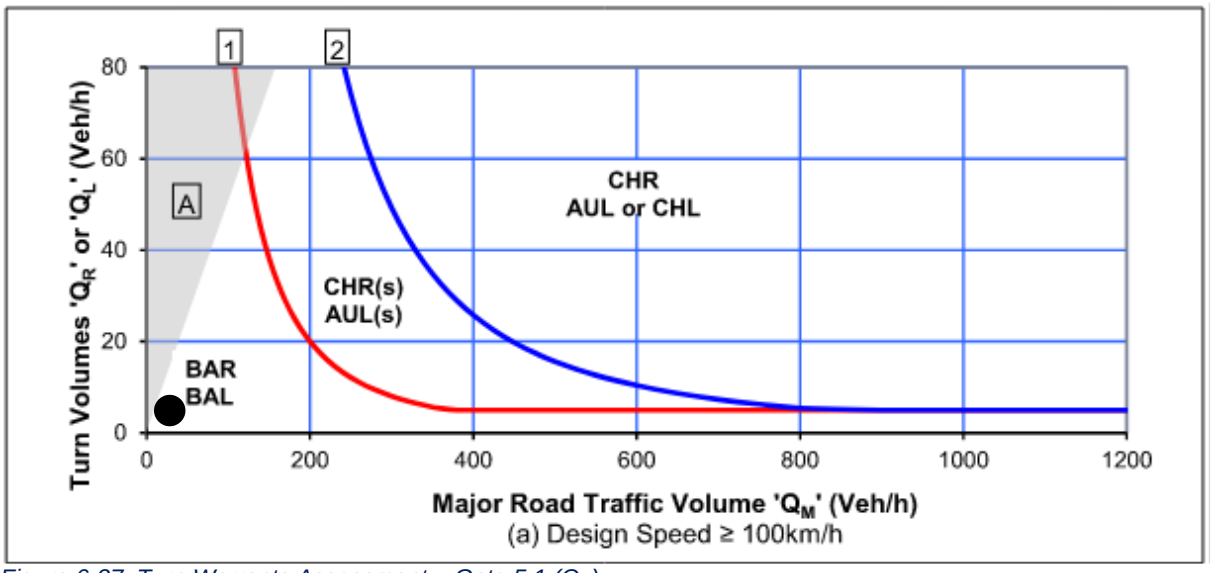


Figure 6-37: Turn Warrants Assessment – Gate 5.1 (Q_R)

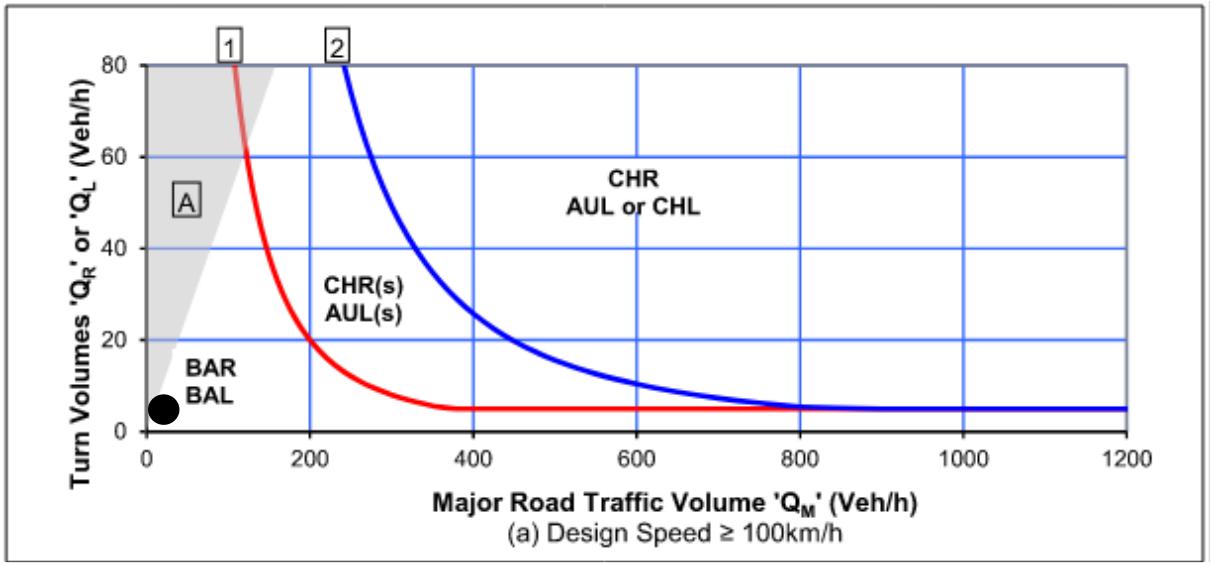


Figure 6-38: Turn Warrants Assessment – Gate 5.1 (Q_L)

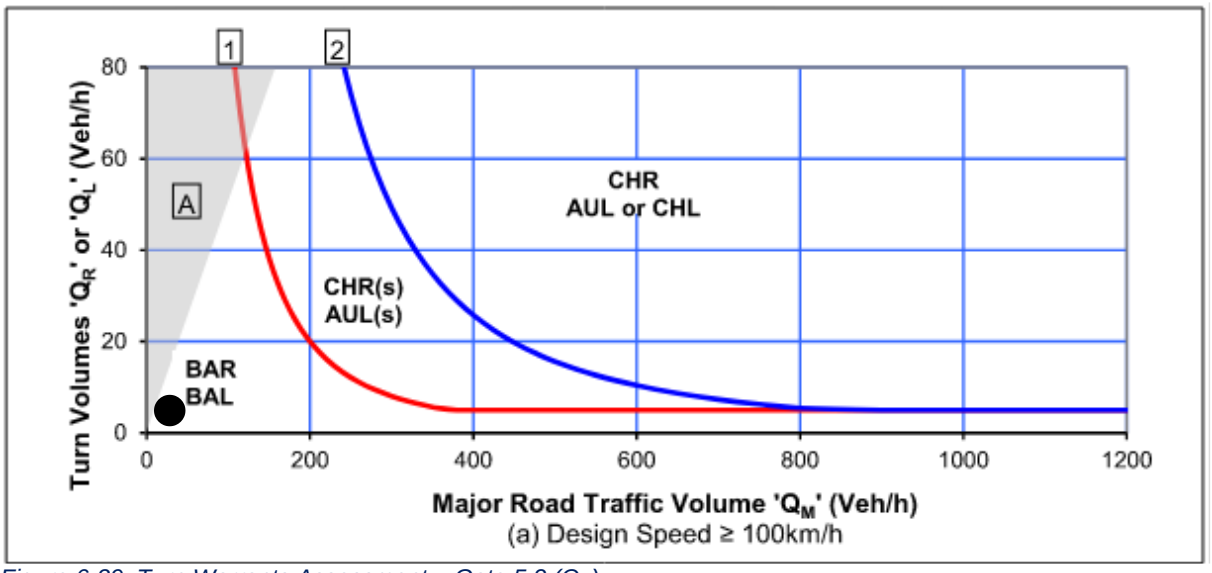


Figure 6-39: Turn Warrants Assessment – Gate 5.2 (Q_R)

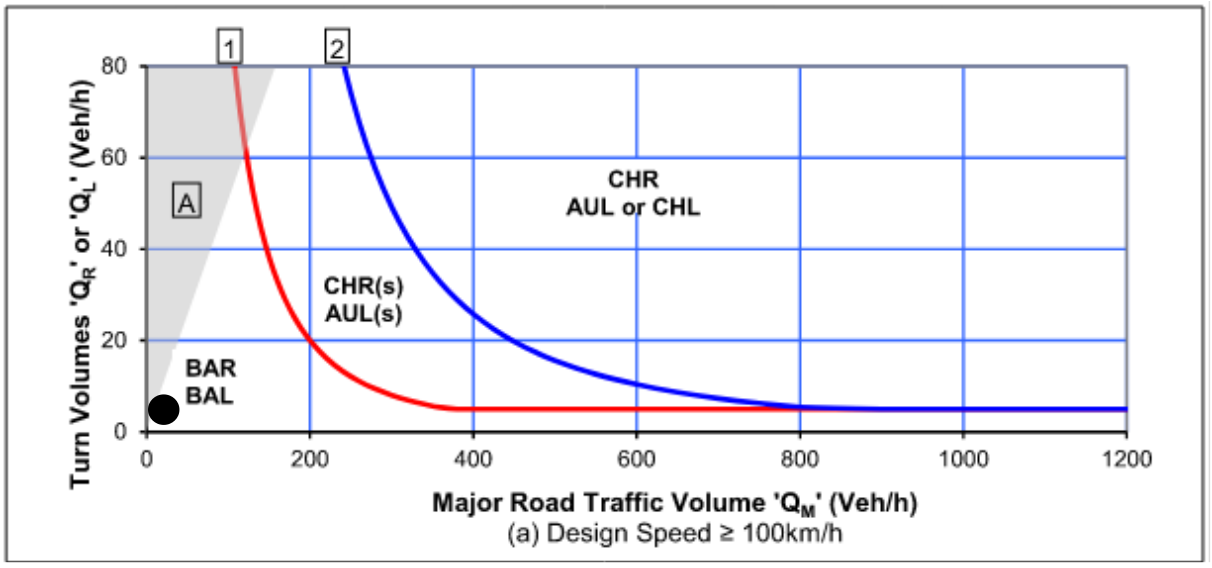


Figure 6-40: Turn Warrants Assessment – Gate 5.2 (Q_L)

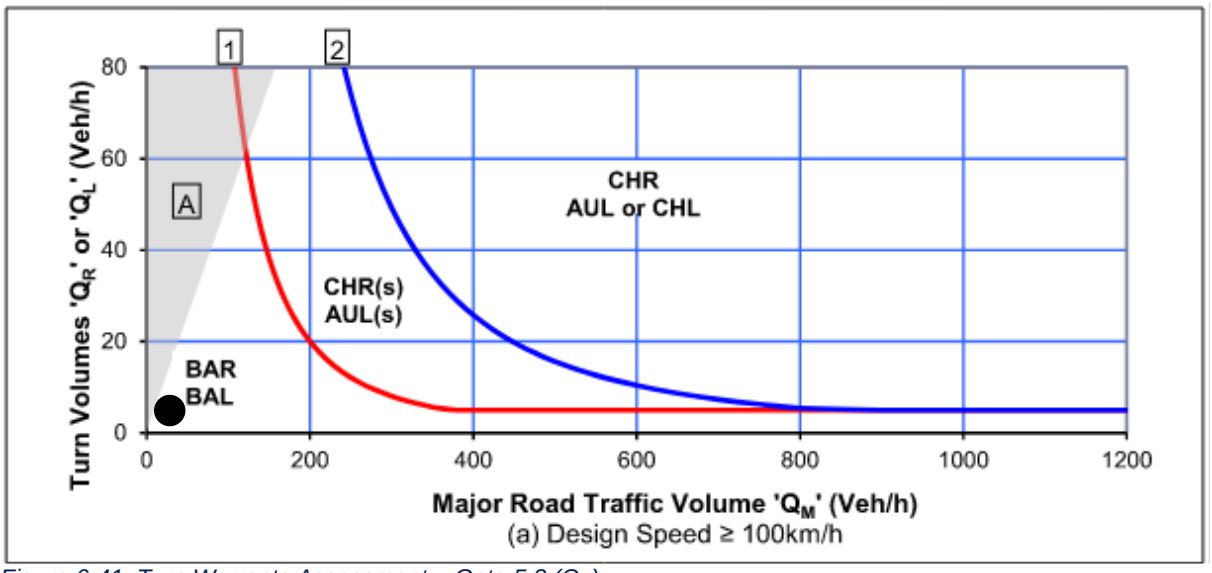


Figure 6-41: Turn Warrants Assessment – Gate 5.3 (Q_R)

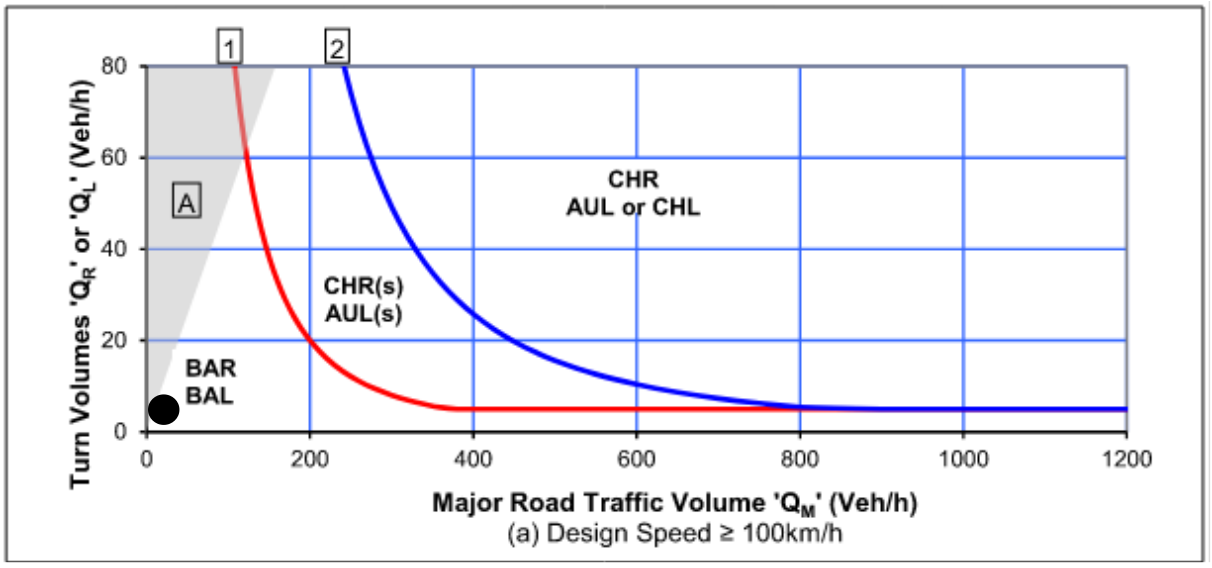


Figure 6-42: Turn Warrants Assessment – Gate 5.3 (Q_L)

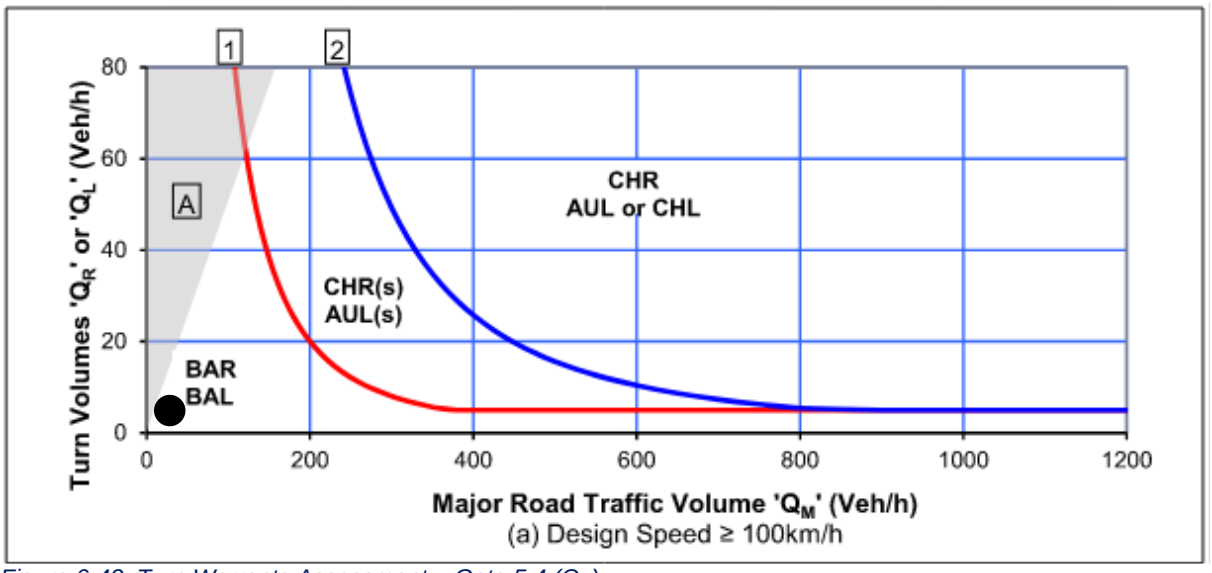


Figure 6-43: Turn Warrants Assessment – Gate 5.4 (Q_R)

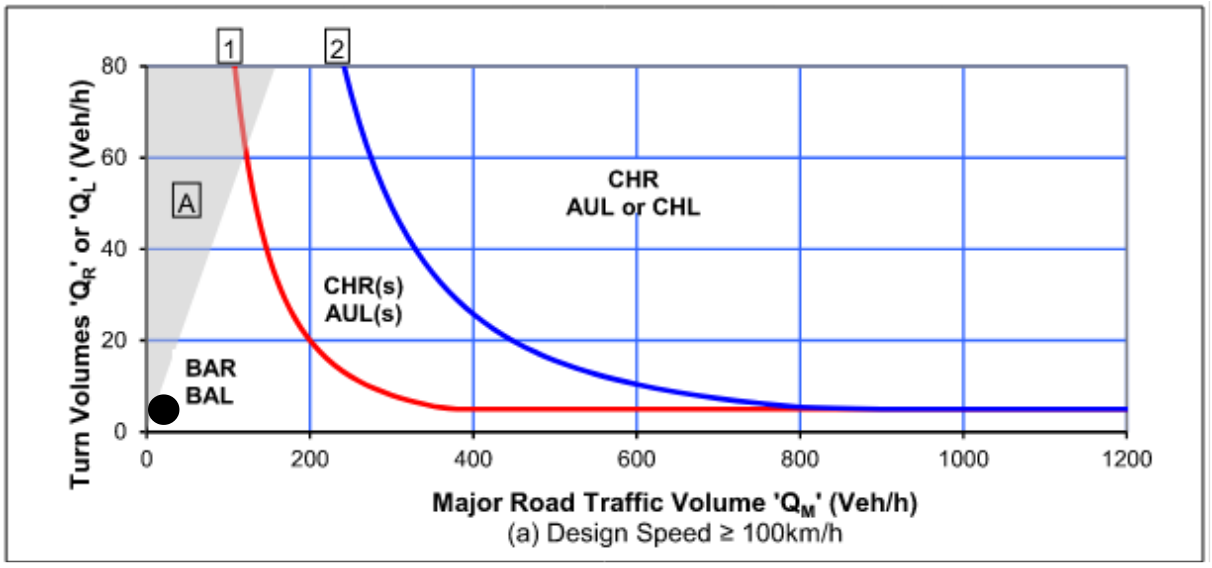


Figure 6-44: Turn Warrants Assessment – Gate 5.4 (Q_L)

A summary of the above assessments is provided below.

Table 6-26: Turn Warrants Assessment Summary – Gate 5

Gate	Turn treatments
Gate 5.1	Basic left turn (BAL), Basic right turn (BAR)
Gate 5.2	Basic left turn (BAL), Basic right turn (BAR)
Gate 5.3	Basic left turn (BAL), Basic right turn (BAR)
Gate 5.4	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Dirnaseer Road (major road) at Gates 5.1, 5.2, 5.3 and 5.4.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.5.3.5 Gate 5A – Dudauman Lane

Located on Dudauman Lane, approximately 3.7km north of Dirnaseer Road, Gate 5A consists of four (4) gates which will provide access to Section 4.

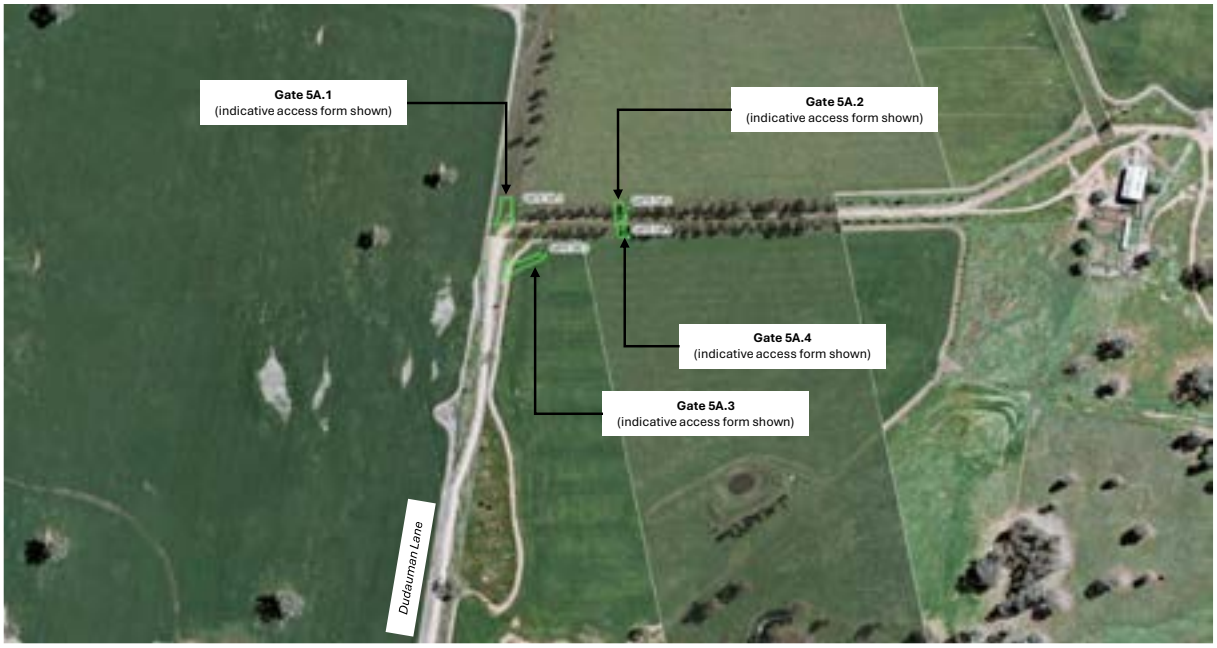


Figure 6-45: Gate 5A Location

Details associated with the access are provided in the table below:

Table 6-27: Gate Details – Gate 5A

Gate #	Gate 5A.1	Gate 5A.2	Gate 5A.3	Gate 5A.4
Location	Dudauman Lane			
AADT	Traffic data not available			
Speed limit	100km/hr			
Access duration	12 months			
Construction ADT	Low			
Construction peak hour volume	1 (per gate)			
Construction vehicle type	Truck and dog (19.0m), B-double (26m)			
Permitted movements	Left and right in, left and right out	Left in, right out	Left and right in, left and right out	Left in, right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-28: Sight Distance Assessment – Gate 5A

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 5A.1	East	100km/hr	285m	There is insufficient information available (Google Streetview) to make a determination on available sight distance	139m	There is insufficient information available (Google Streetview) to make a determination on available sight distance
	West					
Gate 5A.2	East	100km/hr	285m		139m	
	West					
Gate 5A.3	East	100km/hr	285m		139m	
	West					
Gate 5A.4	East	100km/hr	285m		139m	
	West					

As detailed above, there is insufficient information available to make a determination on available sight distance at Gate 5A.1, 5A.2, 5A.3 and 5A.4. To ensure that suitable provisions are available, an on-site review of available sight distance will be undertaken and detailed within appropriate documentation (i.e., Section 138).

Turn Treatments at Site Access

Traffic data for Dudauman Lane is not currently available, and therefore an assessment based on traffic volumes has not been undertaken. However, considering the volume of traffic travelling along the adjacent road network (i.e., Dirnaseer Road) and given the low volume of construction traffic expected to utilise the

accesses, it is reasonable to assume that the requirements for turn treatments at the access will lie beneath Curve 1 (red) – see below.

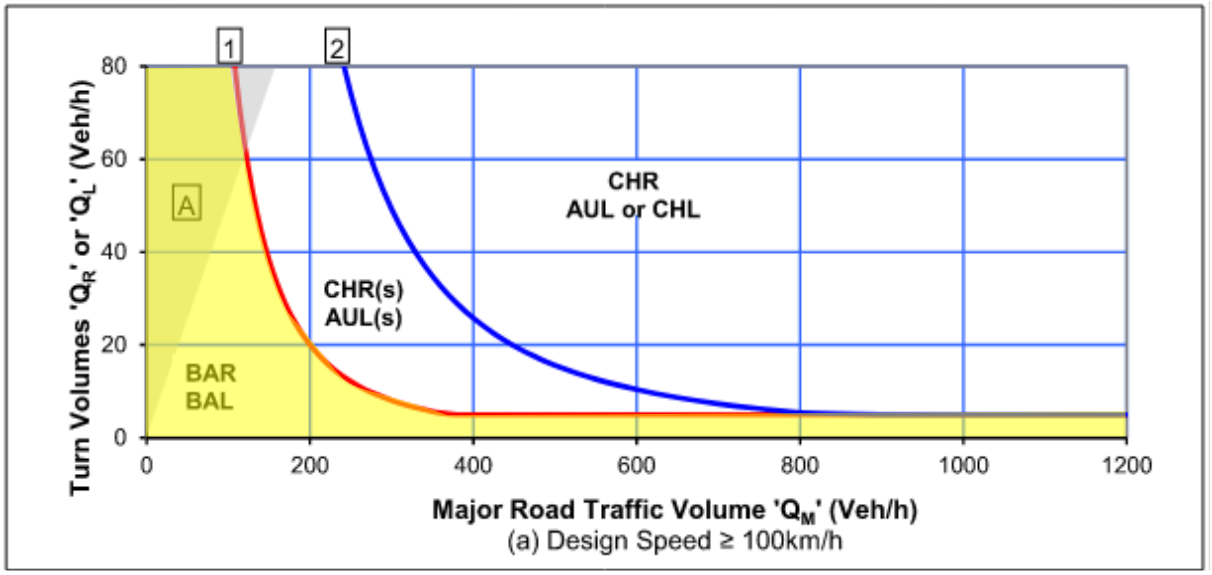


Figure 6-46: Turn Warrants Assessment – Gate 5A

A summary of the above assessments is provided below.

Table 6-29: Turn Warrants Assessment Summary – Gate 5A

Gate	Turn treatments
Gate 5A.1	Basic left turn (BAL), Basic right turn (BAR)
Gate 5A.2	Basic left turn (BAL)
Gate 5A.3	Basic left turn (BAL), Basic right turn (BAR)
Gate 5A.4	Basic left turn (BAL)

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.5.3.6 Gate 6 – Old Cootamundra Road and Dudauman Road

Located on Old Cootamundra Road and Dudauman Road, adjacent the Old Cootamundra Road / Dudauman Road intersection, Gate 6 consists of four (4) gates which will provide access to Sections 4 and 5 and the RMAR.

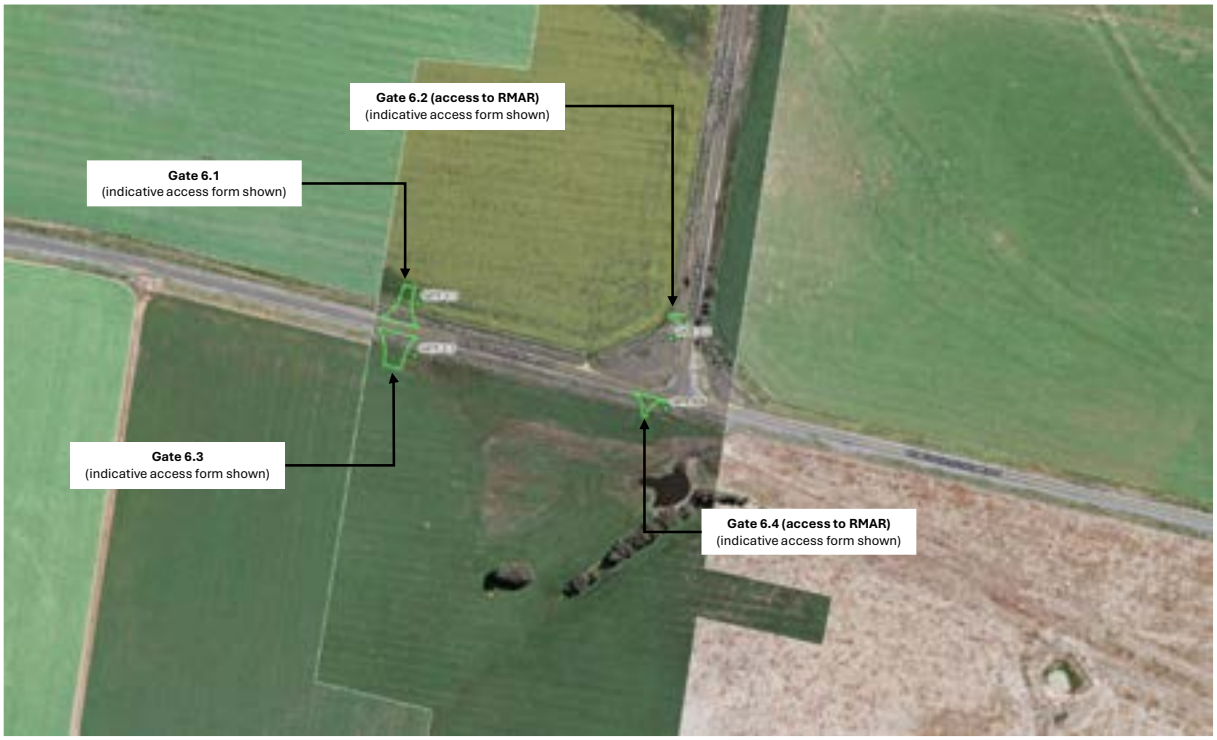


Figure 6-47: Gate 6 Location

Details associated with the access are provided in the table below:

Table 6-30: Gate Details – Gate 6

Gate #	Gate 6.1	Gate 6.2	Gate 6.3	Gate 6.4
Location	Old Cootamundra Road	Dudauman Road	Old Cootamundra Road	
AADT	266 (2018)	83 (2018)	266 (2018)	
Speed limit	100km/hr	100km/hr	100km/hr	
Access duration	11 months			
Construction ADT	55 to 60 (per gate)			
Construction peak hour volume	6 (per gate)			
Construction vehicle type	Truck and dog (19.0m), B-double (26m)			
Permitted movements	Left and right in, left and right out			

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-31: Sight Distance Assessment – Gate 6

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 6.1	East	100km/hr	285m	No	139m	Yes
	West			No		Yes
Gate 6.2	North	100km/hr	285m	No	139m	No
	South			No		No
Gate 6.3	East	100km/hr	285m	No	139m	Yes
	West			No		Yes
Gate 6.4	East	100km/hr	285m	Yes	139m	Yes
	West			No		Yes

As detailed above:

- Sight distance to the east and west of Gate 6.1 is obstructed and does not allow for the minimum requirements (SISD) to be achieved at the posted speed limit.
- Sight distance to the north and south of Gate 6.2 is obstructed and does not allow for the minimum requirements (SISD) to be achieved at the posted speed limit.
- Sight distance to the east and west of Gate 6.3 is obstructed and does not allow for the minimum requirements (SISD) to be achieved at the posted speed limit.
- Sight distance requirements to the east of Gate 6.4 can be achieved, however sight distance to the west is obstructed and does not allow for the minimum requirements at the posted speed limit to be achieved.

As a potential mitigation measure and to ensure that appropriate sight distance is available at sight accesses, reduced speed limits approaching the access have been considered. An assessment considering the sight distance requirements of reduced speed limits (below the posted speed limit) is presented below.

Table 6-32: Further Sight Distance Assessment – Gate 6

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 6.1	East	80km/hr	214m	Yes	111m	Yes
	West			Yes		Yes
Gate 6.2	North	80km/hr	214m	Yes	111m	Yes
	South			Yes		Yes
	North	60km/hr	151m	No	83m	Yes
	South			No		Yes
	North	40km/hr	97m	Yes	55m	Yes
	South			See below		Yes
Gate 6.3	East	80km/hr	214m	Yes	111m	Yes
	West			Yes		Yes
Gate 6.4	East	80km/hr	214m	Yes	111m	Yes

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
	West			Yes		Yes

As shown, available sight distance at Gates 6.1, 6.3 and 6.4 achieve the minimum requirements for an 80km/hr reduced speed limit. Considering this and to ensure that vehicles can safely and efficiently manoeuvre into and out of the access, a potential mitigation measure would be to implement a maximum reduced speed limit of 80km/hr on approach to the accesses (temporary speed limits on approach to site access points would need to accommodate the necessary sight distance requirements (i.e., installed more than 214m from a site access point where the reduced speed limit is 80km/hr)).

At Gate 6.2, available sight distance north of the access achieve the minimum requirements for a 40km/hr reduced speed limit as set out by Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*, however sight distance provisions south of the access are limited due to the proximity of the Old Cootamundra Road / Dudauman Road intersection. That said, it is reasonably expected that vehicles approaching the access will do so at speeds lower than 40km/hr as vehicles perform a left turn / right turn manoeuvre onto Dudauman Road from Old Cootamundra Road. On this basis, the provision of a reduced 40km/hr speed limit is considered appropriate given the requirements of MGSD can be achieved.

This approach to reduce speed limit to 80 or 40km/h has been adopted for the development of the strategic design.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Old Cootamundra Road and Dudauman Road were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

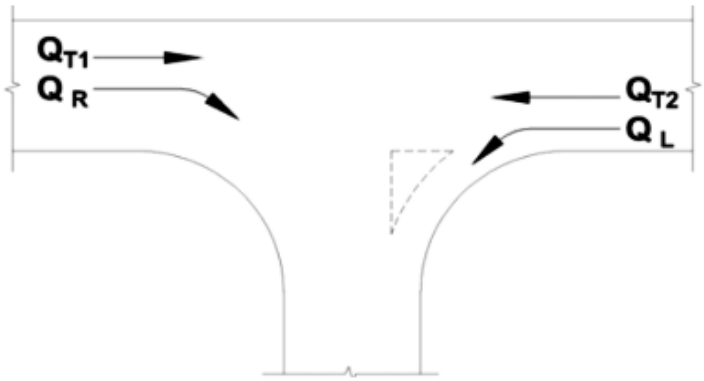
Table 6-33: Traffic Volumes – Old Cootamundra and Dudauman Road

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Old Cootamundra Road	266	2018	32	31	0.5%	276	34	333	279	34	33
Dudauman Road	86	2018	11	12	0.5%	86	12	13	87	12	13

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-48: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-34: Turn Warrants Parameters – Gate 6

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 6.1	37	3	17	3
Gate 6.2	17	3	7	3
Gate 6.3	37	3	17	3
Gate 6.4	37	3	17	3

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gates 6.1, 6.2, 6.3 and 6.4.

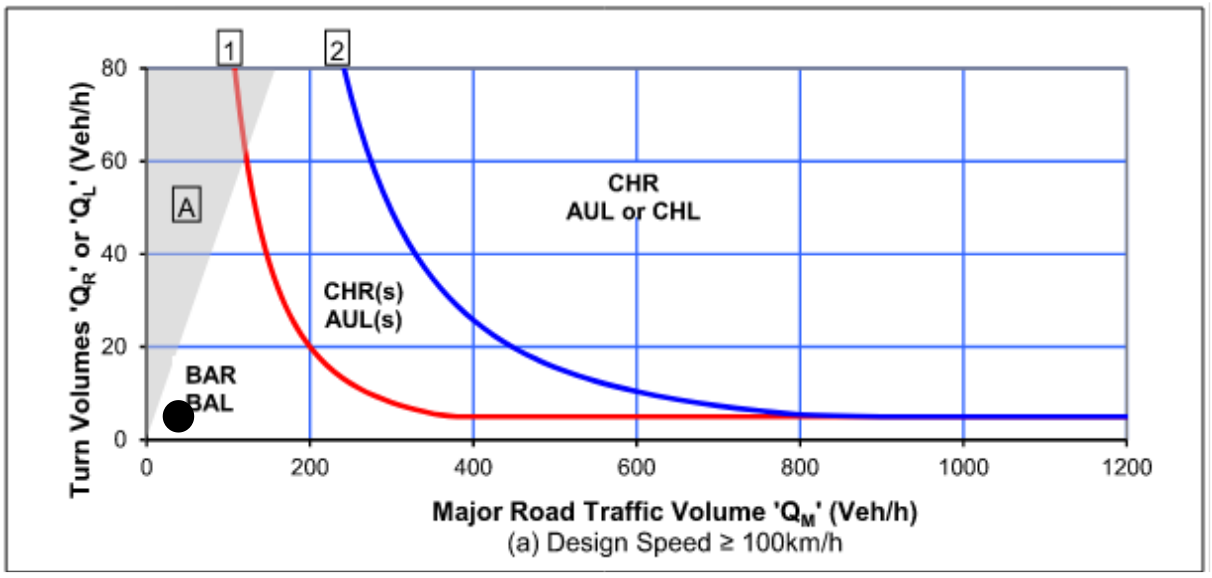


Figure 6-49: Turn Warrants Assessment – Gate 6.1 (Q_R)

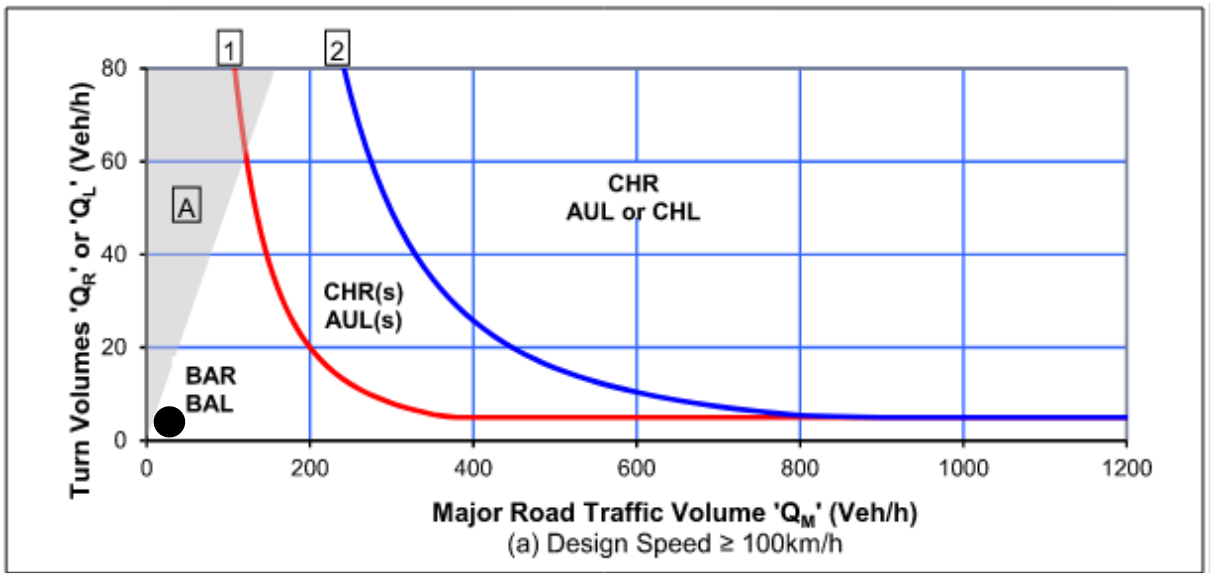


Figure 6-50: Turn Warrants Assessment – Gate 6.1 (Q_L)

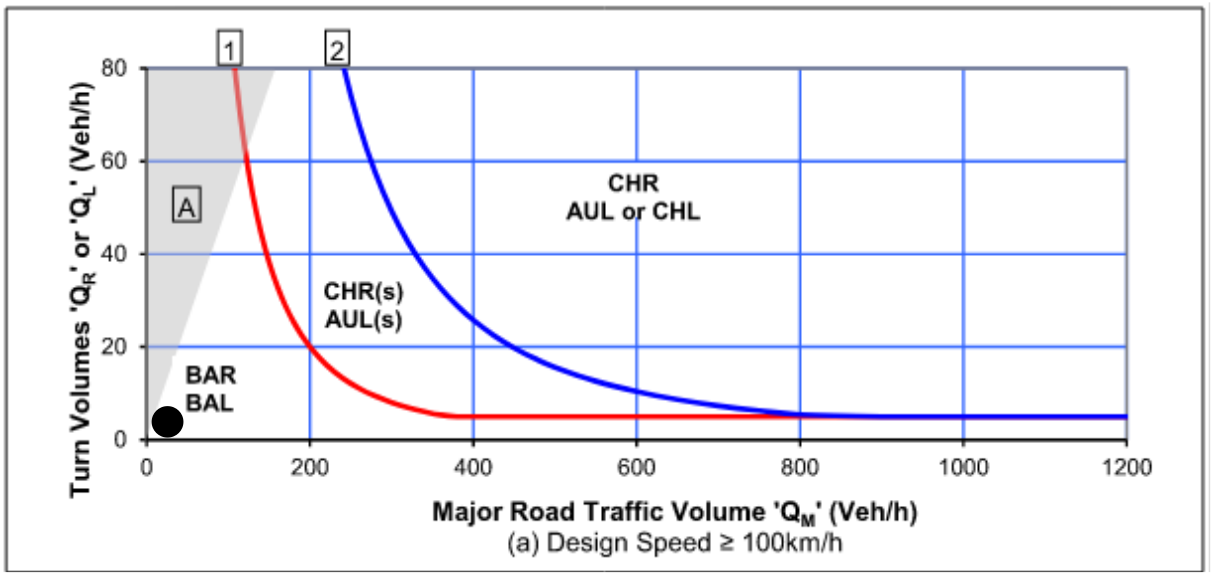


Figure 6-51: Turn Warrants Assessment – Gate 6.2 (Q_R)

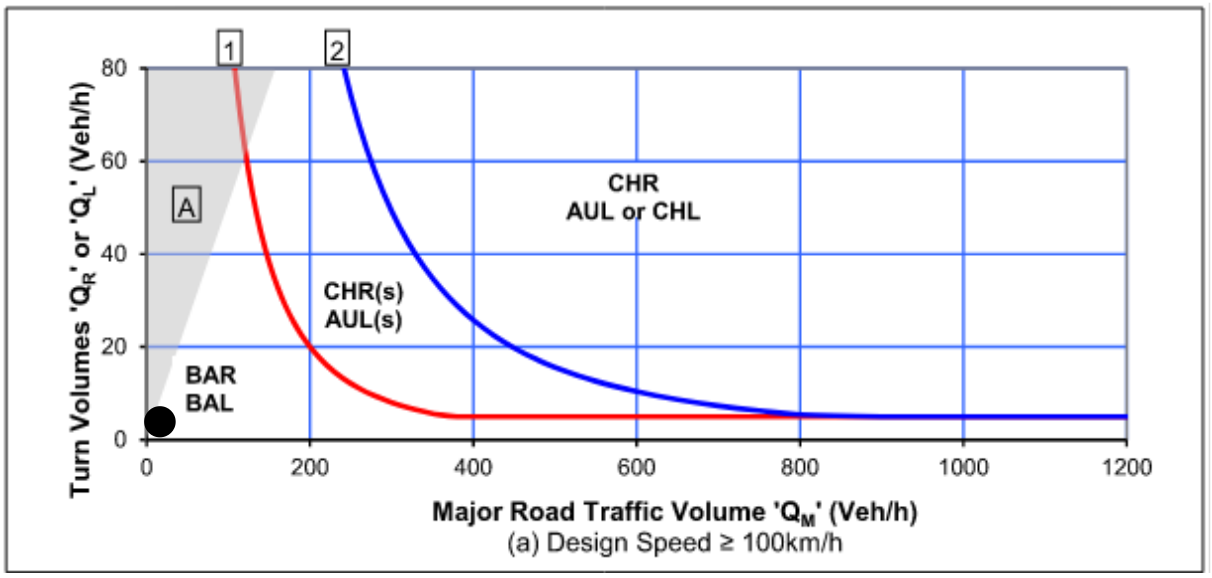


Figure 6-52: Turn Warrants Assessment – Gate 6.2 (Q_L)

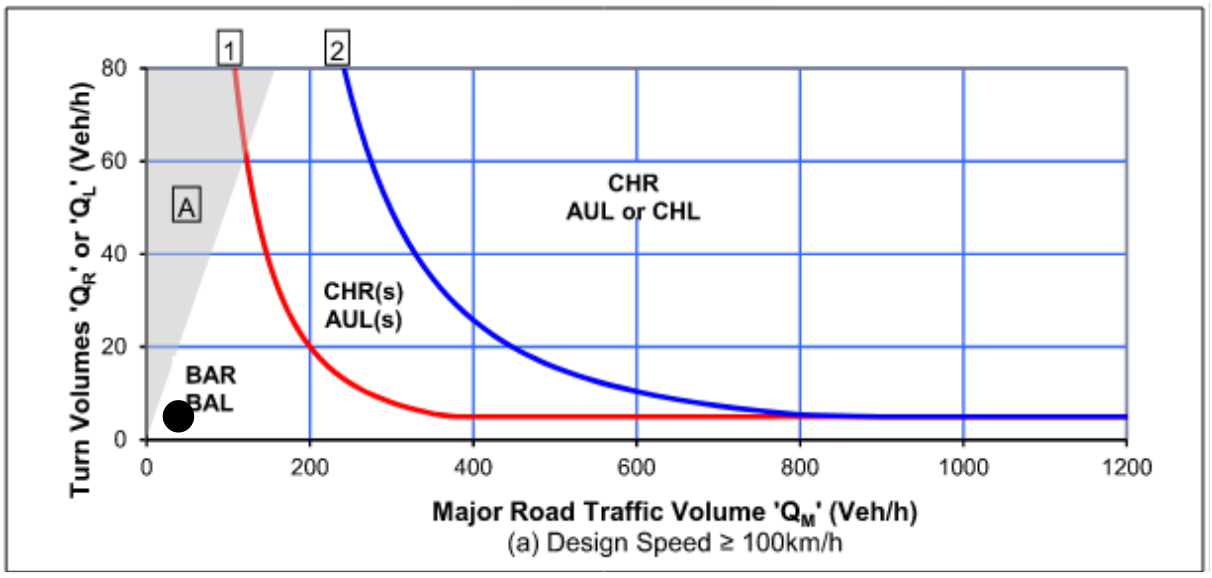


Figure 6-53: Turn Warrants Assessment – Gate 6.3 (Q_R)

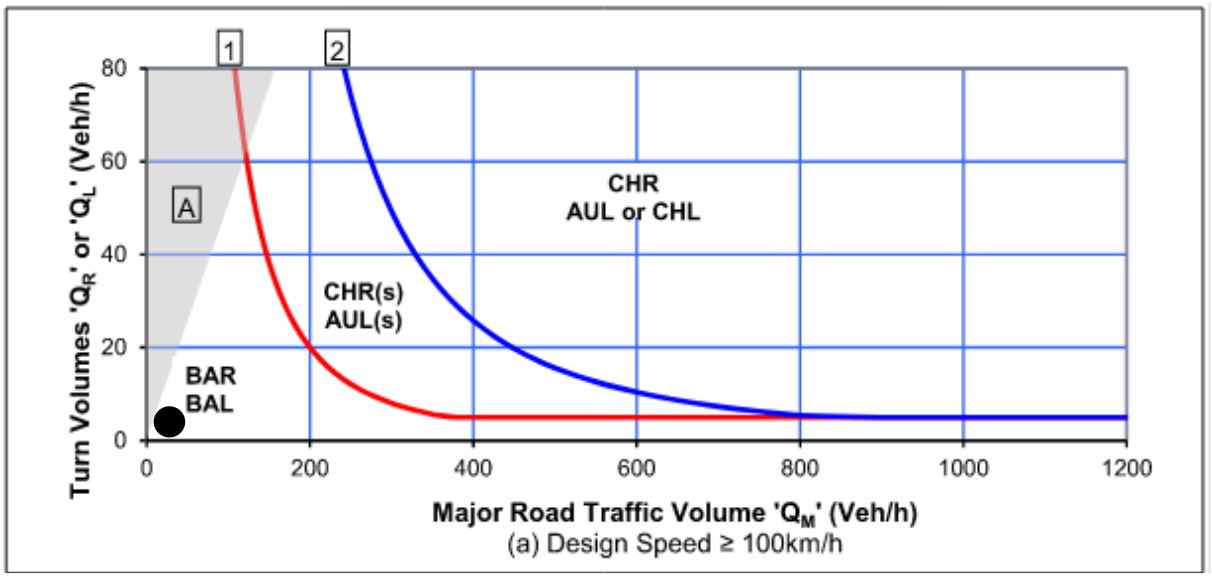


Figure 6-54: Turn Warrants Assessment – Gate 6.3 (Q_L)

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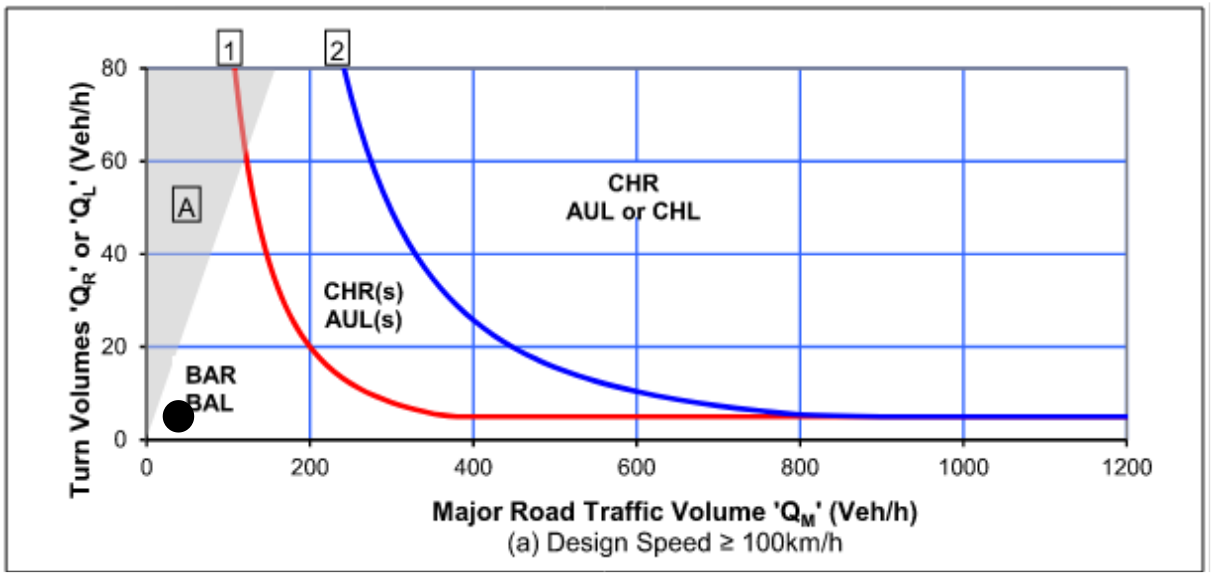


Figure 6-55: Turn Warrants Assessment – Gate 6.4 (Q_R)

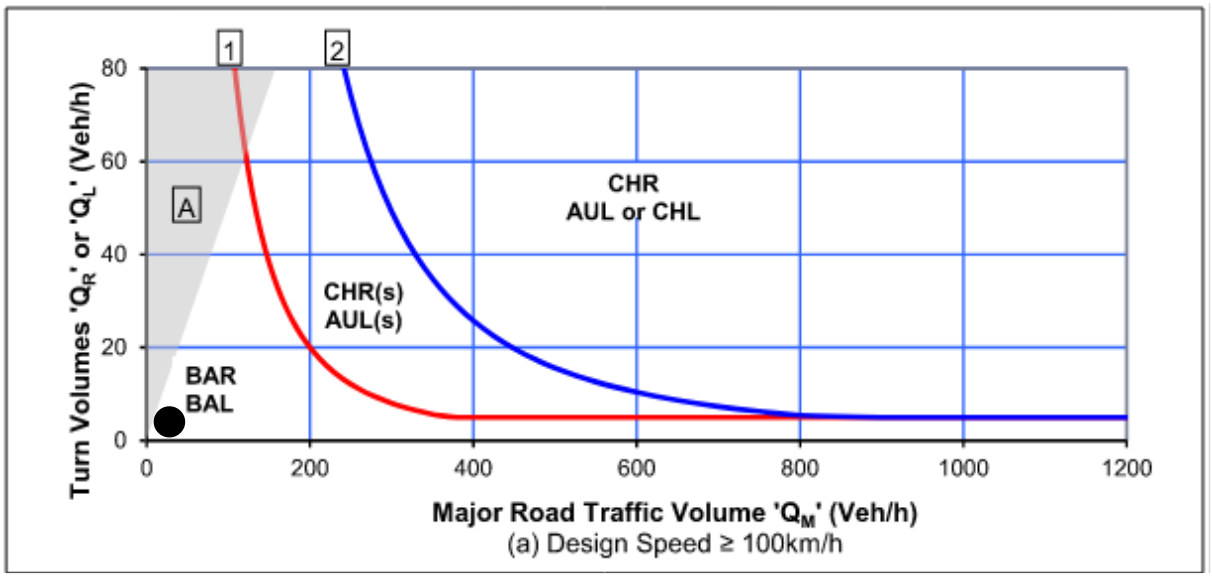


Figure 6-56: Turn Warrants Assessment – Gate 6.4 (Q_L)

A summary of the above assessments is provided below.

Table 6-35: Turn Warrants Assessment Summary – Gate 6

Gate	Turn treatments
Gate 6.1	Basic left turn (BAL), Basic right turn (BAR)
Gate 6.2	Basic left turn (BAL), Basic right turn (BAR)
Gate 6.3	Basic left turn (BAL), Basic right turn (BAR)
Gate 6.4	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Old Cootamundra Road and Dudauman Road (major roads) at Gates 6.1, 6.2, 6.3 and 6.4.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.5.3.7 Gate 7 – Dudauman Road

Located on Dudauman Road, approximately 2.6km north of Dudauman Road, Gate 7 provides access to an existing private road, where four (4) gates which will provide access to Section 5 and the RMAR.



Figure 6-57: Gate 7 Locations

As part of this assessment, only the access on Dudauman Road will be considered. Details associated with the access are provided in the table below.

Table 6-36: Gate Details – Gate 7

Gate #	Gate 7
Location	Dudauman Road
AADT	83 (2018)
Speed limit	100km/hr
Access duration	11 months
Construction ADT	10 to 15 (per gate)
Construction peak hour volume	2 (per gate)
Construction vehicle type	Truck and dog (19.0m), B-double (26m)
Permitted movements	Left and right in, left and right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-37: Sight Distance Assessment – Gate 7

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 7	North	100km/hr	285m	Yes	139m	Yes
	South			Yes		Yes

As detailed above, sight distance provisions at the access achieve the minimum requirements for the existing posted speed limit.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Dudauman Road were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

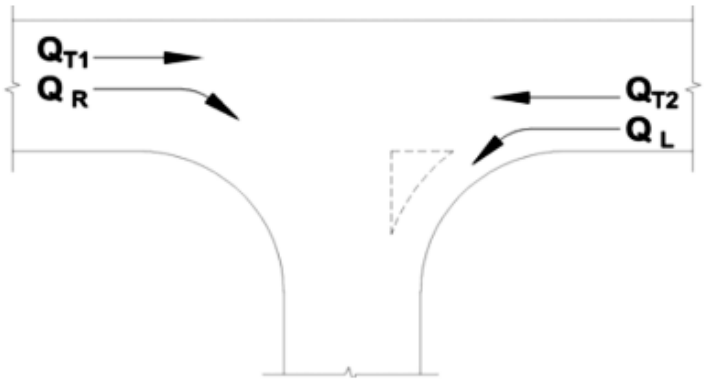
Table 6-38: Traffic Volumes – Dudauman Road

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Dudauman Road	86	2018	11	12	0.5%	86	12	13	87	12	13

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-58: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-39: Turn Warrants Parameters – Gate 7

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 7	15	1	7	1

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gate 7.

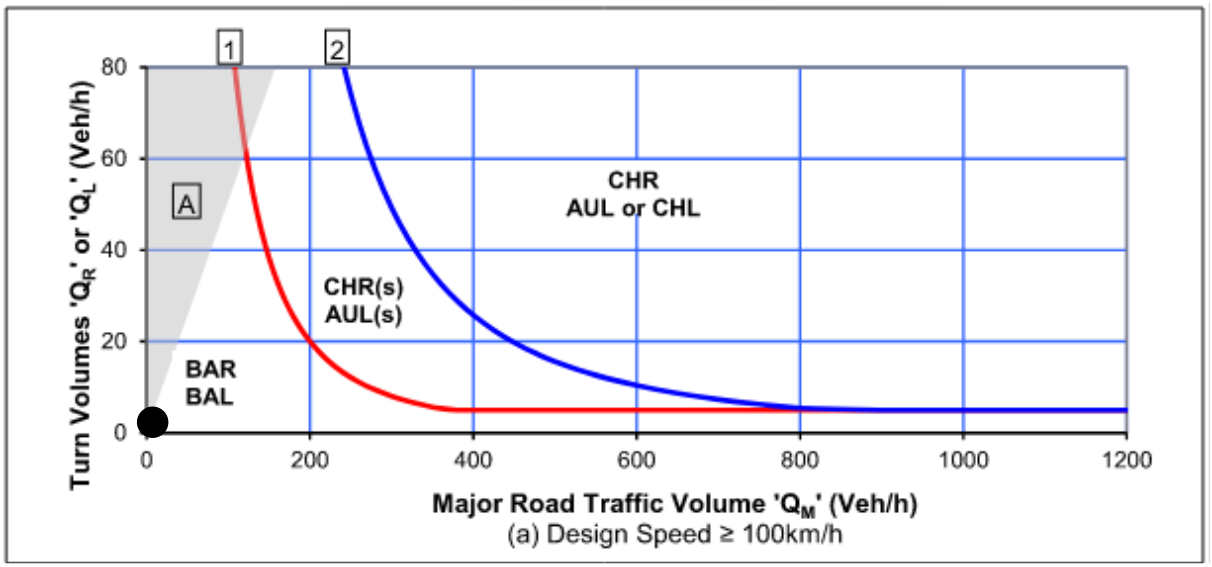


Figure 6-59: Turn Warrants Assessment – Gate 7 (Q_R)

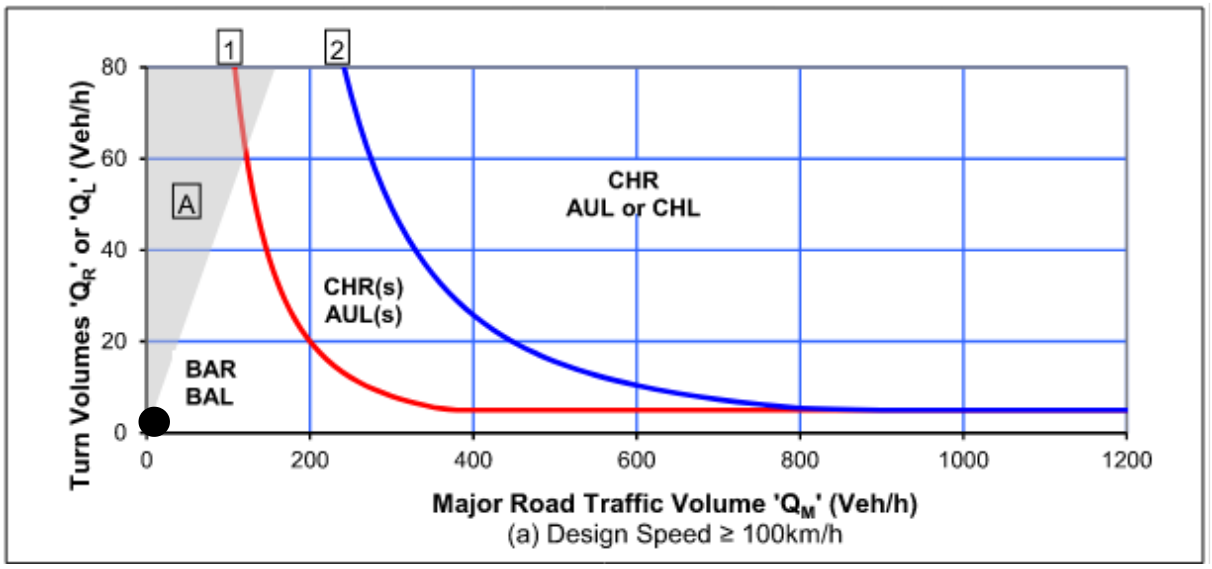


Figure 6-60: Turn Warrants Assessment – Gate 7 (Q_L)

A summary of the above assessments is provided below.

Table 6-40: Turn Warrants Assessment Summary – Gate 7

Gate	Turn treatments
Gate 7	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Dudauman Road (major road) at Gate 7.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.5.3.8 Gate 7A – Dudauman Road

Located on Dudauman Road, approximately 3.9km north of Dudauman Road, Gate 7A provides access to an existing private road, where four (4) gates which will provide access to Section 5 and the RMAR.



Figure 6-61: Gate 7A Location

As part of this assessment, only the access on Dudauman Road will be considered. Details associated with the access are provided in the table below:

Table 6-41: Gate Details – Gate 7A

Gate #	Gate 7A
Location	Dudauman Road
AADT	83 (2018)
Speed limit	100km/hr
Access duration	11 months
Construction ADT	10 to 15 (per gate)

Construction peak hour volume	2 (per gate)
Construction vehicle type	Truck and dog (19.0m), B-double (26m)
Permitted movements	Left and right in, left and right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-42: Sight Distance Assessment – Gate 7A

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 7	North	100km/hr	285m	Yes	139m	Yes
	South			Yes		Yes

As detailed above, sight distance provisions at the access achieve the minimum requirements for the existing posted speed limit.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Dudauman Road were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

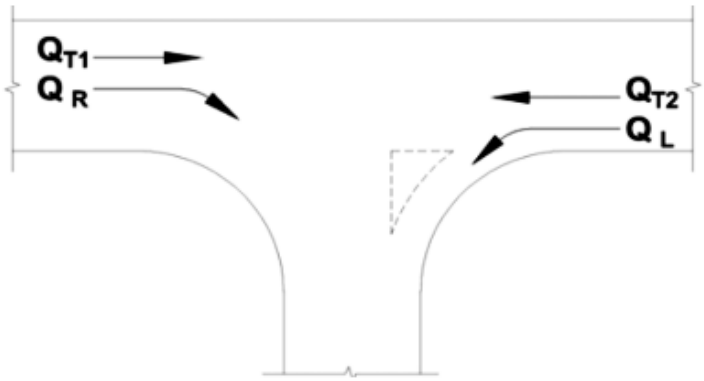
Table 6-43: Traffic Volumes – Dudauman Road

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Dudauman Road	86	2018	11	12	0.5%	86	12	13	87	12	13

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-62: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-44: Turn Warrants Parameters – Gate 7A

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 7A	15	1	7	1

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gate 7A.

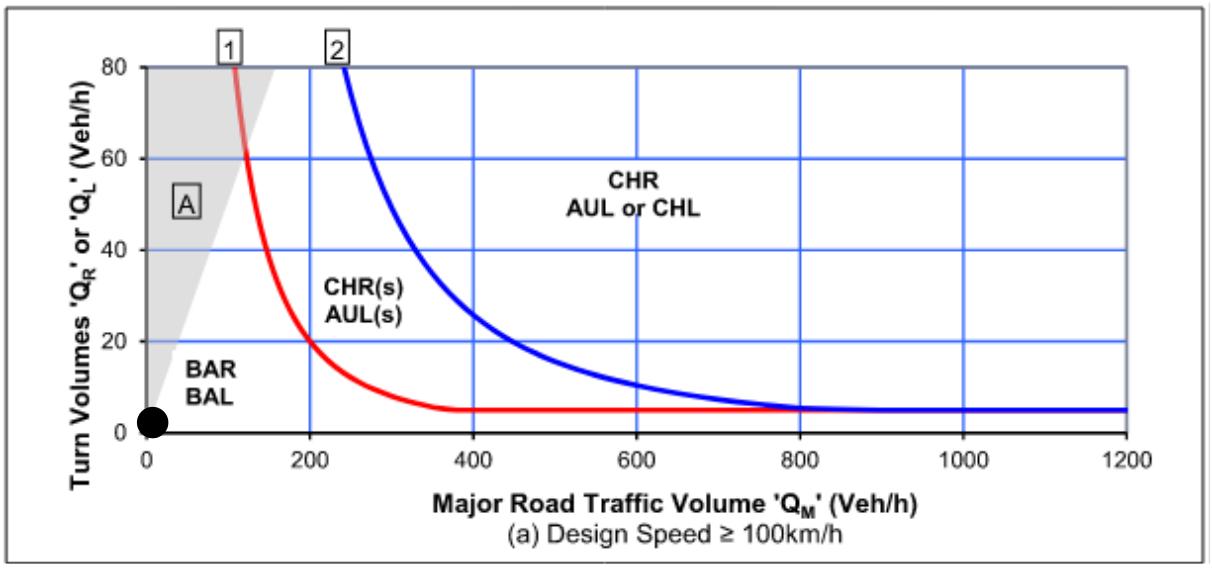


Figure 6-63: Turn Warrants Assessment – Gate 7A (Q_R)

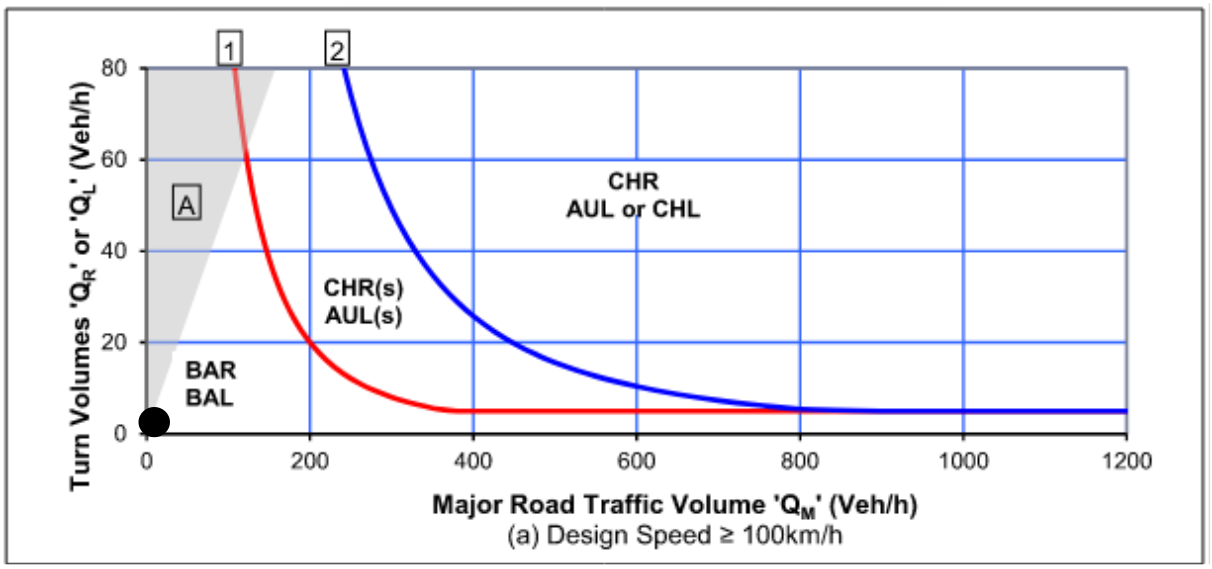


Figure 6-64: Turn Warrants Assessment – Gate 7A (Q_L)

A summary of the above assessments is provided below.

Table 6-45: Turn Warrants Assessment Summary – Gate 7A

Gate	Turn treatments
Gate 7A	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Dudauman Road (major road) at Gate 7.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, *Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)

- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.5.3.9 Gate 7B – Corby's Lane

Located on Corby's Lane at Dudauman Road, Gate 7B consists of four (4) gates which will provide access to Section 5 and the RMAR.



Figure 6-65: Gate 7B Location

Details associated with the access are provided in the table below:

Table 6-46: Gate Details – Gate 7B

Gate #	Gate 7B.1	Gate 6.2	Gate 6.3	Gate 6.4
Location	Corby's Lane			
AADT	25			
Speed limit	100km/hr			
Access duration	11 months			
Construction ADT	20 (per gate)			
Construction peak hour volume	2 (per gate)			

Gate #	Gate 7B.1	Gate 6.2	Gate 6.3	Gate 6.4
Construction vehicle type	Truck and dog (19.0m), B-double (26m)			
Permitted movements	Right in, left out	Left and right in, left and right out	Left in, right out	Left and right in, left and right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-47: Sight Distance Assessment – Gate 7B

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 7B.1	East	100km/hr	285m	Yes -see below	139m	Yes -see below
	West			Yes		Yes
Gate 7B..2	North	100km/hr	285m	Yes -see below	139m	Yes -see below
	South			Yes		Yes
Gate 7B.3	East	100km/hr	285m	Yes -see below	139m	Yes -see below
	West			Yes		Yes
Gate 7B.4	East	100km/hr	285m	Yes -see below	139m	Yes -see below
	West			Yes		Yes

Sight distance provisions to the west of Gate 7B.1, 7B.2, 7B.3 and 7B.4, achieve the minimum requirements for the existing posted speed limit, However due to the location of the accesses on Corby's Lane, available sight distance along Corby's Lane to the east is limited due to the proximity of the Corby's Lane / Dudauman Road intersection That said, sight distance appears to be available towards to accesses for vehicles approaching Corby's Lane (and the accesses) on Dudauman Road.

Further consideration of sight distance requirements and appropriate mitigation measures (i.e., advanced warning signage) will be given as part of the construction gate design development, in consultation with the relevant authority.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Corby's Lane were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

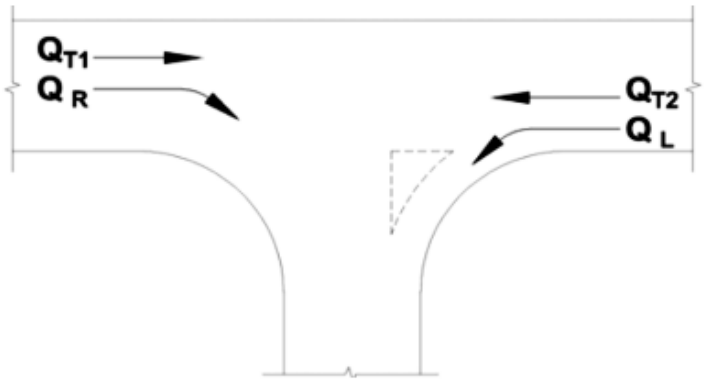
Table 6-48: Traffic Volumes – Corby's Lane

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Corby's Lane	25	2018	5	8	0.5%	26	6	9	27	6	9

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-66: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-49: Turn Warrants Parameters – Gate 7B

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 7B.1	11	1	-	-
Gate 7B.2	11	1	5	1
Gate 7B.3	-	-	5	1

Gate 7B.4	11	1	5	1

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gates 7B.1, 7B.2, 7B.3 and 7B.4.

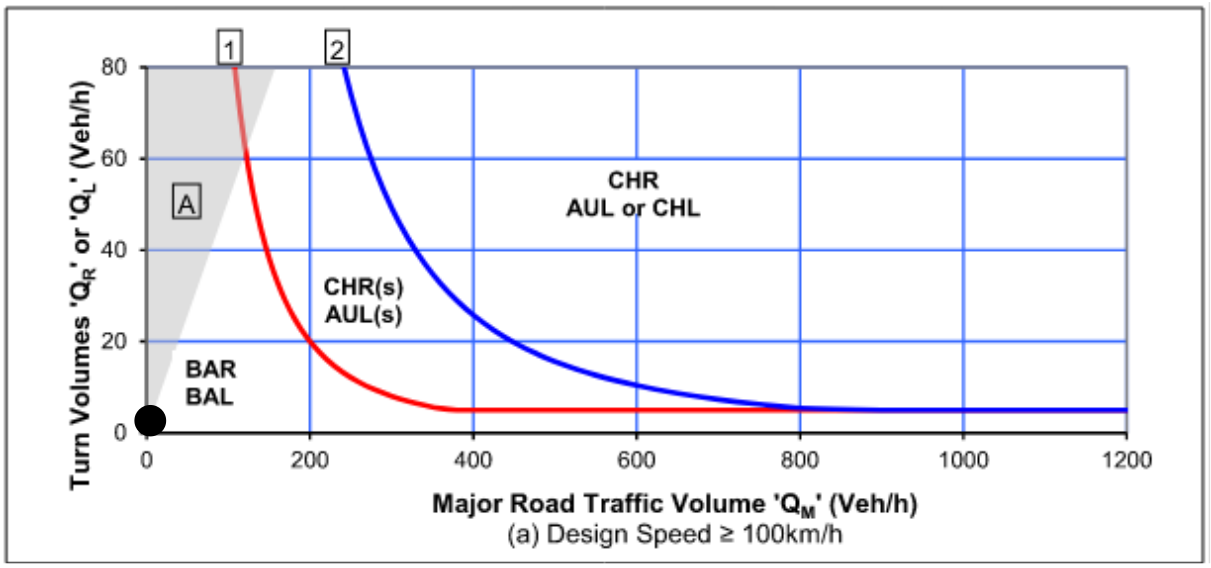


Figure 6-67: Turn Warrants Assessment – Gate 7B.1 (Q_R)

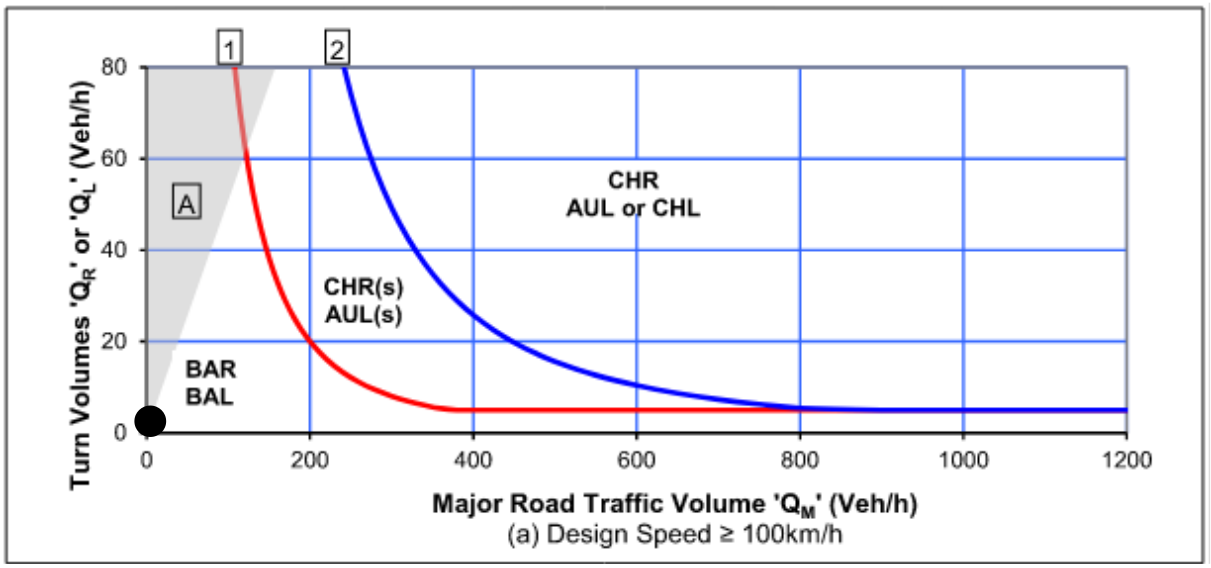


Figure 6-68: Turn Warrants Assessment – Gate 7B.2 (Q_R)

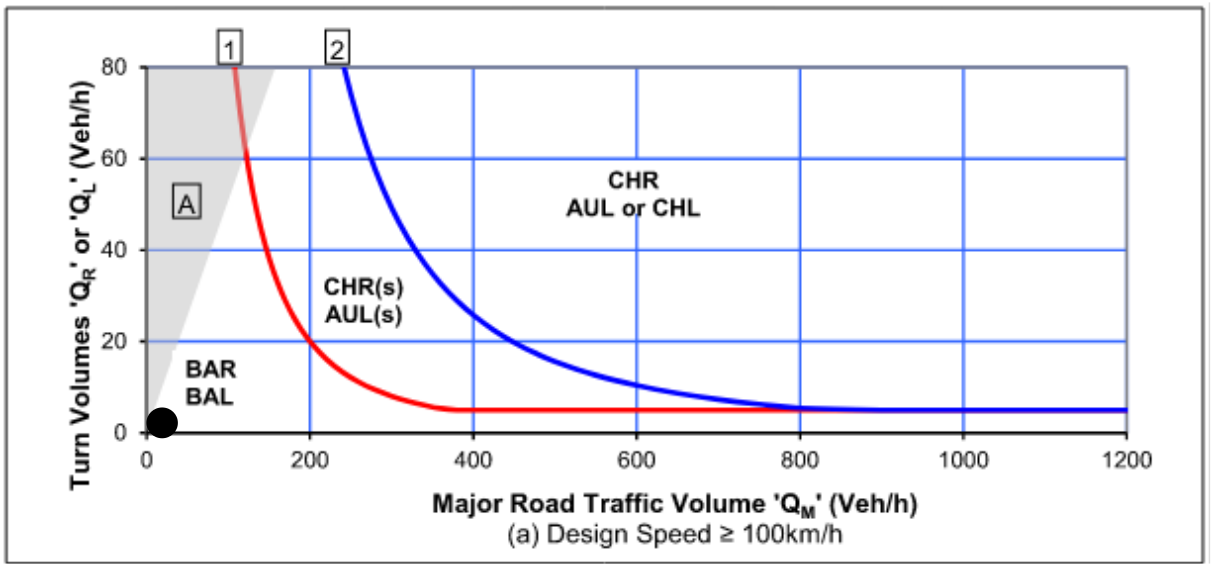


Figure 6-69: Turn Warrants Assessment – Gate 7B.2 (Q_L)

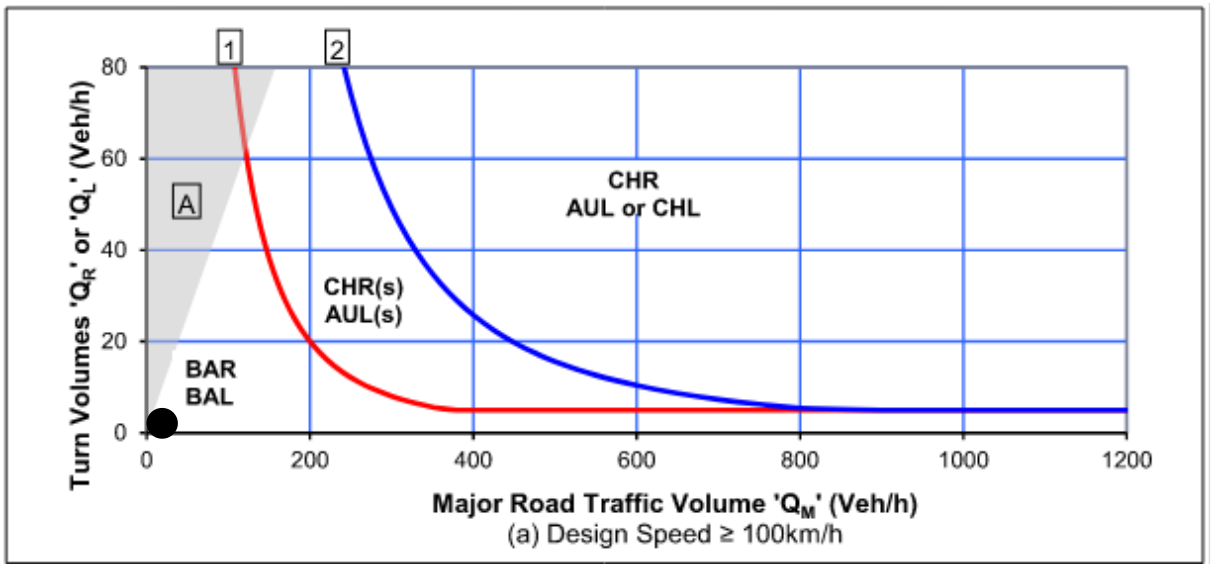


Figure 6-70: Turn Warrants Assessment – Gate 7B.3 (Q_L)

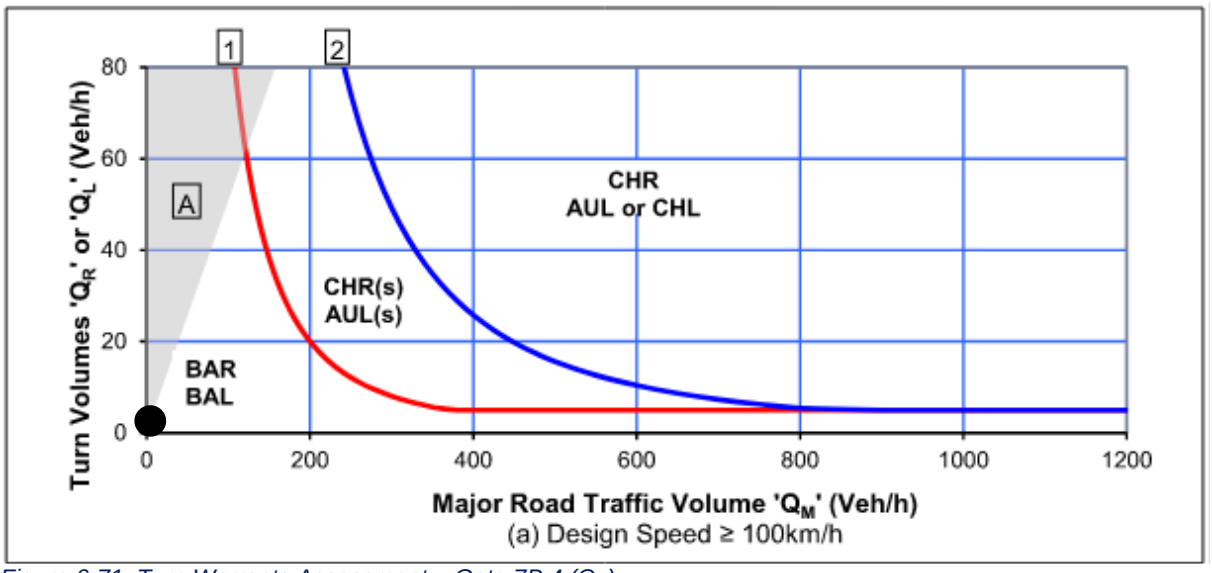


Figure 6-71: Turn Warrants Assessment – Gate 7B.4 (Q_R)

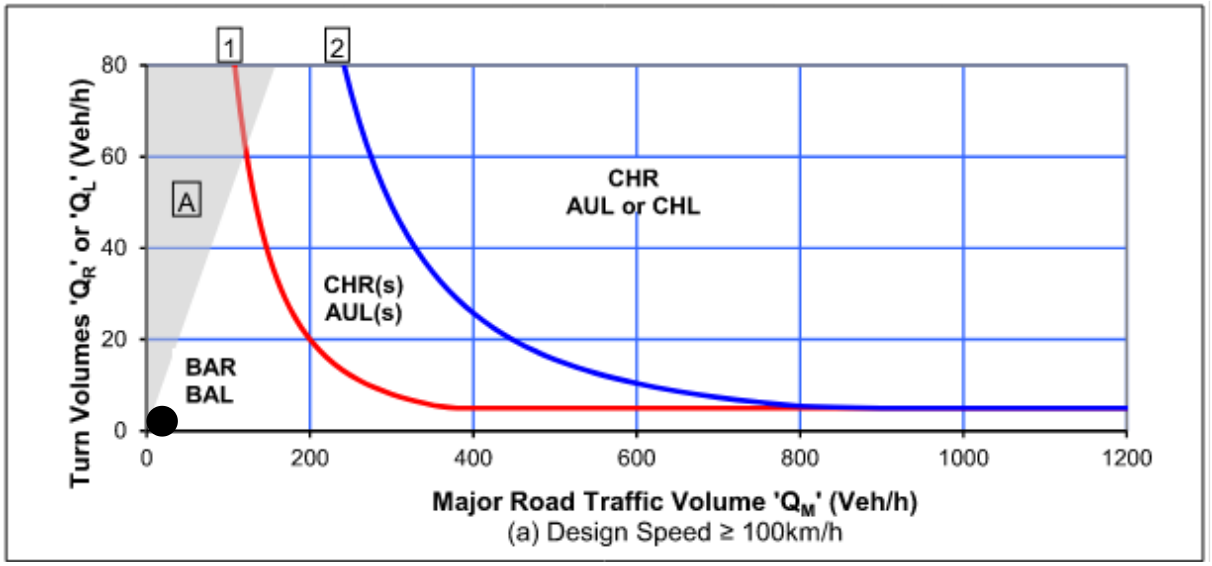


Figure 6-72: Turn Warrants Assessment – Gate 7B.4 (Q_L)

A summary of the above assessments is provided below.

Table 6-50: Turn Warrants Assessment Summary – Gate 7B

Gate	Turn treatments
Gate 7B.1	Basic left turn (BAL)
Gate 7B.2	Basic left turn (BAL), Basic right turn (BAR)
Gate 7B.3	Basic right turn (BAR)
Gate 7B.4	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Corby's Lane (major road) at Gates 7B.1, 7B.2, 7B.3 and 7B.4.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.5.3.10 Gate 8 – Burley Griffin Way

Located on Burley Griffin Way, approximately 300m west of Temora Street, Gate 8 consists of two (2) gates which will provide access to Sections 5 and 6.



Figure 6-73: Gate 8 Location

Details associated with the access are provided in the table below:

Table 6-51: Gate Details – Gate 8

Gate #	Gate 8
Location	Burley Griffin Way
AADT	1,058 (2018)
Speed limit	100km/hr
Access duration	15 months

Construction ADT	85 (per gate)
Construction peak hour volume	9 (per gate)
Construction vehicle type	Truck and dog (19.0m), B-double (26m)
Permitted movements	Left and right in, left and right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-52: Sight Distance Assessment – Gate 8

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 8.1	East	100km/hr	285m	Yes	139m	Yes
	West			Yes		Yes
Gate 8.2	East	100km/hr	285m	Yes	139m	Yes
	West			Yes		Yes

As detailed above, sight distance provisions at the access achieve the minimum requirements for the existing posted speed limit.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Burley Griffin Way were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

Table 6-53: Traffic Volumes – Burley Griffin Way

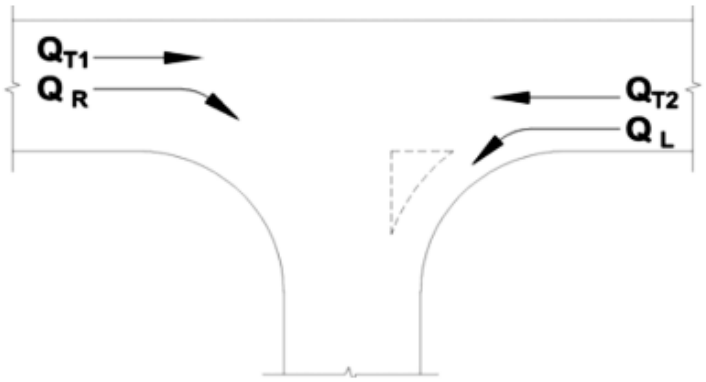
Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Burley Griffin Way	1,058	2018	87	101	0.5%	1,096	91	105	1,107	91	106

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M)

for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-74: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-54: Turn Warrants Parameters – Gate 8

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 8.1	111	5	53	5
Gate 8.2	111	5	53	5

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gate 8.

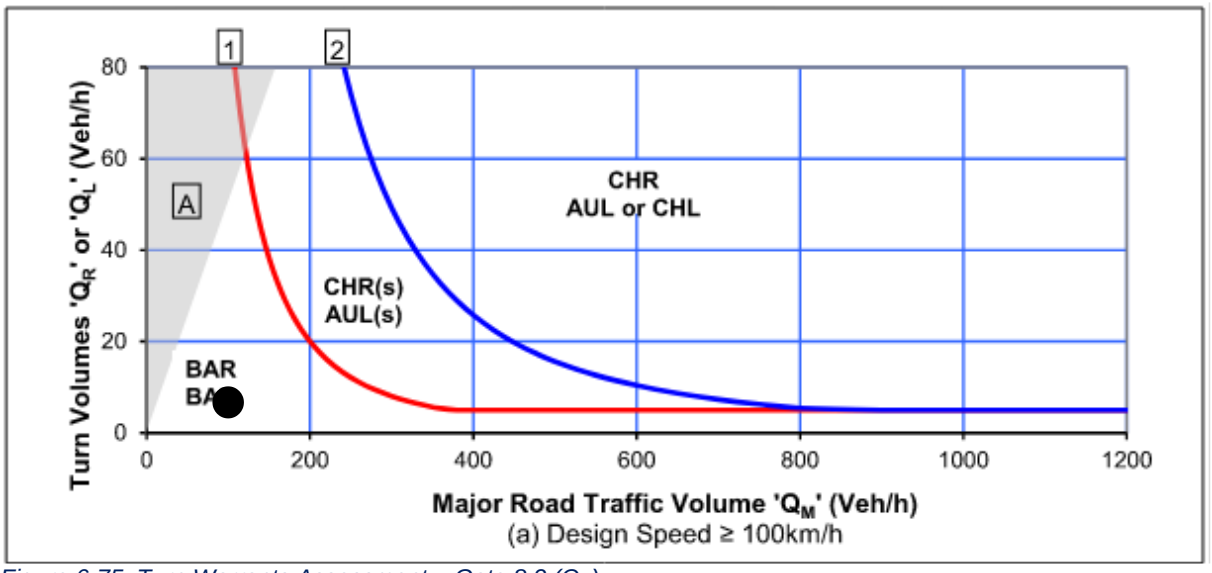


Figure 6-75: Turn Warrants Assessment – Gate 8.2 (Q_R)

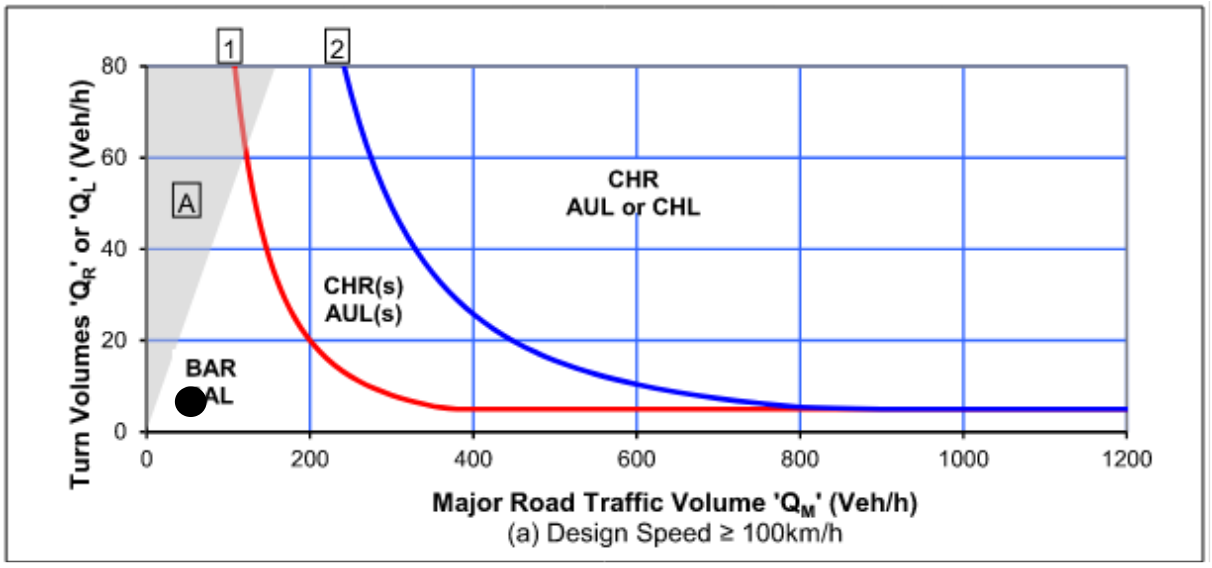


Figure 6-76: Turn Warrants Assessment – Gate 8.2 (Q_L)

A summary of the above assessments is provided below.

Table 6-55: Turn Warrants Assessment Summary – Gate 8

Gate	Turn treatments
Gate 8.1	Basic left turn (BAL), Basic right turn (BAR)
Gate 8.2	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Burley Griffin Way (major road) at Gate 8.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,

- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.5.3.11 Gate 9 – Burley Griffin Way (west)

Located on Burley Griffin Way, approximately 800m west of Temora Street. This gate will be the main access to the project site office and will facilitate access for LVs and small rigid trucks.



Figure 6-77: Gate 9 Location

Details associated with the access are provided in the table below:

Table 6-56: Gate Details – Gate 9

Gate #	Gate 9
Location	Burley Griffin Way
AADT	1,058 (2018)
Speed limit	100km/hr
Access duration	15 months
Construction ADT	Low
Construction peak hour volume	1 (per gate)
Construction vehicle type	Light vehicles, rigid truck (12.5m)
Permitted movements	Left and right in, left and right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-57: Sight Distance Assessment – Gate 9

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 9	East	100km/hr	285m	Yes	139m	Yes
	West			Yes		Yes

As detailed above, sight distance provisions at the access achieve the minimum requirements for the existing posted speed limit.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Burley Griffin Way were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

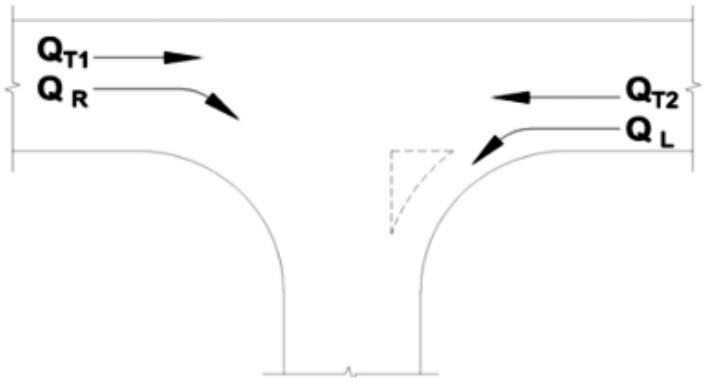
Table 6-58: Traffic Volumes – Burley Griffin Way

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Burley Griffin Way	1,058	2018	87	101	0.5%	1,096	91	105	1,107	91	106

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-78: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-59: Turn Warrants Parameters

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 9	111	1	53	1

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gate 9.

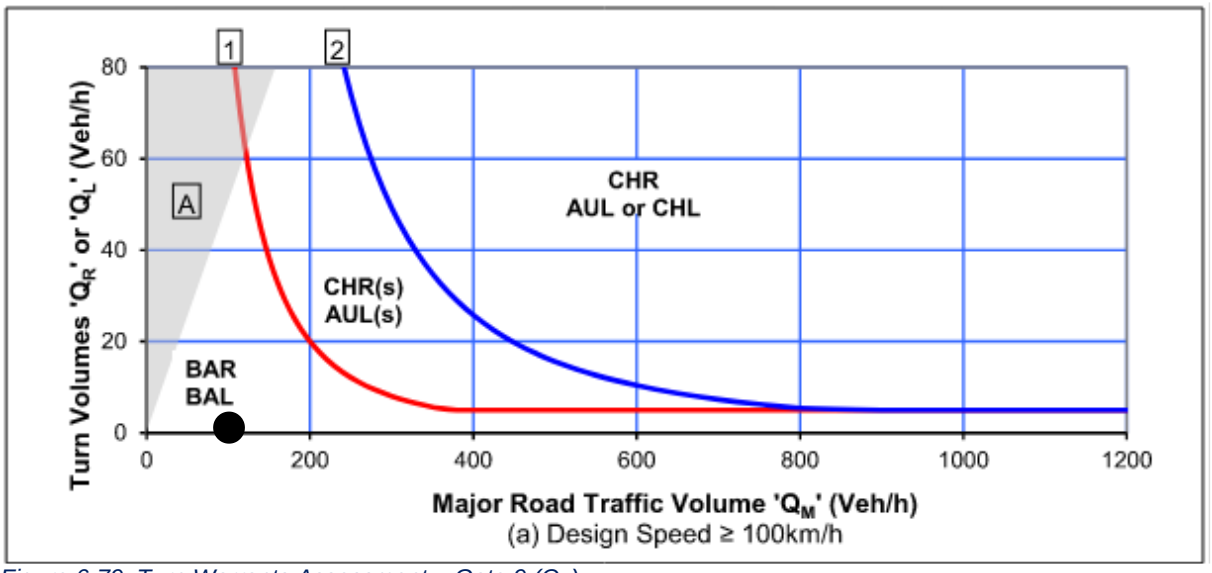


Figure 6-79: Turn Warrants Assessment – Gate 9 (Q_R)

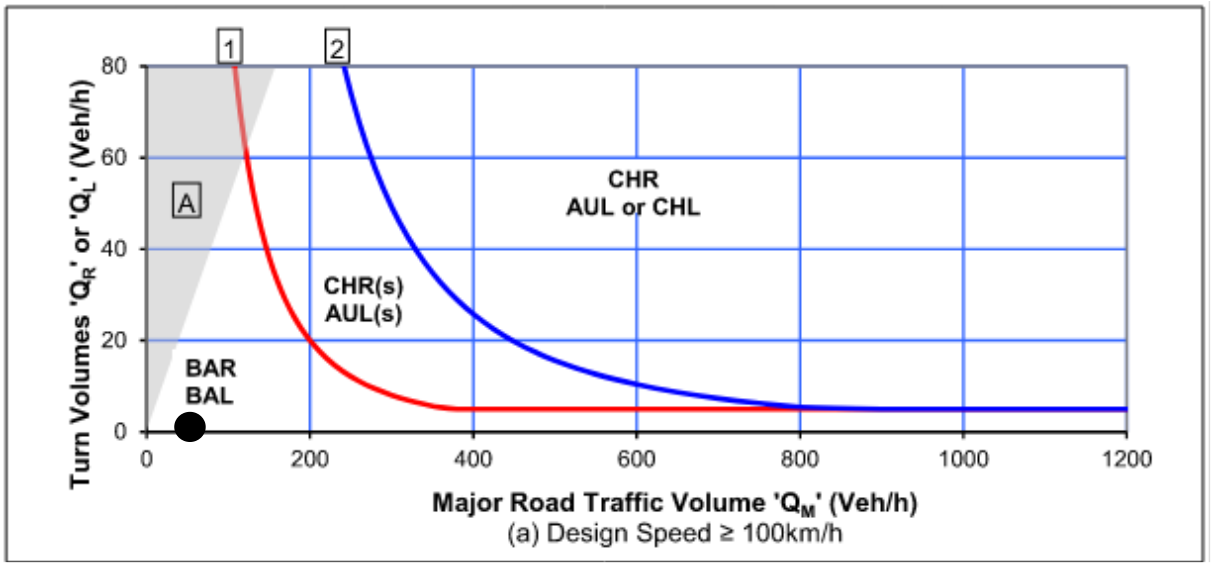


Figure 6-80: Turn Warrants Assessment – Gate 9 (Q_L)

A summary of the above assessments is provided below.

Table 6-60: Turn Warrants Assessment Summary – Gate 9

Gate	Turn treatments
Gate 9	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Burley Griffin Way (major road) at Gate 9.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)

- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138, WAD).

6.5.3.12 Gate 10 – Hibernia Street

Located on Hibernia Street between Troy Street and Cynthia Street, Gate 10 consists of six (6) gates which will provide access to Section 6 and the Stockinbingal Yard.



Figure 6-81: Gate 10 Location

**Gate 10.2 is no longer required*

Details associated with the access are provided in the table below:

Table 6-61: Gate Details – Gate 10

Gate #	Gate 10.1	Gate 10.2	Gate 10.3	Gate 10.4	Gate 10.5	Gate 10.6
Location	Hibernia Street					
AADT	1,187 (2018)					
Speed limit	60km/hr					
Access duration	15 months					
Construction ADT	Low					
Construction peak hour volume	1 (per gate)					
Construction vehicle type	Light vehicles, rigid truck (12.5m), truck and dog (19.0m)					

Permitted movements	Left in, left out	Left and right in, left and right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-62: Sight Distance Assessment – Gate 10

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 10	East	60km/hr	151m	Yes	83m	Yes
	West			Yes		Yes

As detailed above, sight distance provisions at the access achieve the minimum requirements for the existing posted speed limit.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Hibernia Street were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

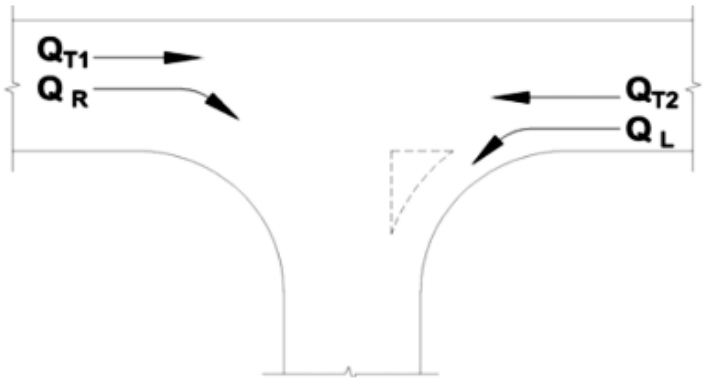
Table 6-63: Traffic Volumes – Hibernia Street

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Hibernia Street	1,166	2018	105	139	0.5%	1,208	109	144	1,220	110	146

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-82: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-64: Turn Warrants Parameters – Gate 10

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 10.1	-	-	73	1
Gate 10.2	-	-	73	1
Gate 10.3	-	-	73	1
Gate 10.4	-	-	73	1
Gate 10.5	147	1	73	1
Gate 10.6	147	1	73	1

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gate 10.

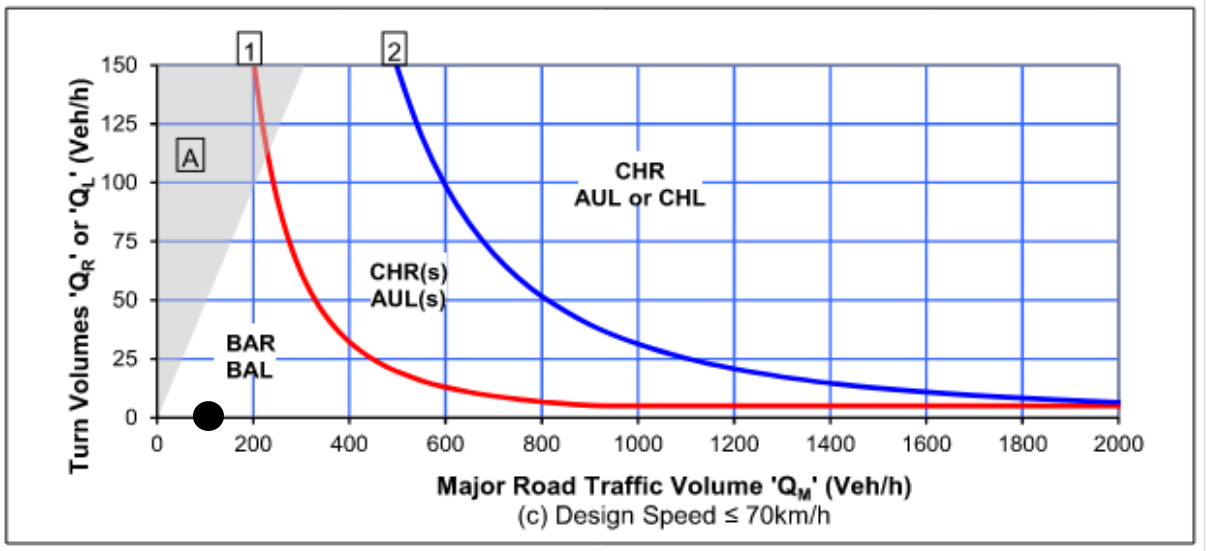


Figure 6-83: Turn Warrants Assessment – Gate 10.1 (Q_L)

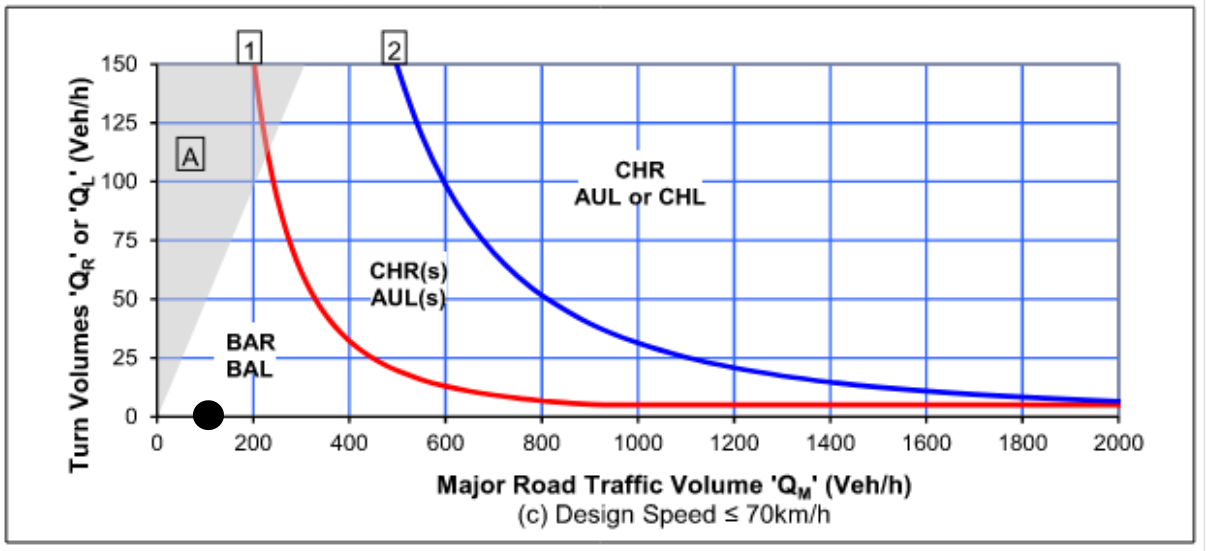


Figure 6-84: Turn Warrants Assessment – Gate 10.2 (Q_L)

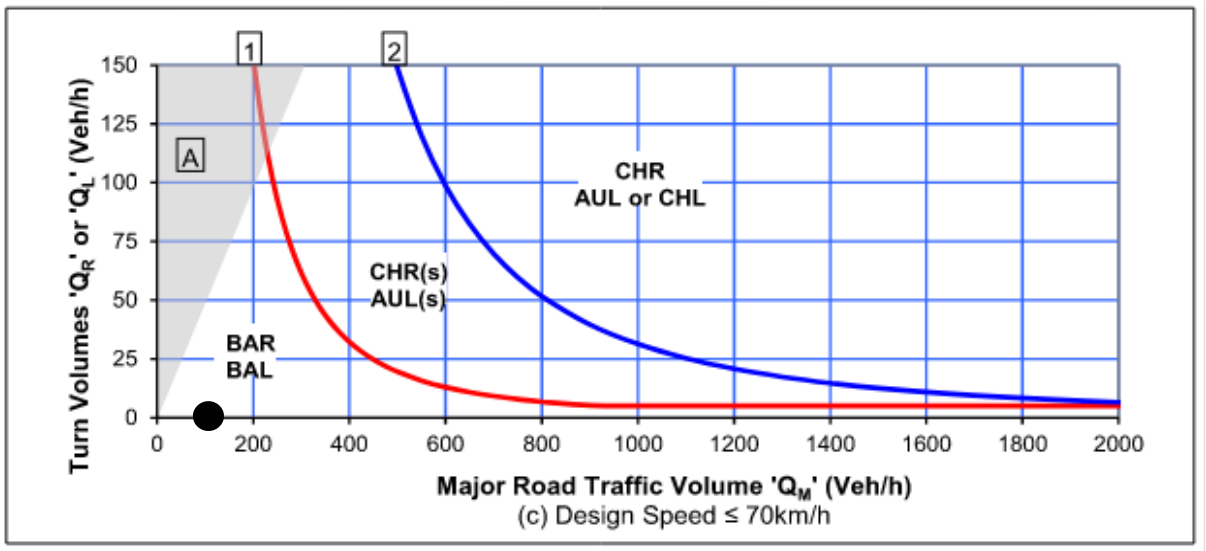


Figure 6-85: Turn Warrants Assessment – Gate 10.3 (Q_L)

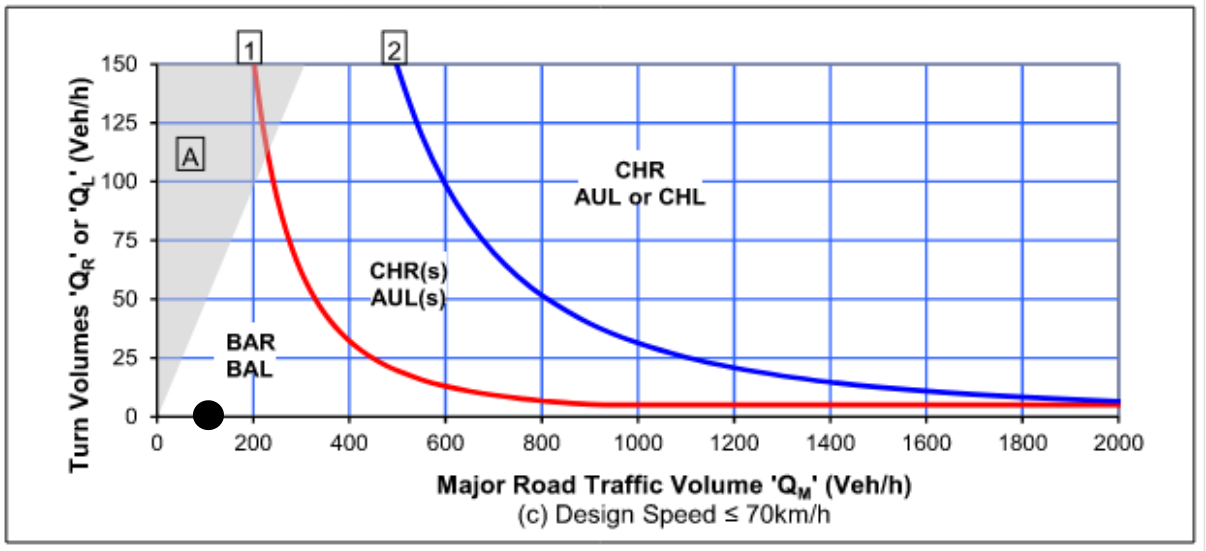


Figure 6-86: Turn Warrants Assessment – Gate 10.4 (Q_L)

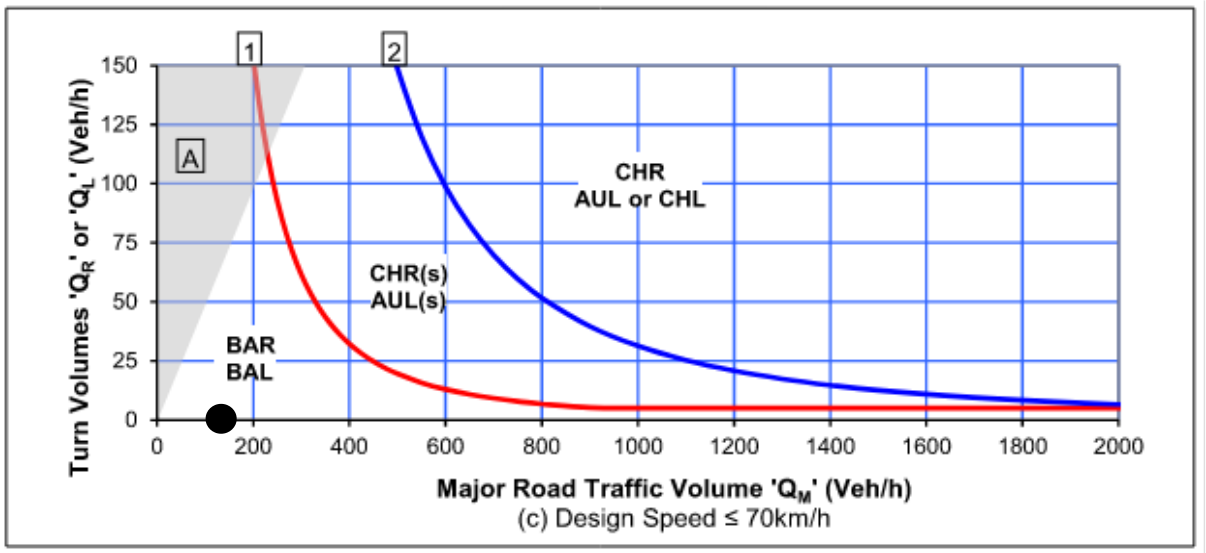


Figure 6-87: Turn Warrants Assessment – Gate 10.5 (Q_R)

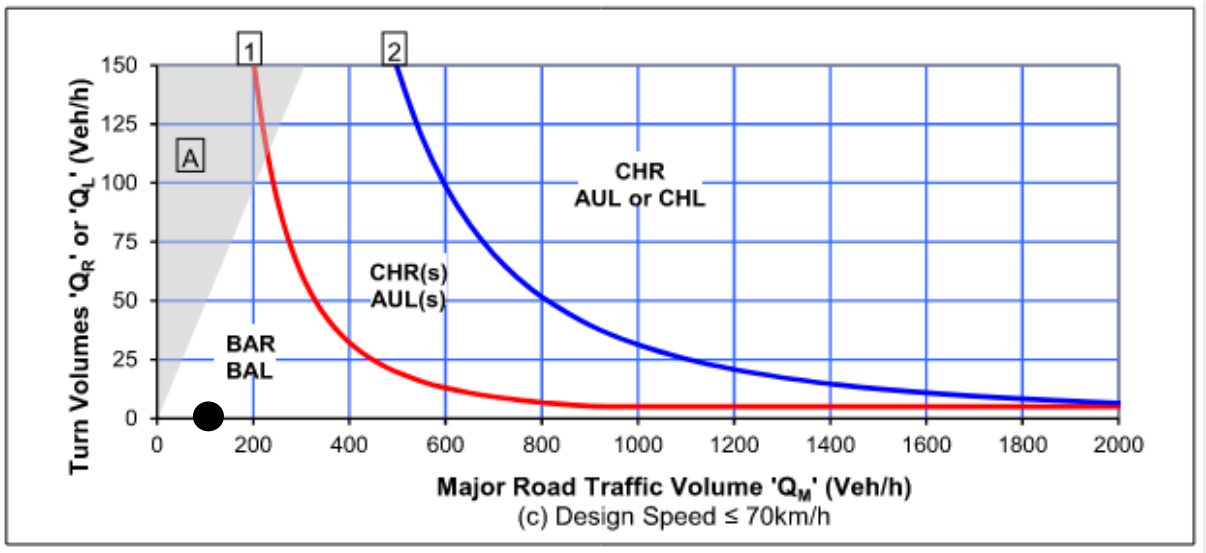


Figure 6-88: Turn Warrants Assessment – Gate 10.5 (Q_L)

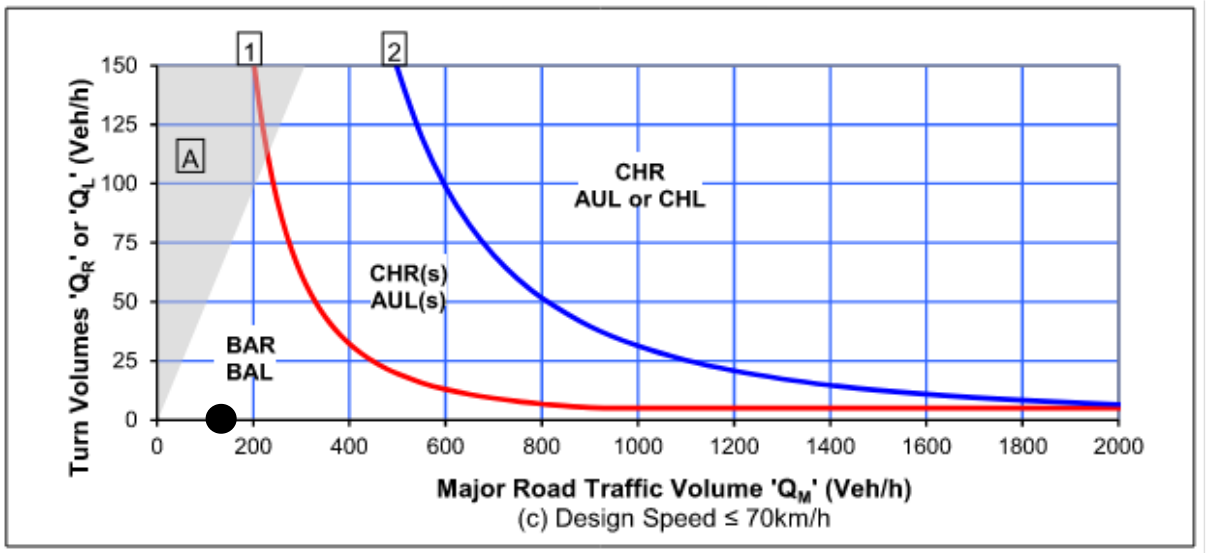


Figure 6-89: Turn Warrants Assessment – Gate 10.6 (Q_R)

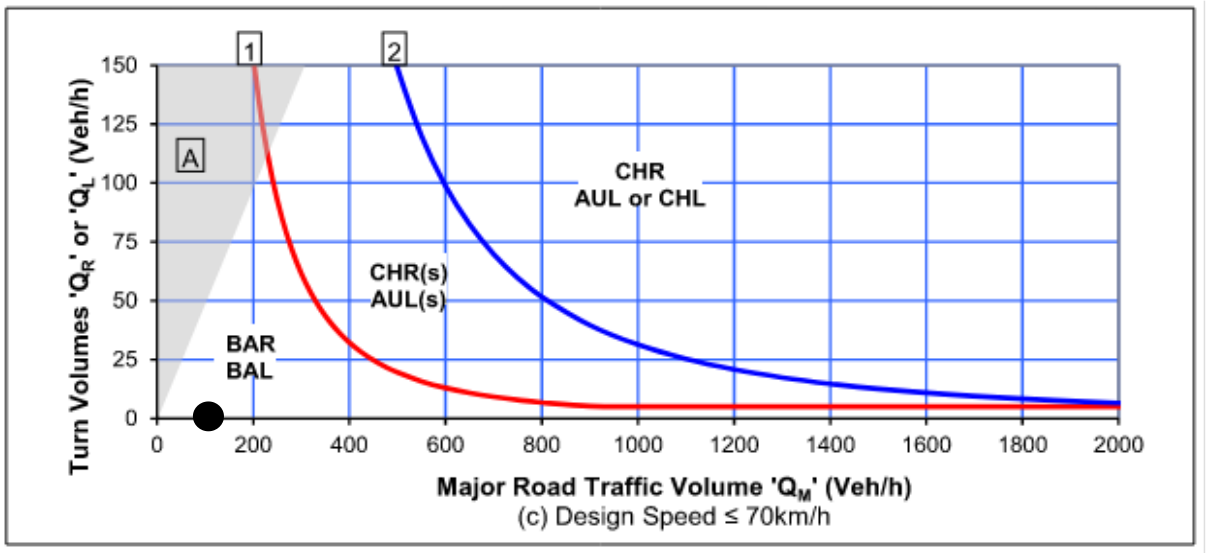


Figure 6-90: Turn Warrants Assessment – Gate 10.6 (Q_L)

A summary of the above assessments is provided below.

Table 6-65: Turn Warrants Assessment Summary – Gate 10

Gate	Turn treatments
Gate 10.1	Basic left turn (BAL)
Gate 10.2	Basic left turn (BAL)
Gate 10.3	Basic left turn (BAL)
Gate 10.4	Basic left turn (BAL)
Gate 10.5	Basic left turn (BAL), Basic right turn (BAR)
Gate 10.6	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Hibernia Street (major road) at Gate 10.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138, WAD).

6.5.3.13 Gate 11 – Grogan Road

Located on Grogan Road, approximately 160m north of Racecourse Lane, Gate 11 will provide access to Section 6.



Figure 6-91: Gate 11 Location

Details associated with the access are provided in the table below:

Table 6-66: Gate Details – Gate 11

Gate #	Gate 11
Location	Grogan Road
AADT	83 (2018)
Speed limit	100km/hr

Access duration	15 months
Construction ADT	Low
Construction peak hour volume	1 (per gate)
Construction vehicle type	Light vehicles, rigid truck (12.5m), truck and dog (19.0m)
Permitted movements	Left and right in, left and right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-67: Sight Distance Assessment – Gate 11

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 11	North	100km/hr	285m	Yes	139m	Yes
	South			No		Yes

As detailed above, sight distance requirements to the north of the access are able to be achieved, however sight distance to the south is obstructed, limiting available sight distance. As a potential mitigation measure and to ensure that appropriate sight distance is available at sight accesses, reduced speed limits approaching the access have been considered. An assessment considering the sight distance requirements of reduced speed limits (below the posted speed limit) is presented below.

Table 6-68: Further Sight Distance Assessment – Gate 11

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 11	North	80km/hr	214m	Yes	111m	Yes
	South			No		Yes
	North	60km/hr	151m	Yes	83m	Yes
	South			Yes		Yes

As shown, available sight distance at Gate 11 achieves the minimum requirements for a 60km/hr posted speed limit. Considering this and to ensure that vehicles can safely and efficiently manoeuvre into and out of the access, a potential mitigation measure would be to implement a maximum reduced speed limit of 60km/hr on approach to the accesses (temporary speed limits on approach to site access points would need to accommodate the necessary sight distance requirements (i.e., installed more than 151m from a site access point where the reduced speed limit is 60km/hr)). This approach to reduce speed limit to 60km/h has been adopted for the development of the strategic design.

Turn Treatments at Site Access

Traffic data was not available for Grogan Road. As such, in order to undertake the assessment background demands on Grogan Road have been based on nearby roads of the same order that are expected to have

similar or highway traffic demand characteristics. In this case, traffic volumes on Grogan Road have been based on Dudauman Road.

Background traffic volumes for Dudauman Road were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

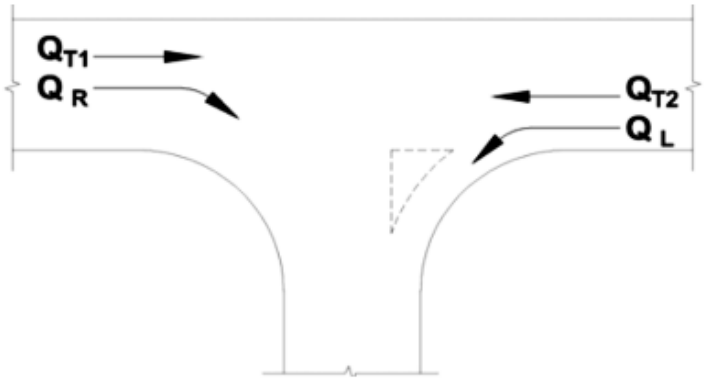
Table 6-69: Traffic Volumes – Grogan Road (Dudauman Road)

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Grogan Road (Dudauman Road)	83	2018	11	12	0.5%	86	12	13	87	12	13

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-92: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-70: Turn Warrants Parameters – Gate 11

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 11	18	4	7	4

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gate 11.

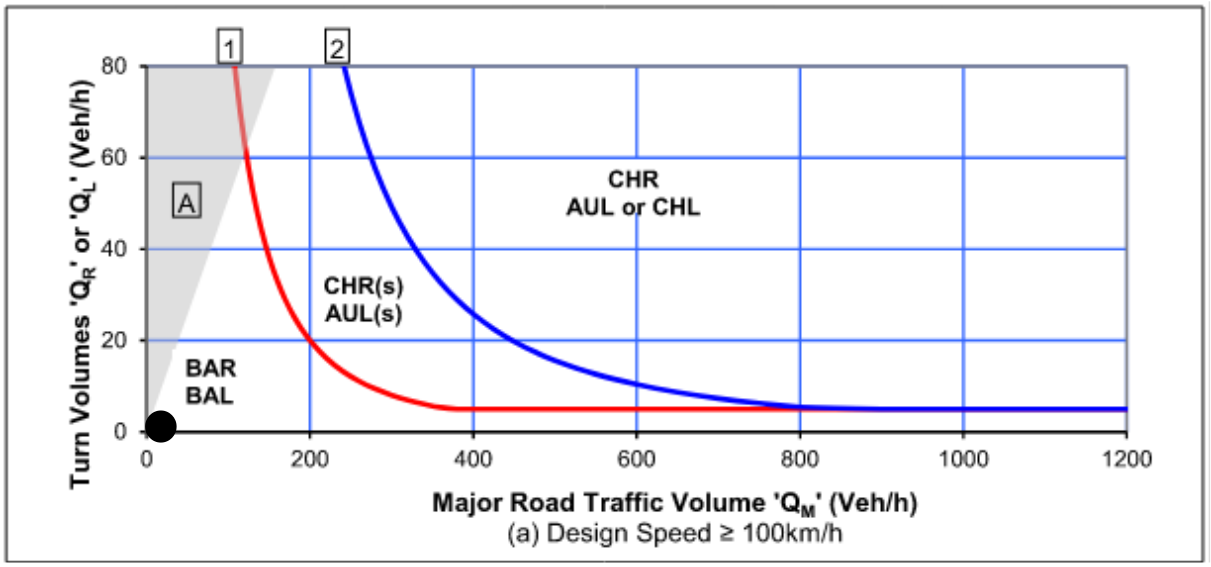


Figure 6-93: Turn Warrants Assessment – Gate 11 (Q_R)

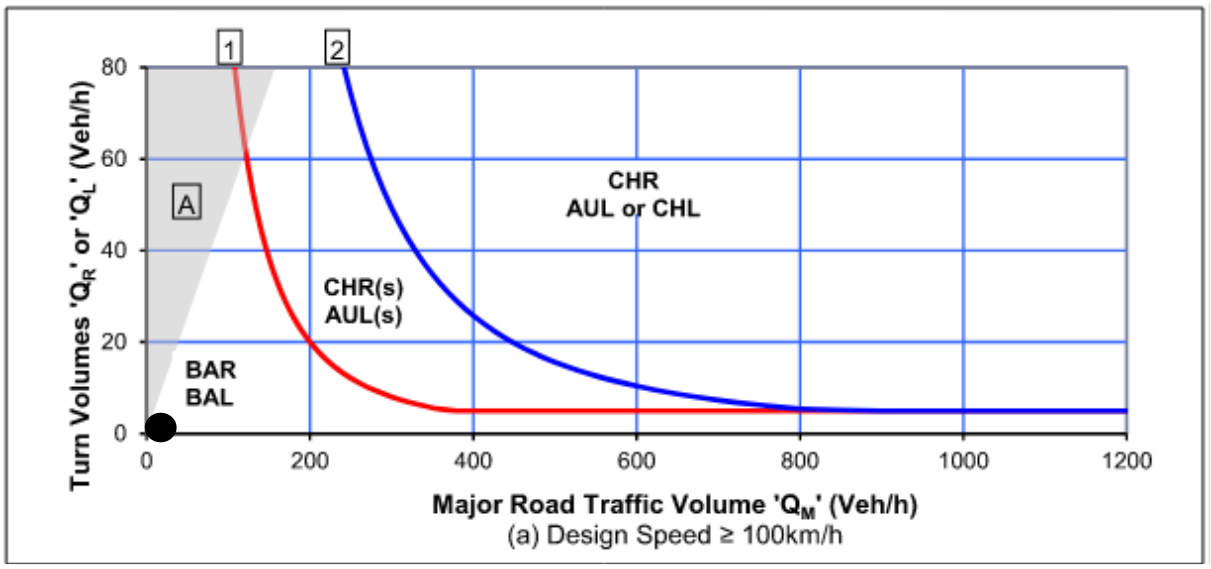


Figure 6-94: Turn Warrants Assessment – Gate 11 (Q_L)

A summary of the above assessments is provided below.

Table 6-71: Turn Warrants Assessment Summary – Gate 11

Gate	Turn treatments
Gate 11	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Grogan Road (major road) at Gate 11.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.5.3.14 Gate 12 – Grogan Road

Located on Grogan Road, approximately 500m south of McLaughlin's Lane, Gate 12 will provide access to the Stockinbingal Camp.



Figure 6-95: Gate 12 Location

Details associated with the access are provided in the table below:

Table 6-72: Gate Details – Gate 12

Gate #	Gate 12.1	Gate 12.2	Gate 12.3	Gate 12.4
Location	Grogan Road			
AADT	83 (2018)			
Speed limit	100km/hr			
Access duration	15 months			
Construction ADT	500 (per gate)			
Construction peak hour volume	50 (per gate)			
Construction vehicle type	Light vehicles, rigid truck (12.5m), truck and dog (19.0m)			
Permitted movements	Left and right in, left and right out			

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-73: Sight Distance Assessment – Gate 12

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 12.1	North	100km/hr	285m	There is insufficient information available (Google Streetview) to make a determination on available sight distance	139m	There is insufficient information available (Google Streetview) to make a determination on available sight distance
	South			Yes		Yes
Gate 12.2	North	100km/hr	285m	There is insufficient information available (Google Streetview) to make a determination on available sight distance	139m	There is insufficient information available (Google Streetview) to make a determination on available sight distance
	South			Yes		Yes
Gate 12.3	North	100km/hr	285m	There is insufficient information	139m	There is insufficient information

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
				available (Google Streetview) to make a determination on available sight distance		available (Google Streetview) to make a determination on available sight distance
	South			Yes		Yes
Gate 12.4	North	100km/hr	285m	There is insufficient information available (Google Streetview) to make a determination on available sight distance	139m	There is insufficient information available (Google Streetview) to make a determination on available sight distance
	South			Yes		Yes

As detailed above, there is insufficient information available to make a determination on available sight distance at Gate 12.1, 12.2, 12.3 and 12,4. To ensure that suitable provisions are available, an on-site review of available sight distance will be undertaken in the construction gate design development and detailed within appropriate documentation (i.e., Section 138).

Turn Treatments at Site Access

Traffic data was not available for Grogan Road. As such, in order to undertake the assessment background demands on Grogan Road have been based on nearby roads of the same order that are expected to have similar or highway traffic demand characteristics. In this case, traffic volumes on Grogan Road have been based on Dudauman Road.

Background traffic volumes for Dudauman Road were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

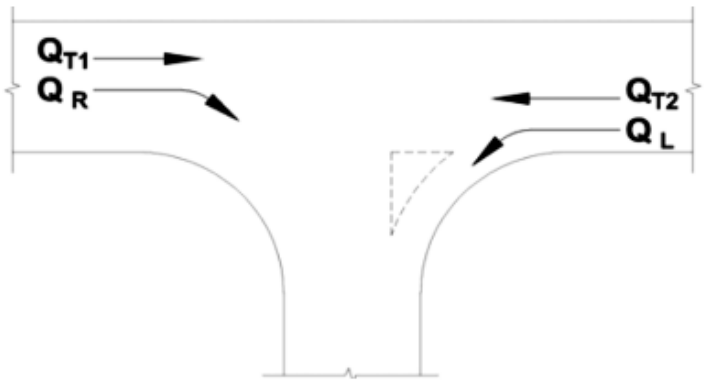
Table 6-74: Traffic Volumes – Grogan Road (Dudauman Road)

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Grogan Road (Dudauman Road)	83	2018	11	12	0.5%	86	12	13	87	12	13

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-96: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-75: Turn Warrants Parameters – Gate 12

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 12.1	39	25	25	7
Gate 12.2	39	25	25	7
Gate 12.3	39	25	25	7
Gate 12.4	39	25	25	7

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gate 12.

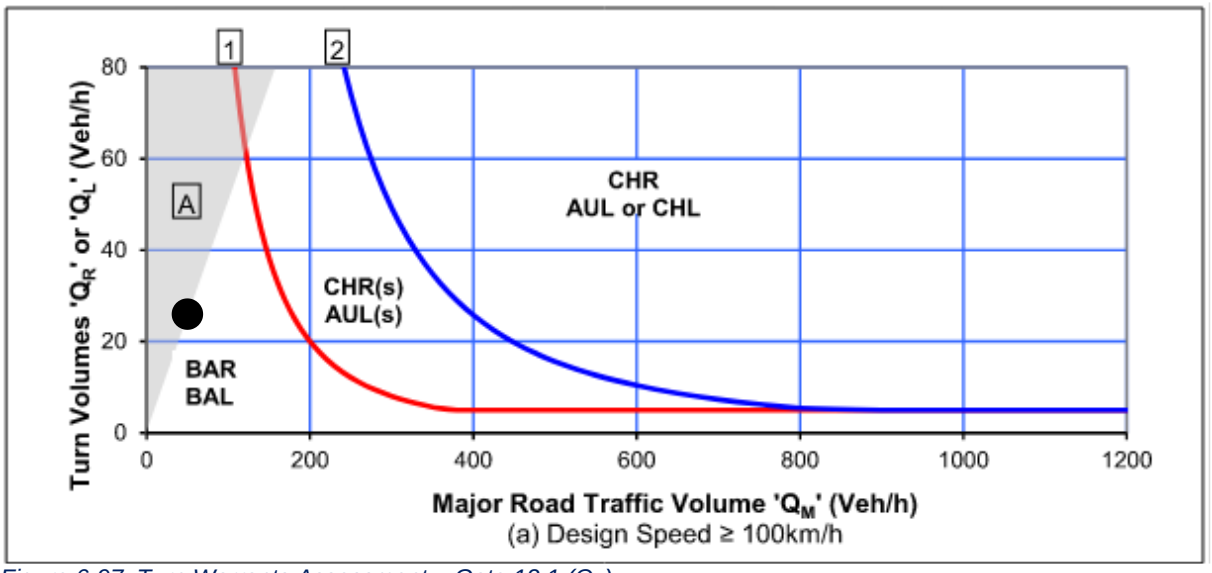


Figure 6-97: Turn Warrants Assessment – Gate 12.1 (Q_R)

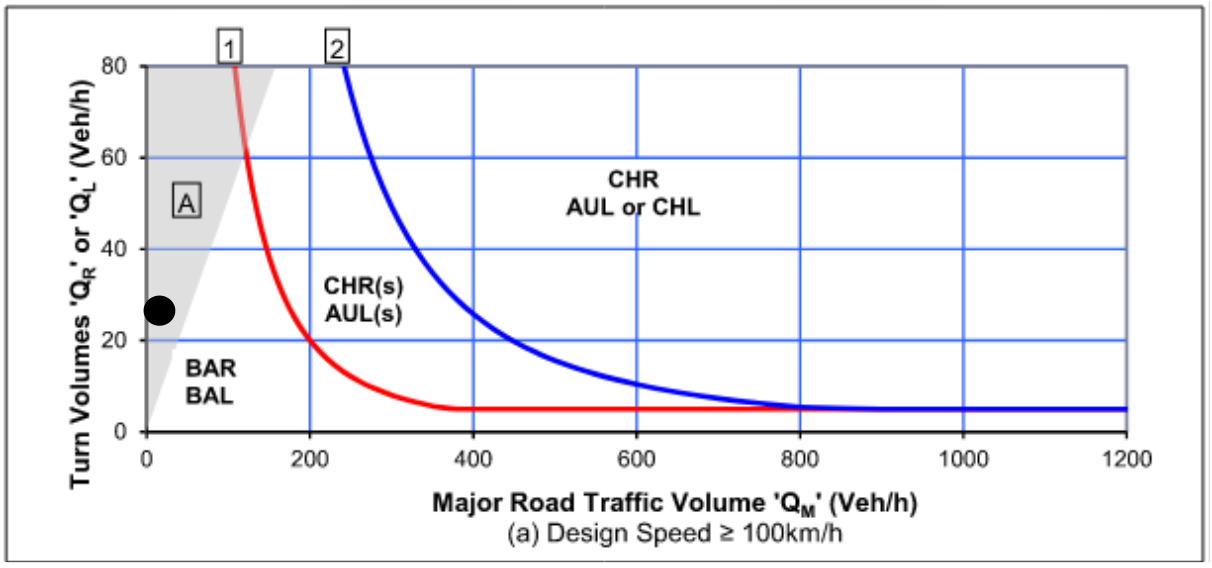


Figure 6-98: Turn Warrants Assessment – Gate 12.1 (Q_L)

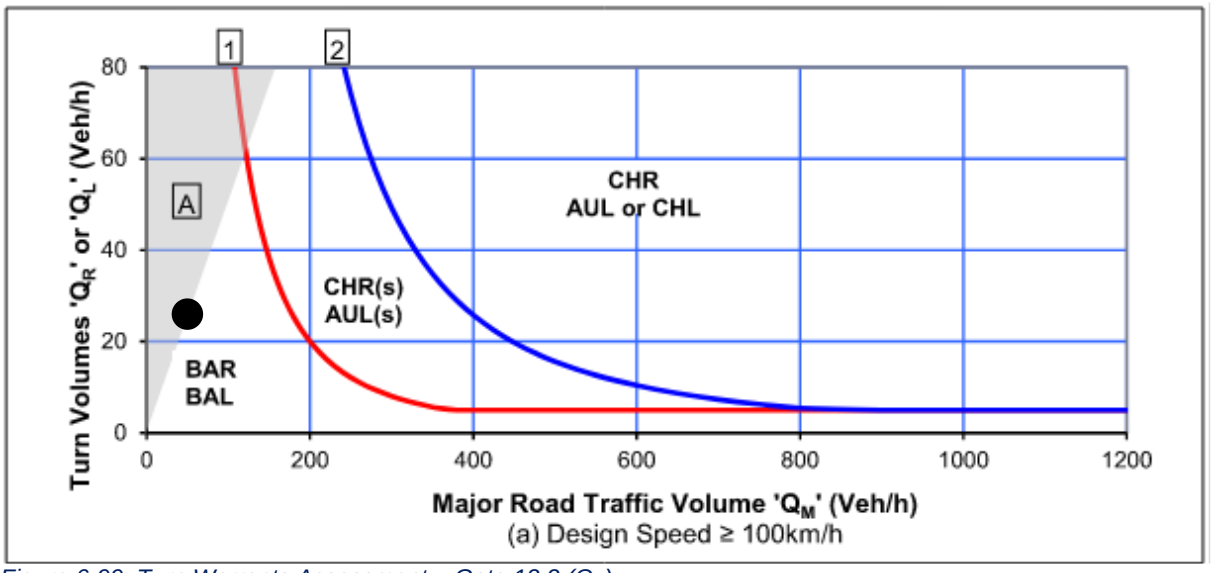


Figure 6-99: Turn Warrants Assessment – Gate 12.2 (Q_R)

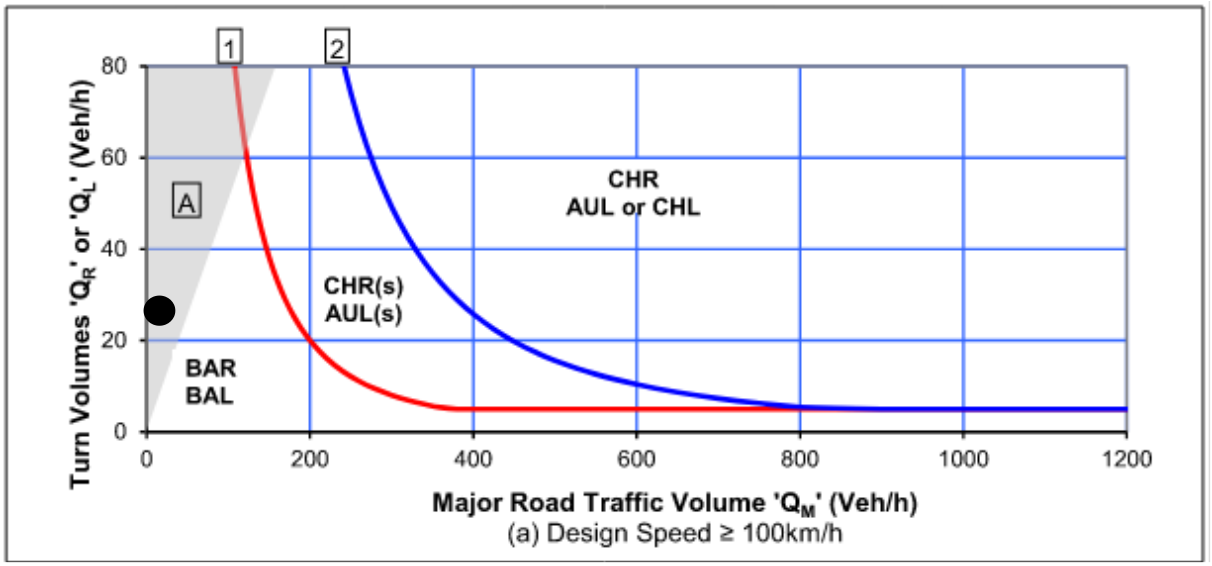


Figure 6-100: Turn Warrants Assessment – Gate 12.2 (Q_L)

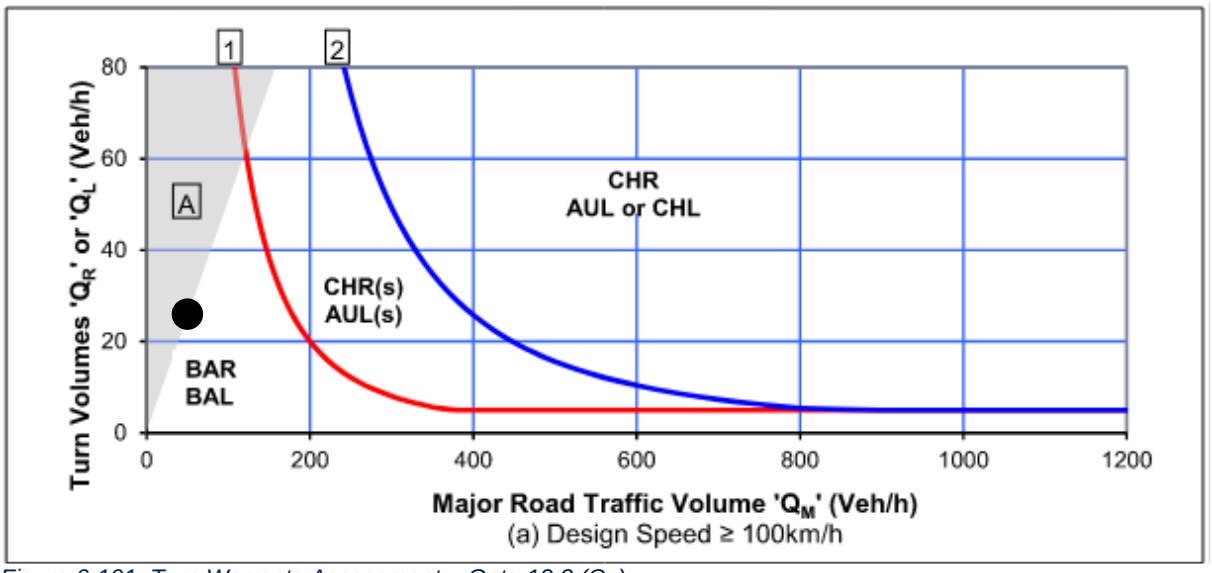


Figure 6-101: Turn Warrants Assessment – Gate 12.3 (Q_R)

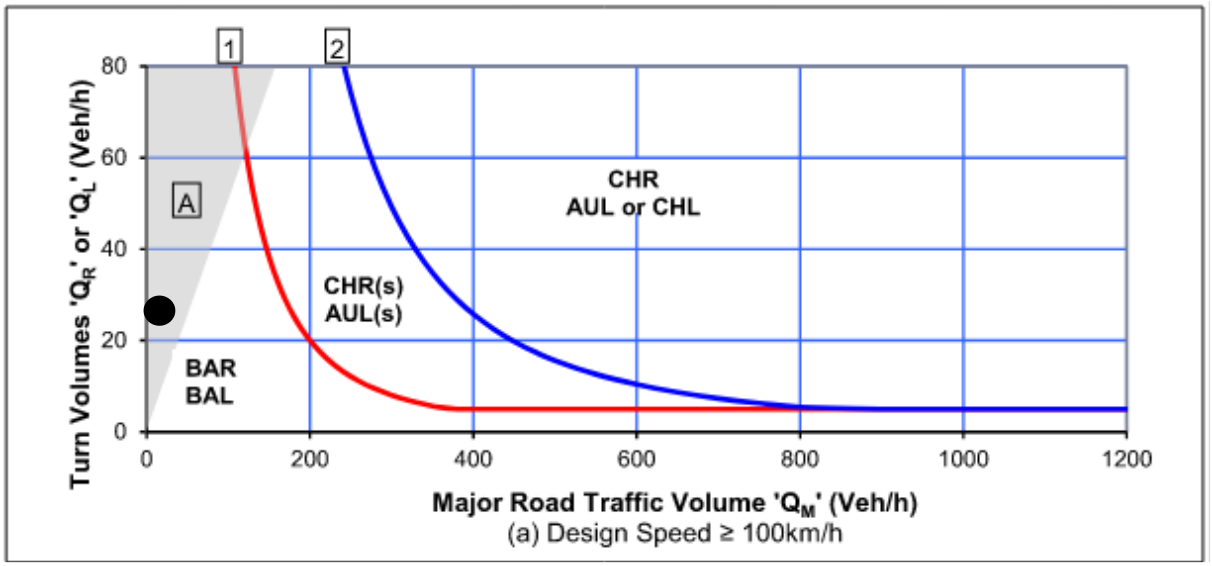


Figure 6-102: Turn Warrants Assessment – Gate 12.3 (Q_L)

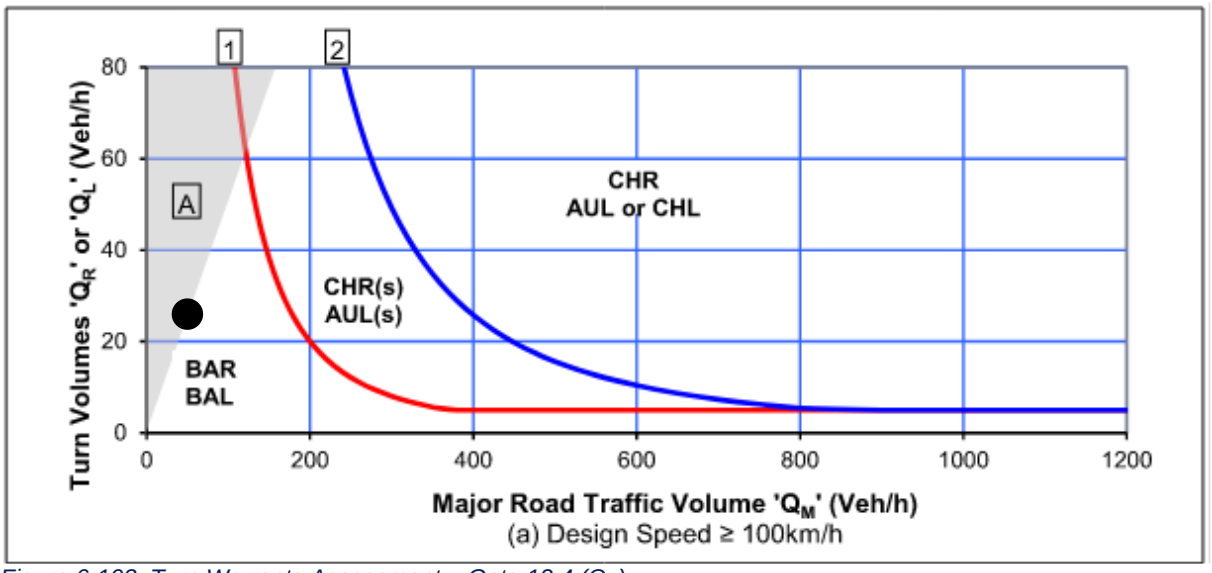


Figure 6-103: Turn Warrants Assessment – Gate 12.4 (Q_R)

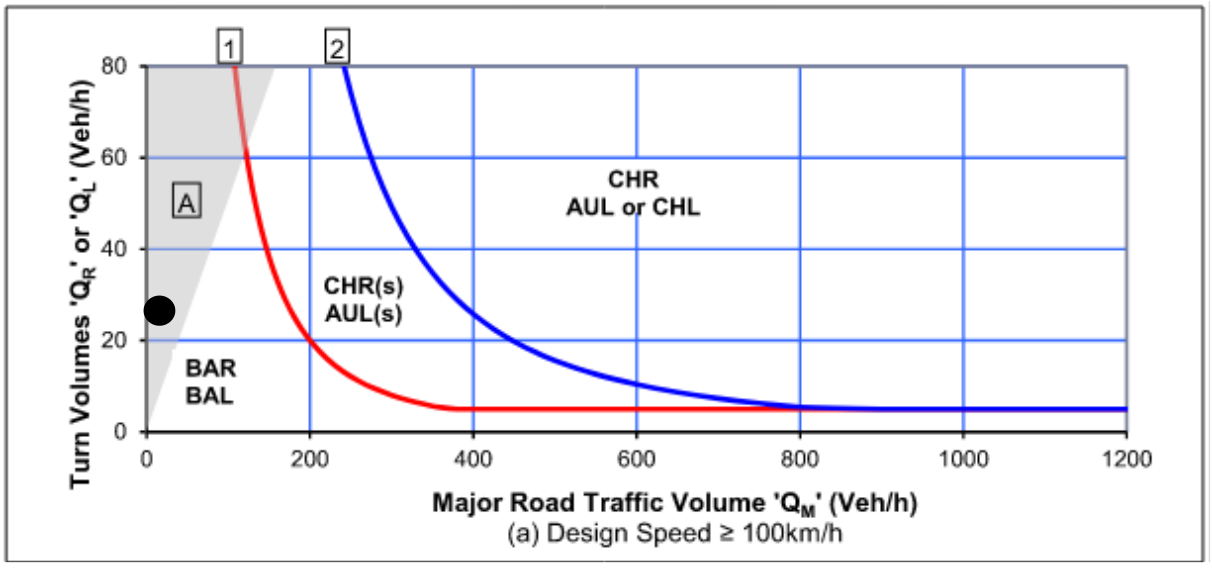


Figure 6-104: Turn Warrants Assessment – Gate 12.4 (Q_L)

A summary of the above assessments is provided below.

Table 6-76: Turn Warrants Assessment Summary – Gate 12

Gate	Turn treatments
Gate 12.1	Basic left turn (BAL), Basic right turn (BAR)
Gate 12.2	Basic left turn (BAL), Basic right turn (BAR)
Gate 12.3	Basic left turn (BAL), Basic right turn (BAR)
Gate 12.4	Basic left turn (BAL), Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Grogan Road (major road) at Gate 12.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138, WAD).

6.5.3.15 Gate 13 – West Street

Located on West Street, approximately 100m south of Wood Street, Gate 13 will provide access to Section 6.



Figure 6-105: Gate 13 Location

Details associated with the access are provided in the table below:

Table 6-77: Gate Details – Gate 13

Gate #	Gate 13
Location	West Street
AADT	Traffic data not available
Speed limit	50km/hr
Access duration	9 months

Construction ADT	Low
Construction peak hour volume	1 (per gate)
Construction vehicle type	Light vehicles, rigid truck (12.5m), truck and dog (19.0m)
Permitted movements	Right in, left out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-78: Sight Distance Assessment – Gate 13

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 13	North	50km/hr	123m	No – see below	69m	Yes
	South			Sight distance is available to the end of the road		Sight distance is available to the end of the road

As detailed above, available sight distance to the north of Gate 13 does not meet the minimum safe intersection sight distance (SISD) requirements, however due to the horizontal curvature of Wood Street / West Street as it approaches Gate 13, it is reasonably expected that vehicles approaching the access will do so at speeds lower than that of the 50km/hr posted speed limit. On this basis, the existing 50km/hr speed limit approaching Gate 13 is considerate appropriate given the requirements of minimum gap sight distance (MGSD) are achieved.

Turn Treatments at Site Access

Traffic data for West Street is not currently available, and therefore an assessment based on traffic volumes has not been undertaken. However, considering the volume of traffic travelling along the adjacent road network (i.e., Hibernia Street, Grogan Road) and given the low volume of construction traffic expected to utilise the accesses, it is reasonable to assume that the requirements for turn treatments at the access will lie beneath Curve 1 (red) – see below.

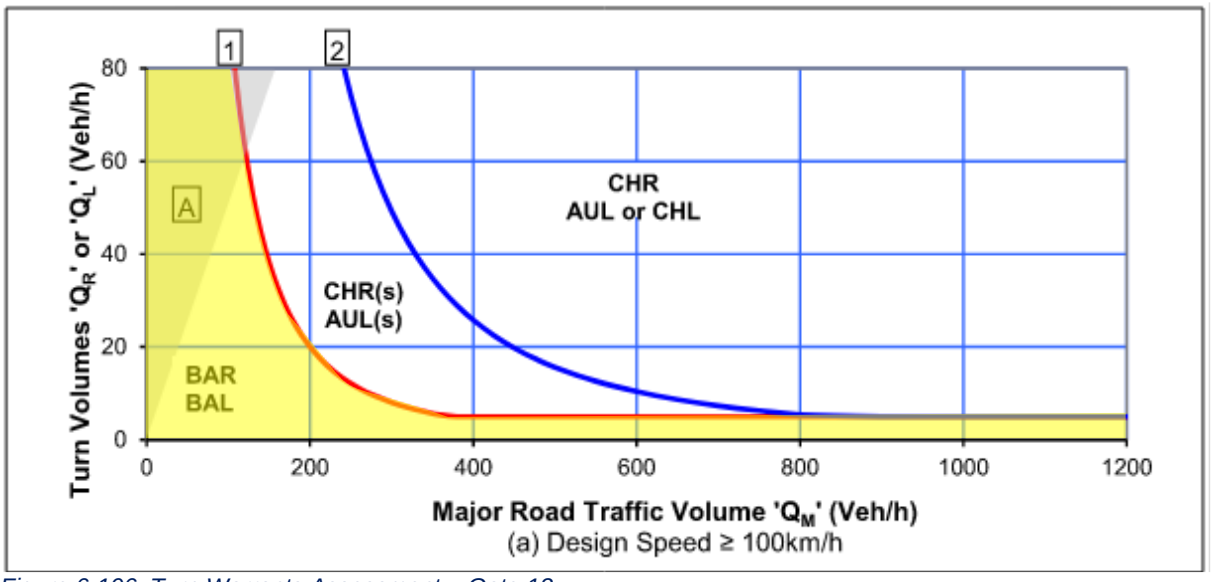


Figure 6-106: Turn Warrants Assessment – Gate 13

A summary of the above assessments is provided below.

Table 6-79: Turn Warrants Assessment Summary – Gate 13

Gate	Turn treatments
Gate 13	Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAR) are warranted on West Street (major road) at Gate 13.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)
- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138, WAD).

6.5.3.16 Gate 14 – Dudauman Road

Located on Dudauman Road, approximately 80m south of Hibernia Street, Gate 14 will provide access to Section 6 and the Stockinbingal Yard.



Figure 6-107: Gate 14 Locations

Details associated with the access are provided in the table below:

Table 6-80: Gate Details – Gate 14

Gate #	Gate 14
Location	Dudauman Road
AADT	83 (2018)
Speed limit	50km/hr
Access duration	15 months
Construction ADT	Low
Construction peak hour volume	1 (per gate)
Construction vehicle type	Light vehicles, rigid truck (12.5m), truck and dog (19.0m)
Permitted movements	Left and right in, left and right out

Sight Distance Assessment

A sight distance assessment against the requirements stipulated within Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* has been undertaken using aerial imagery (where available) to ensure construction vehicles can safely manoeuvre into and out of the access. This assessment is summarised below.

Table 6-81: Sight Distance Assessment – Gate 14

Gate	Direction	Speed Limit	SISD		MGSD	
			Requirement	Achieved	Requirement	Achieved
Gate 14	North	50km/hr	123m	Sight distance is available to the Hibernia Street / Dudauman Road intersection - see below	69m	Yes
	South			Yes		Yes

As detailed above, available sight distance to the north of Gate 14 is available to the Hibernia Street / Dudauman Road intersection, however the proximity of the access to the intersection does not allow for the minimum safe intersection sight distance (SISD) requirement to be achieved. That said, it is reasonably expected that vehicles approaching the access will do so at speeds lower than that of the 50km/hr posted speed limit when manoeuvring through the intersection. On this basis, the existing 50km/hr speed limit approaching Gate 14 is considerate appropriate given the requirements of minimum gap sight distance (MGSD) are achieved.

Turn Treatments at Site Access

To undertake this assessment, background traffic volumes for Dudauman Road were obtained from traffic surveys undertaken by *Austraffic* on Tuesday 28th August 2018. Noting that data collection was undertaken 2018, to account for any population growth and subsequent increase in utilisation of the road network, a compounding annual growth rate of 0.5 percent per year has been used to determine future year background traffic volumes. The use of this growth rate is consistent with that adopted within *Technical Paper 3 – Traffic, Transport and Impact Assessment,* and is considered to provide a conservative assessment given the growth rate is above recorded population growth rates. Future year background traffic volumes at year 2025 and 2027 are presented below.

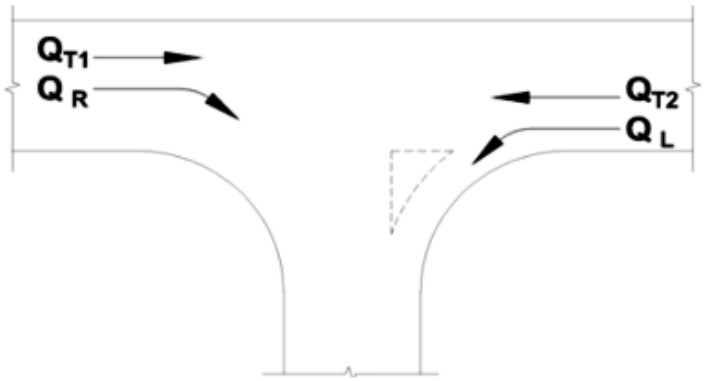
Table 6-82: Traffic Volumes – Dudauman Road

Road	Background AADT*	Year	Peak Hour Volumes		Growth Rate	2025 Design Year Volume			2027 Design Year Volume		
			AM Peak	PM Peak		AADT	AM Peak	PM Peak	AADT	AM Peak	PM Peak
Dudauman Road	83	2018	11	12	0.5%	86	12	13	87	12	13

* Weekday average

** Peak recorded volumes

In order to undertake the assessment, the major road traffic volume (Q_M) first needs to be calculated. On two-lane, two-way roads (without a splitter island), the value of the major road traffic volume parameter (Q_M) for a right turn is the total through traffic flow in both directions (Q_{T1} and Q_{T2}), plus the volume of left turning traffic (Q_L). For a left turn, the Q_M is equal to total of traffic flow in the direction of the left turn (Q_{T2}).



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Figure 6-108: Extract from AGTM Part 6 – Figure 3.26

With reference to the above, the volumes adopted for this assessment are detailed below, noting that, 2027 design year volumes have been adopted for the purpose of this assessment to ensure that the design of the site accesses remain suitable throughout construction. Note- volume have hourly data.

Table 6-83: Turn Warrants Parameters – Gate 14

Gate	Right turn		Left turn	
	Q_M	Q_R	Q_M	Q_L
Gate 14	15	1	7	1

1. A 50/50 split of traffic volumes has been assumed for traffic travelling along the road frontage
2. A 50/50 split of construction traffic volumes has been assumed for traffic turning into the access

Adopting these volumes, the warrants assessment is shown below for Gate 14.

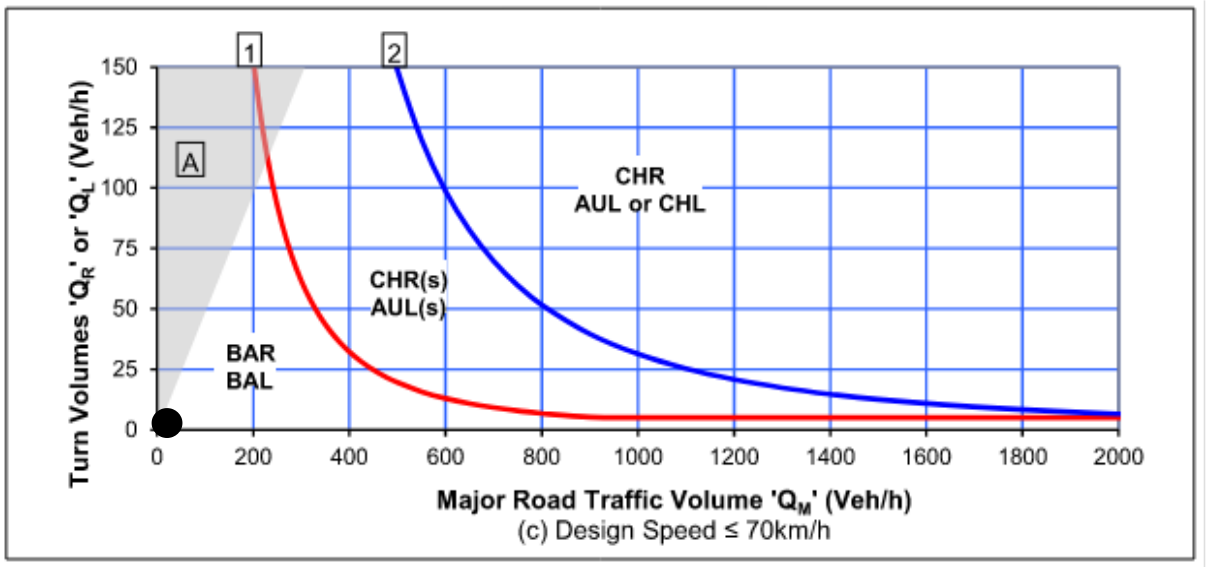


Figure 6-109: Turn Warrants Assessment – Gate 14 (Q_R)

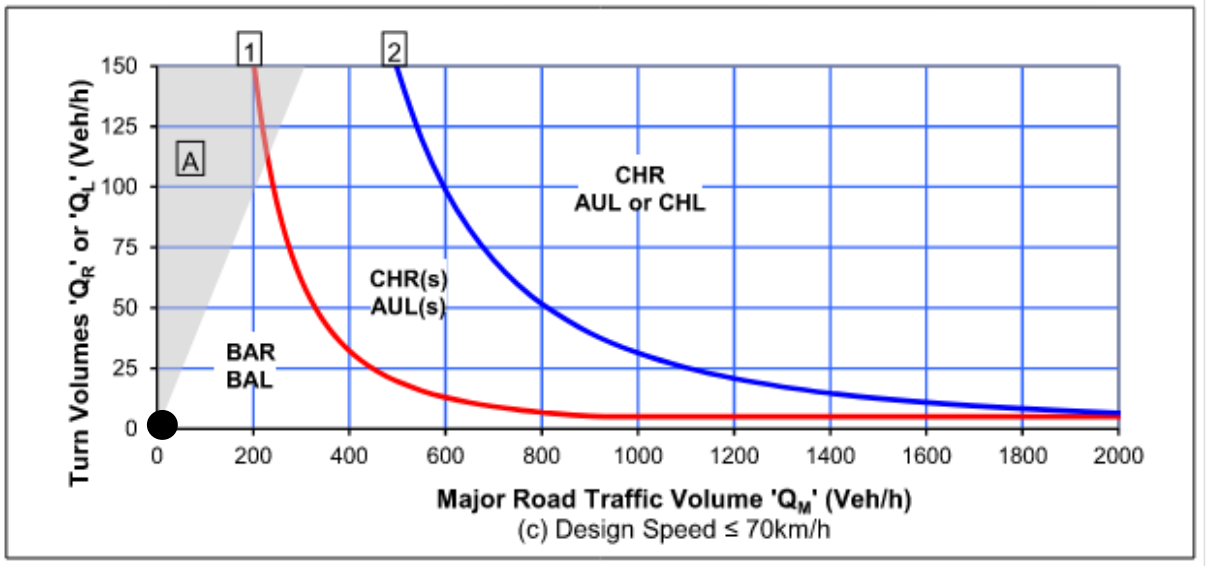


Figure 6-110: Turn Warrants Assessment – Gate 14 (Q_L)

A summary of the above assessments is provided below.

Table 6-84: Turn Warrants Assessment Summary – Gate 14

Gate	Turn treatments
Gate 14	Basic left turn, Basic right turn (BAR)

As detailed above, the assessment indicates that basic turn treatments (BAL, BAR) are warranted on Dudauman Road (major road) at Gate 14.

For egressing vehicles, there are no simple warrants for the provision of acceleration lanes. That said, Austroads *Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management* provides guidance where they may be provided, including where:

- Insufficient gaps exist for vehicles to enter a traffic stream,
- Turning volumes are high (i.e., 300 to 500 veh/hour)

- The observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves)
- Heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles.

Further consideration of provisions at site accesses will be documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.5.4 Swept Path Analysis

To ensure the suitability of construction site accesses, a swept path analysis will be undertaken to demonstrate the ability for the construction vehicles to manoeuvre into and out of nominated site access points.

A preliminary analysis is provided in Appendix G for all access gates. Further analysis will be undertaken and documented as part of the construction gate design development and the appropriate approval process (i.e., Section 138).

6.6 Ancillary Facilities

Temporary compounds and ancillary facilities will be required to support construction of the Project. These facilities will accommodate most of the management, engineering, specialist, and administrative personnel. Construction compounds are enclosed areas that are not open to the public and are used to support construction works in nearby areas.

The access to ancillary facilities will be managed in accordance with CoA C7 and C8. The identified access points are discussed in Section 6.5.1. The construction compounds are generally located with immediate access to the local road network to minimise the need for dedicated access tracks.

In the case where ancillary facilities cannot be accessed existing public roads and/or the existing rail corridor, approval will be sought from the landowner prior to using any private access tracks on private property, and the road surface will be to the standard necessary as agreed with landowners, asset owner(s) and/or the relevant roads authority. Further details regarding local/private access to be provided in site-specific TMPs.

6.7 Worker Travel and Parking Strategy

6.7.1 Workforce Accommodation Camp

In order to reduce impacts on the road network of the arrival and departure of the workforce to the accommodation camp the following controls may be utilised to minimise peak congestion.

- Traffic management arrangements:
  - 4 x 12 seater minibuses will be used daily to transport workers between the camp and the construction site. The remaining personnel are assumed to travel using light vehicles, such as 4WDs or similar, with an average occupancy of four persons per vehicle.
  - Varying pre-start locations so those who are local or not staying at the camp can go straight to the pre-start location on site.
  - The minibuses will be used for pick and drop off at morning and afternoon when going and coming from site is not expected to occur concurrently as roster changes when the coach will go to major centres. This will be subject to the phase of the project. The working crews will be assessed and number of minibuses will be increased or decreased.
  - John Holland will provide the minibuses described as above for transporting workers to/ from the TWAF after completion of the final rostered day to catch public transport home to their normal place

of residence. Buses will provide pick up/ drop off services for staff in Cootamundra (to catch the train or coach) for staff returning to Sydney, Melbourne or elsewhere.

To improve road safety either side of the accommodation camp on Grogan Rd will be speed reduced to 60/km/h. Speed limit signage associated with the level crossing on Grogan Rd will be temporarily extended south to incorporate both access points during the establishment and operation. The speed will be clearly signposted at the accommodation camp access points and on Grogan Road.

The design of the two-way access points to the accommodation camp will be undertaken with regard to relevant standards and guidelines, and in consultation with the Cootamundra -Gundagai Regional Council.

Route analysis, including an assessment of clearance heights, bridge weight limits and swept path analysis would be undertaken for Oversize Overmass (OSOM) load-carrying vehicles used in the establishment of the accommodation camp and captured within a specific TMP. Refer to Section 4.2.1.

6.7.2 Workforce Traffic Routes and Parking

As per the Mobilisation Management Plan 5-0019-220-PMA-00-PL-0023, the workforce accommodation will be located north of Stockinbingal off Grogan Road, as such most workforce traffic routes will be to and from this location daily. Given the location of the accommodation, Grogan Road would be a main route for workforce traffic. To minimise the traffic impact, many of the workers will be moved by shuttle buses. Additional local workforce will be commuting from the surrounding areas utilising arterial and local roads. Estimated number of light vehicles at peak construction is 250> per day.

Workforce parking will be planned in such a way to not adversely impact the existing available parking. Refer to the Mobilisation Management Plan 5-0019-220-PMA-00-PL-0023 for details regarding parking. Site parking will be developed in conjunction with a vehicle management plan (VMP).

7 Traffic Management Devices

7.1 Pavement Markings and Signs

During the works, John Holland will utilise temporary road works signage as part of implementing the traffic guidance schemes. All temporary signs will be checked prior to installation to ensure that they are suitable for use (i.e., not broken, overnight signs are reflective, etc.). All signs will be installed as per the approved traffic guidance scheme and positioned so that they are visible, without obstructing any lines of sight. Furthermore, any pre-existing signs that conflict with the temporary signs or are no longer relevant will be covered or removed. The erection of temporary road works signage will be undertaken in the following sequence:

- Advanced warning and regulatory signs including any temporary speed zone signs.
- All intermediate warning and regulatory signs and devices required in advance of the taper or start of the work area.
- All delineating devices required to form the taper including illuminated flashing arrow sign where required.
- Delineation of the work area or side track.
- Other required warning and regulatory signs including termination and end of temporary speed zone signs.

In addition to temporary road works signage for implementing traffic guidance schemes, John Holland will ensure that existing information and direction signage is maintained. Where signage is required to be removed to permit works, it will either be re-erected in an alternative location, or replaced with an alternative sign (i.e., VMS board). Details of any adjustments to existing signs (including layout, sizing, location, etc.) will be included in the relevant TGS for approval by TfNSW or relevant LGA, prior to implementation.

Where temporary speed limits are to be implemented, John Holland will ensure that:

- The need for the speed limit is in accordance with the approved Traffic Guidance Scheme.
- That the length of zone is the minimum required.
- Where the speed zone is for workers safety that workers are present.
- If the speed zone is required for road user safety, that the reason is either self-evident or communicated through other signage.

For signage that forms part of the long-term traffic guidance scheme, the sign will be installed in a permanent manner (i.e., mounted on posts either sunk into the ground or fixed). For signage that forms part of a short-term traffic guidance scheme, the signs will be installed on temporary supports (legs) and weighted as required to ensure they are not blown over.

7.2 Variable Message Signs (VMS)

John Holland will provide mobile variable message signs as part of the project's traffic management on approach to the project works. Typically, VMS will be installed two (2) weeks prior to any major traffic change. VMS locations will be detailed on a TGS, prepared by a suitably qualified person.

VMS shall be located:

- Where there is a kerb, the VMS should be positioned behind it.
- Where practical, located behind a suitable barrier and outside of the barrier's deflection zone
- Located where it does not interfere with pedestrians or cyclists.
- Located where it does not impact upon sight distance.

The implementation of VMS will comply with the following requirements:

- RMS Intelligent Transport System, Traffic Systems, Specification No. TSI-SP-008 Variable Message Signs; and
- *Austroads Guide to Traffic Management Part 10: Transport Control – Types of Devices*.
- All proposed VMS messages are to be pre-approved by the relevant road authority and TfNSW for classified roads prior to implementation.

7.3 Road Safety Barrier Systems and Devices

Unless approved by the relevant road authority, the road safety barrier system and devices will be selected and designed in accordance with *Austroads Guide to Road Design Part 6*, and TfNSW supplements, including *TfNSW TS 00028:3.0 Accepted Road Safety Barrier Systems and Devices*.

8 Permits and Approvals

8.1 Road Authority Approvals

John Holland will obtain all relevant Approvals from the applicable State and Local Government Road Authorities prior to commencing construction and haulage operations.

As part of the planning process to conduct works John Holland will assess the impacts around the proposed works and extent of impact on the rural road network.

This will include submission of TMP extracts and TGS to Council and/or TfNSW as the responsible road authority for approval.

Where there are any road opening activities a working within road reserve permit will be applied for through Council and/or TfNSW as the responsible road authority.

As part of the approval process, each John Holland submission may include:

- A completed permit application form
- Brief details of the works to be undertaken
- Any relevant design drawings of the works
- Program of the works
- Copies of TGS
- If applicable, details of speed zone amendments sought.
- Contact details of a site representative
- Traffic modelling (if required).

The submission process for Councils will utilise the relevant Councils process to submit via their contact email or as agreed.

The submission process for TfNSW will utilise the OPLINC Online System available via:

- https://myrta.com/oplinc2/pages/security/oplincLogin.jsf

8.2 Road Occupancy Licences (ROLs)

Where an ROL if required, a ROL under section 138 of the Roads Act 1993 will be sought by John Holland for the relevant Road Authority either TfNSW or council. This will allow John Holland to occupy a portion of the road network for an approved period.

8.3 Speed Zone Authorisation (SZA)

The I2S project will require a combination of both short term and long-term temporary road work speed zones to facilitate safety for road users and construction personnel. John Holland will apply for an SZA from the relevant road authority to enable the temporary work speed zones via platforms, including OPLINC and LGA's platform.

9 Communications

9.1 Communications to Public

The Traffic Manager will coordinate with Community and Stakeholder Engagement Team to ensure the planned impacts are communicated in an appropriate timeframe to the public. This would include regular meetings to provide information on upcoming traffic planning and details of any impacts to the road network.

Depending on the impact and notification requirements, the Community and Stakeholder Engagement team will determine the appropriate notification format. This may include:

- Distribution of a construction notification to properties directly affected by works via door knock / letterbox drop,
- Direct liaison with key stakeholders (e.g. Schools, Emergency Services),
- Construction notification emailed to subscribed stakeholders; and
- Installation of VMS on roads as required

For additional information refer to I2S Community Communication Strategy 4-0000-220-PCS-00-ST-0001_3. The CCS is publicly available at: https://inlandrail.com.au/wp-content/uploads/2024/10/i2s-community-communication-strategy-4.pdf.

9.2 Traffic and Transportation Liaison Group (TTLG)

A Traffic and Transport Liaison Group (TTLG) operates, to ensure the stakeholders most affected are aware of the proposed construction activities, upcoming works and related traffic and transport implications. The participants in this group will include Junee Shire Council, Gundagai-Cootamundra Regional Council, TfNSW and any affected stakeholders, such as emergency services, bus services providers, etc.

The TTLG provides a forum for key stakeholders to discuss matters that could impact on the road network operations around the sites. The TTLG also provides a forum through which information on proposed traffic changes is made available to key stakeholders. It will allow key transport agencies, local councils and other authorities to inform the development of traffic management plans and construction staging by providing local and specialist knowledge and insights.

Included below is an extract from the TfNSW Site Specific G10 for the I2s Project.

liaising and facilitating regular meetings with TfNSW, other authorities and relevant parties on traffic management matters for the Site, maintaining records of these meetings and making them available to the relevant persons;

Annexure G10/A-Project details.

A1 Project specific Requirements

6 Maintenance of roadway by Contractor required:

6.2 Existing Roadway

6.3 Temporary roadway and detour

6.4 Newly completed roadway after opening until Construction Completion

The TTLG meetings will commence fortnightly and may transition to different intervals as requested once major works have commenced.

9.3 Coordination with other projects

The cumulative impacts have been an important consideration given the potential overlap of construction with other projects in the vicinity of the proposal—specifically, the other adjoining Inland Rail projects - Stockinbingal to Parkes (S2P) to the north and Albury to Illabo (A2I) to the south.

For S2P and other small projects, except for the increased vehicles and traffic in the regional area during construction, no other significant cumulative impacts to haul roads utilised by the proposal are identified. A2I, on the other hand, will requires constant / regular interface due to more overlapping work interface.

The I2S Project has already commenced weekly meeting with Martinus Rail who are delivering the IRPL A2I Project. Part of further coordination, the A2I Project is currently receiving I2S' weekly TfNSW ROL Forecast and will continue to for the duration of construction activities. IRPL A2I representatives will also be invited the IRPL I2S Traffic Management Risk Workshop.

Coordination and consultation would occur with the proponents of any current construction interface works with potential for cumulative impacts at the appropriate project stages.

- provision of regular updates on construction planning for the proposal
- identification of key potential conflict points with other construction projects
- Developing mitigation strategies to manage conflicts

Depending on the nature of the conflict, this could involve coordination of traffic management arrangements between projects, where reasonable and feasible. The cumulative impacts are also included in the monitoring program to keep track of the performance.

9.4 Traffic Management Risk Workshop

Before any work begins that impacts traffic, a risk assessment workshop will be conducted to identify potential hazards and develop appropriate traffic management plans.

Participants include traffic manager, TfNSW, emergency services, Local Police, LGAs, affected bus companies, utility owners, local schools, and representatives from other projects with potential interface.

9.5 Coordination with Utility Providers

A detailed search is being conducted to identify third-party utilities along the alignment. Clash assessments conducted during design development will prioritize minimal impact on assets. For any identified treatment required for the utility assets, JHG will have early engagement with utility providers and authorities to ensure that proposed treatments are acceptable and meet requirements.

For the assets remain in place, space-proofing and authority liaison will also start early to meet operational requirements, including providing access to necessary maintain works.

Regular meetings (i.e. TTLG meetings) and other discussion sessions will also be held to address any potential work conflicts and other access/ work accommodation requirements.

9.6 Coordination with Affected Landowners

In accordance with CoA E94 and E95, all potential impacts on the operations or access to properties will be consulted with landowners prior to minimise the adverse impacts. Individual Property Management Plans have been prepared to address detailed requirements regarding this matter.

10 Incident Management and Response

10.1 Incident Response

In the event of a complaint, non-compliance or incident, an investigation will be undertaken to determine the cause of the problem led by the Traffic/Safety & Environmental Manager. Any incidents that directly or indirectly impact traffic, transport or access will be managed in accordance with the John Holland Incidents and Emergencies processes and procedures detailed in Section 8 of the CEMP. Management of any incidental impacts will be undertaken in consultation with a Certified Professional in Erosion and Sediment Control (CPESC) or other expert matters as required. Any incidents will be reported in accordance with Section 8 of the CEMP.

Non-conformance and corrective action will be managed in accordance with Section 9 of the CEMP.

This process will be detailed further at the I2S Traffic Management Risk Workshop as per site specific G10.

The broader EMP incident response process is discussed further in Section 8 of John Holland's CEMP.

11 Monitoring, Inspections and Audits

11.1 Monitoring Program

In accordance with CoA C27 and C28, a Construction Monitoring Program (CMP) has been developed in consultation with relevant councils and Transport. This program will enable John Holland to track the actual traffic performance of the construction and relevant submissions will be made to road authorities through construction. The details of the CMP are listed in the section below.

11.1.1 Baseline Data

Baseline traffic data was collected as part of the preparation of the EAD. This data is presented in:

- Chapter 11 of the EIS (Traffic, transport and access), Section 11.3 – existing environment
- Technical Paper 3 – Traffic, Transport and Access Impact Assessment, Section 4 – existing environment

Note: Background traffic data was obtained from the following sources:

- Traffic Volume Viewer (*TfNSW, 2021*)
- Traffic surveys provided by Junee Shire Council completed between 2006 to 2016
- Project specific traffic surveys undertaken in August 2018 and February 2019

Road condition will be based on the dilapidation surveys conducted prior to the use of local roads.

If any additional traffic surveys are required to be undertaken, the record and data will be documented within an associated site-specific TMP.

11.1.2 Surveillance

To monitor the effects of the construction activity on affected roads and the surrounding network John Holland will utilise field staff and traffic control Subcontractors. Their objective will be to detect and report any unsafe traffic conditions, incidents, and unusual congestion.

The surveillance staff will be regularly briefed on all changes implemented in the surrounding road network and the seasonal variations expected in traffic flows. As per the communications protocol, these staff will immediately report issues to the Project Manager. Communication is an important part of traffic operations, for both planned and unplanned incidents. John Holland field resources will report all incidents or issues to the Project Manager immediately.

11.1.3 Key Monitoring Items and Reporting

John Holland will undertake regular inspections to ensure the safety of all road users and the performance of the road network during the implementation of this CTTAMP. Findings will be recorded using the Forms listed below: Examples of traffic inspection reporting is shown below in 0.

Table 11-1: Key Monitoring Items

Issues	Key Monitoring Parameters	Frequency of Monitoring	Location of Monitoring	Analysis Methods	Mitigation Measures
• Road user safety at changes to the road network • General impact on pedestrians and cyclists	Road safety	Road safety audits prior and post to any traffic changes	Affected road	Identify any potential hazards on road	Address all risks identified in the audit
		Daily Implementation Checklist	All TGS set-ups	Compare with TGS plans	Rectify any discrepancies identified
		Weekly Inspection Checklist	All long-term sites	Compare with relevant drawings	Rectify any discrepancies identified
		Monthly TMP audit	all construction works facilitated by long term TMP's for the Project	Compare with long term TMPs	Rectify any discrepancies identified
General impacts on traffic flow	Traffic Volume Congestion	Weekly drive time assessment	Key intersection with potential queuing issues	Compare with current LOS.	Adjust traffic management measures as required
General impacts on property access	Accessibility	Weekly drive through	Interface with property access	Identify if any property access is affected	Retain access as soon as possible
Heavy vehicles damaging local roads	Pavement and road condition	• Quarterly or more frequently dash cam drive through videos based on level of impact • Monthly joint inspection with IRPL, John Holland, LGA as per MIRDA agreement	Affected road	Compare with baseline Dilap report	Refer to Section 5.1.2

Issues	Key Monitoring Parameters	Frequency of Monitoring	Location of Monitoring	Analysis Methods	Mitigation Measures
Impacts to emergency services through delays in access	Emergency Services Access	Daily Implementation Checklist	All TGS set-ups with emergency access point	Identify any affected emergency access	Ensure all emergency access can be accommodated when needed
Impacts to bus routes and services due to increased road use and diversions due to road realignment	Bus Services	Monthly TMP audit	All construction works facilitated by long term TMP's for the Project	Compare with long term TMPs	Consult with relevant operator to discuss mitigation measures if needed.
Compliance with reduced speed	Speed Compliance	Daily RASS boards data	Reduced speed zone with higher safety risks	Compare with posted speed	Install additional signage/ VMS to increase road users' awareness if required
Cumulative impacts with other projects	Cumulative impact	Weekly review of ROL forecast sheet	Overlapping project footprint	Identify any potential conflicts	Coordinate with A2I to avoid clash of work

With respect to dilapidation reports, John Holland will maintain a maintenance log to record damage such as potholes and when they have been repaired. This will be an internal John Holland document. All records for the monitoring will be submitted to TfNSW, LGAs, and relevant stakeholders on a monthly basis.

The information listed will be part of the construction monitoring program and submitted to ER for endorsement and to Planning Secretary for approval at least one month prior to the commencement of construction. And the approved CMP will be in place implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary. For other details of inspection and reporting, please refer to Section 9 of the CEMP.

11.2 Auditing

The I2S Quality Management Plan 5-0019-220-PMA-00-PL-0004 details the processes for assuring quality on the Project through the planning, implementation, monitoring and continual improvement of all functional activities undertaken by John Holland.

Internal and external audits will be undertaken in accordance with Section 9.4 of the CEMP. An internal audit program and internal audit schedule have been established and is coordinated through the Quality Team. The audit schedule will be maintained throughout the Project duration for all management plans.

Independent auditing will be conducted by Independent Auditors on those management plans that are subject to additional auditing requirements in accordance with CoAs A28-A33. The management plan Sponsor will arrange independent auditing as required, with the assistance of the Quality Team if needed.

This management plan will remain relevant for the duration of the Project and will be reviewed and updated as events and continuous improvements dictate.

12 Reporting

Reporting will include monthly internal project reports and six-monthly compliance reports as required by the conditions of approval. The six-monthly reports will track compliance against the conditions and the revised environmental management measures and will be reported in accordance with, the relevant Compliance Reporting requirements (DPE 2018) as per, Schedule 4, Conditions 7 and 8.

Reporting requirements and responsibilities are summarised below:

- 6-monthly Construction Environmental Monitoring Report to ER. The report will be made publicly available in accordance with Condition C36
- Annual Compliance Report to IRPL, ER, Commonwealth and DCCEEW
- The broader reporting process under EPL - discussed further in Section 9 of John holland's CEMP.
- Compliance and other environment reporting as per Section 9 of John Holland's CEMP.
- Traffic related reporting, including:
    - Level Crossing Treatment Reports submitted (public & private) submitted to and approved by the Planning Secretary at least one (1) month prior to the establishment or closure of level crossing
    - Road Safety Audits Reports submitted to relevant road authorities within 5 working days from the audit is conducted
    - Road Dilapidation Reports submitted to relevant road authorities within one month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with construction (as per Condition E101).
    - Incident Summary Report submitted to relevant road authorities if a road incident occurs within the boundaries of an approved TGS.
    - All reports listed in the monitoring program (Section 11.1.3)

13 Recording Keeping

Appendix A of AS1742.3 requires all John Holland supervisory personnel engaged in the implementation of TGS, keep the following records:

- Daily, weekly and end of shift records.
- Incidents
- Dash Cam site drive thru uploaded to I2S SharePoint.

More details regarding Record keeping can be found in Section 9.6 of the CEMP.

14 Review and Improvement

Continuous improvement of this Plan will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement.

Issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.

The continuous improvement process will be designed to further minimise impacts to road users, pedestrians and active transport users:

- Identify areas of opportunity for improvement of environmental management and performance.
- Identify environmental risks not already included in the risk register.
- Determine the cause or causes of non-conformances and deficiencies.
- Develop and implement a plan of corrective and preventative action to address any non-conformances and deficiencies.
- Verify the effectiveness of the corrective and preventative actions.
- Document any changes in procedures resulting from process improvement.
- Make comparisons with objectives and targets.

John Holland will be responsible for ensuring that project environmental risks are identified and included in the register of Environmental Aspects and Impacts (Appendix A2 of CEMP) and appropriate mitigation measures implemented throughout the construction of the project, as part of the continuous improvement process. The register of Environmental Aspects and Impacts will be updated when a new risk has been identified. Associated control measures will be put in place to eliminate or minimise the level of risk. Monitoring and review of the effectiveness of control measures will be carried out during weekly environmental inspections and may include consultation with site personnel involved in managing the identified risks.

The process for continuous identification and analysis of new risks associated with traffic, transport and access that may arise during construction will be facilitated by:

- Construction traffic monitoring program.
- Preparation of TMP’s to assess future work.
- Regular inspections and observations by site personnel.
- Revision of this Plan and/or traffic, transport and access management measures as required in response to community complaints or requests from regulatory agencies, the ER or the Planning Secretary.
- Regular review of the plan every six (6) months or as otherwise required by the Project Management Requirements or requested by Inland Rail in accordance with the design and construct deed, and update when deemed necessary.
- Risk assessment workshop conducted prior to any work that impacts traffic (refer to Section 9.4)

This continuous risk analysis approach will ensure prompt identification of new risks and ensure efficient mitigation through implementation of appropriate management measures. More details regarding the review and improvement of the plan can be found in Section 9.7.2 of the CEMP.

Appendix A - Definitions and Abbreviations

Term/Abbreviation	Acronym	Definition
85th percentile		The speed at or below which 85% of vehicles are observed to travel under free-flowing conditions past a nominated point.
Average Annual Daily Traffic	AADT	Annual average daily traffic. The total volume of traffic passing a roadside observation point over the period of a calendar year, divided by the number of days in that year (365 or 366 days).
Austroads Guide to Temporary Traffic Management	AGTTM	
adjacent clearance area		The area immediately adjacent to the traffic lane, and typically between the traffic lane and the worksite that should be kept free from features that would be potentially hazardous to errant vehicles.
advance warning area		Area in advance of the worksite where advance warning traffic control devices are erected to warn and inform of changes to traffic conditions ahead and to give road users time to adjust their driving behaviour.
advance warning distance		Distance measured between successive signs in the advance warning area and the distance from the beginning of the taper or closure or work area to the first advance sign.
Albury to Illabo	A2I	IRPL project being delivered by Martinus Rail with a southern interface with the IRPL I2S Project being delivered by John Holland.
around the worksite		Methods of hazard elimination, when the entire work area (including all vehicles and plant) is located 6 m or more clear from the nearest edge of a traffic lane.
Australian Rail Track Corporation	ARTC	
arterial road		A road that predominantly carries through traffic from one region to another, forming principal avenues of travel for traffic movements. Sub-definitions as follows:
		Rural - A general term for the main road carrying mostly long-distance traffic, as distinct from local traffic.
		Urban - A general term for a main traffic route but specifically referring to certain streets so designated in a local authority's district scheme.
Australian Standard	AS	
Australian / New Zealand Standard	AS/NZS	
auxiliary lane		A portion of the roadway adjoining the through traffic lanes, used for speed change or for other purposes supplementary to through traffic movement.
B-double		A combination consisting of a prime mover towing two semitrailers, with the first semitrailer being attached directly to the prime mover by a fifth wheel coupling and the second semitrailer being mounted on the rear of the first semitrailer by a fifth wheel coupling on the first semitrailer.
B-triple		A prime mover towing three semitrailers. The first and second semitrailers are connected to the following semitrailer by a fifth wheel permanently located toward the rear of the semitrailer. Under the Heavy Vehicle National Law, a B-triple is categorised as a road train.

Term/Abbreviation	Acronym	Definition
barricade		Barricades comprise either barrier boards or stand-alone non-interconnected lightweight modules. They shall be used to inhibit access to a work area.
barrier board		Boards 150 mm to 200 mm in height and not more than 4 m in length. They are mounted on trestles or fixed posts at about 1 m above the pavement. The colour combination used for barrier boards shall be alternate diagonal stripes of black and retroreflective yellow, terminating in yellow at each end.
barrier line		A pair of longitudinal lines marked on the roadway to prohibit overtaking movement in one or both directions.
buffer zone		An advance warning area if speed on the approach to a temporary speed zone is more than 30 km/h higher than the temporary speed limit and needs to be reduced in stages.
built-up area		In relation to a length of road, means an area in which either of the following is present for a distance of at least 500 metres, for the whole of the road: buildings, not over 100 metres apart on land next to the road and/or streetlights not over 100 metres apart (see *urban road)* or, if the length of road is shorter than 500 metres.
Burley Griffin Way	BGW	
centreline		The line which defines the axis or alignment of the centre of a road or other work.
		In relation to any portion of a roadway not marked with a flush median –a dotted or solid line or lines of paint or raised studs (or any combination of those lines or studs) intended to separate opposing traffic.
		In relation to any portion of a roadway marked with a flush median –the longitudinal white line that forms the left side of the median as viewed by a driver facing forward.
		In relation to an unmarked roadway – the inferred line down the longitudinal centre of the roadway.
Construction Environmental Management Plan	CEMP	Document which is required to be produced by John Holland as part of the Conditions of Approval
chicane		The lateral movement of traffic from one or more lanes onto another alignment before a shift back toward the original road alignment but not necessarily into the original lane or lanes. Typically applied to reduce the speed of traffic.
closure		The physical area from which the road users are to be excluded. This includes but is not limited to shoulder closures, lane closures and road closures.
competent person		A person who has, through a combination of training, qualification, and experience, acquired knowledge and skills enabling that person to correctly perform a specified task.
containment fence		Physical barrier sufficient to provide separation between the travelled path, or paths used by cyclists and pedestrians, from the work area, but not as rigid as to become a hazard if struck by vehicles, or to act as a safety barrier.
contractor		A person, organisation, or company responsible for implementation of an activity on or affecting a road. Examples include but are not limited to construction and maintenance crews, utility companies, surveyors, filming crews and event management.

Term/Abbreviation	Acronym	Definition
contraflow		Traffic flow in a direction opposite to the normal flow, where two-way flow is always maintained.
Council		Refers to either Cootamundra-Gundagai Regional Council or Junee Shire Council depending upon the site-specific location.
Certified Professional in Erosion and Sediment Control (CPESC)	CPESC	
Critical State significant Infrastructure	CSSI	The critical State significant infrastructure, as generally described in CoA Schedule 1, the carrying out of which is approved under the terms of this approval.
detour		A temporary, alternative route to guide road users around a worksite operation, most commonly during temporary closure of a road or path.
divided road		A road with separate roadways for traffic travelling in opposite directions.
dividing line		A road marking formed by a line, or two parallel lines, whether broken or continuous, designed to indicate the parts of the road to be used by vehicles travelling in opposite directions.
Department of Planning, Industry and Environment.	DPIE	
Degree of Saturation	DOS	
dynamic deflection		The largest transverse deflection of a road safety barrier system during an actual crash or during a full-scale impact test (i.e. the amount the road safety barrier deflects from its initial position during impact).
Early Commencement Work	ECW	
Environmental Assessment Documentation	EAD	
Environmental Impact Statement	EIS	
emergency services		An entity that has a statutory responsibility to respond to an emergency and includes the following:
		• an ambulance service
		• a fire brigade, including a volunteer fire brigade
		• a police force or police service
		• a disaster or emergency organisation of the Commonwealth or a State or Territory.
gore		A triangular area where two roads either meet or split.
TfNSW Specification D&C	G10	A TfNSW model specification that contractors must adapt for specific projects.
hazard (roadside)		Any object or feature located between the edge of a traffic lane and the road reserve boundary, or within a median, that could cause significant personal injury

Term/Abbreviation	Acronym	Definition
		(including fatal injury) to road users when impacted by an errant vehicle.
Illabo to Stockinbingal	I2S	Project which forms a portion of the larger inland rail scheme
intersection		The place at which two or more roads meet or cross.
Inland Rail Pty Ltd	IRPL	Inland Rail Proprietary Limited
John Holland Group	JHG	John Holland Group
lane line		A line (usually painted), other than the centreline, that divides adjacent traffic lanes travelling in the same direction. This line may be raised delineating devices.
long term		The description which applies when a traffic guidance scheme is required to operate both day and night and may be left unattended.
median		A strip of road, not intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed, and paved areas, grassed areas, etc.
minimum gap sight distance	M.G.S.D	The minimum sight distance required for a driver to safely accept a gap in traffic when making a manoeuvre like crossing or turning at an intersection. It's the distance a driver needs to see to determine if there's enough space and time to safely complete their intended movement
mobile work		Work that entails vehicles moving progressively along the roadway at speeds significantly lower than other traffic, with all traffic control devices being either vehicle mounted or regularly moved along the road.
motorway		A divided highway, freeway, expressway, controlled access highway etc. for through traffic with no access for traffic between interchanges and with grade separation at some interchanges. Certain activities may be restricted or prohibited by legislative provision.
multilane		Two or more running lanes in one direction.
off-peak period		The periods that have low demand volumes of traffic during the day (see *peak period)*.
offset speed zone		Temporary speed zones which result in speed limits which are different for each direction of travel at a particular location.
open road area		Roadside development less frequent than that specified for a built-up area.
Out Of Hours Work	OOHW	
past the worksite		Methods of hazard control, when the entire work area (including all vehicles and plant) is located within 6 m from the nearest edge of a traffic lane.
peak period		The period that has the highest demand volume of traffic and/or number of passengers during the day (peak hour, peak half hour, etc.) (see *off-peak period)*.

Term/Abbreviation	Acronym	Definition
permanent speed limit		The maximum legal speed limit for a specific section of road indicated by permanent speed limit signs. These signs are in place 24 hours a day, seven days a week and have been implemented after a speed limit review has been carried out.
Portable Traffic Control Device	PTCD	An approved portable device used to control traffic to enhance the safety and protection of road users and road workers at the worksite, specifically an option to improve safety for traffic controllers. Portable traffic controller devices may include PTSS or boom barriers.
Portable Traffic Signal Systems	PTSS	An approved portable traffic signal device allowing traffic controllers to perform their roles at a safe distance from traffic in high-risk environments.
primary sign		The first sign closest to the worksite, work area or hazard. This sign is followed by repeater signs placed further from the worksite, work area or hazard.
radar activated speed signs	RASS	
road reserve		An area of land between the legal road boundaries, usually a fence line to fence line. This typically includes the roadway, footpaths, other access ways and unpaved areas, which allow the passage of road users. The road reserve also includes an airspace of six metre directly above the road surface.
Road Safety Audit	RSA	A formal examination of a road or intersection, existing or proposed, to identify potential safety issues and opportunities for improvement. It's conducted by an independent, multidisciplinary team that qualitatively assesses and reports on safety risks for all road users.
road train		A combination, other than a B-double, consisting of a motor vehicle towing at least two trailers, excluding any converter dolly supporting a semitrailer.
road user		Any driver, rider, passenger, or pedestrian using the road.
roadway		Any one part of the width of a road devoted particularly to the use of vehicles, inclusive of shoulders and auxiliary lanes.
Road Occupancy Licence	ROL	A permit which allows the applicant to use or occupy a specified road space at approved times, provided that certain conditions are met.
running lane		The portion of the roadway allotted for the use of a single line of vehicles. Cyclists operating in these lanes are considered vehicles.
rural road		A general term for the road carrying mostly long-distance traffic, as distinct from local traffic and located in open road areas.
safety buffer		The unoccupied space between the additional warning area and work area which allows for an errant vehicle to pull up before reaching the work area.
safe intersection sight distance	S.I.S.D	the minimum distance a driver needs to see a vehicle entering or leaving a side road to safely stop before a

Term/Abbreviation	Acronym	Definition
		collision at an intersection. It's crucial for ensuring safe road operations, especially at unsignalized intersections.
safe work method statement	SWMS	A document which identifies the type of work being undertaken, the risks, the hazards, and controls to be implemented to eliminate the risk.
short term (traffic control)		Description that applies when a traffic guidance scheme is required only while work personnel are in attendance and is generally limited to the duration of a single work shift.
shoulder		A sealed or unsealed part of the road outside the edge line, or inferred edge line, which is trafficable, adjacent to the traffic lane and flush with the surface of the pavement.
shuttle flow		Where a portion of the roadway is closed so that a single lane is used alternately by traffic from opposite directions. It is one-way flow with one direction first, then the other. This is used where insufficient width is available for maintaining two-way flow at all times.
sight distance		The distance, measured along the road over which visibility occurs between a driver or rider and an object or between two drivers at specific heights above the roadway in their lane of travel.
speed		Distance travelled per unit of time (km per hour).
speed of traffic		The posted speed limit at a location when being adhered to by the majority of road users (see *85th percentile*). This can be checked by travelling in the stream of vehicles and comparing to the posted speed limit.
Speed Zone Application	SZA	
(traffic speed)		If the speed of the majority of vehicles is travelling significantly slower or faster than the posted speed limit (±10 km/h), apply this speed limit when making any decisions regarding design.
static works		All works which are greater in scope and duration than can be handled by short term, low impact methods or mobile works and are contained within a fixed area.
swept path		The area bounded by lines traced by the extremities of the bodywork of a vehicle while turning.
taper		A straight or smoothly curved row of delineation devices used to shift traffic laterally, e.g. from a lane to the shoulder.
temporary speed limit		A speed limit that is applied on some sections of road as a result of roadworks, school zones or other variable speed limits which are in place to suit driving and travel conditions. These are not permanent speed limits.
termination area		Where road users have passed the work area and normal traffic conditions resume.
Transport Management Centre	TMC	
Transport for NSW	TfNSW	NSW Highway & State Road Manager

Term/Abbreviation	Acronym	Definition
through the worksite		Methods of hazard separation by stopping all road user's movement for short periods when workers need to occupy the roadway.
traffic controller	TC or TCR	A competent person whose duty it is to control traffic at a worksite.
Traffic Control at Worksites	TCAW's	TfNSW TS 05492 Traffic Controls at Work Sites (TCAWS) including all amendments
traffic control device	TCD	Any traffic sign, road marking, traffic signal, or other device, placed or erected under public authority for the purpose of regulating, directing, warning or guiding traffic.
Traffic Guidance Scheme	TGS	An arrangement of temporary traffic control devices to warn traffic and guide it around, through or past a worksite or temporary hazard.
Traffic Management Plan	TMP	A document describing all essential traffic management matters associated with roadworks or works on roads. This includes risk assessment, traffic demand and accommodation, traffic routing and control and provision for vulnerable road users and special vehicles such as buses, trams, or over-dimensional vehicles.
travelled path		That part of the roadway which is made available to vehicles, and which may consist of one of more running lanes.
Truck mounted attenuator	TMA	Safety device designed to reduce the severity of collision that should be fitted to slow moving or stationary vehicles which are exposed to potential impact from behind by approaching traffic. Also referred to as a "bump truck"
Traffic, Transport Liaison Group	TTLG	This group is formed to facilitate communication and coordination between different stakeholders involved in major transport projects.
two-way roadway		A roadway having running lanes allotted for use by traffic in opposing directions.
undivided road		A road without a median (see *divided road).*
unsealed road		A road that does not have a hard or smooth surface. Unsealed road surfaces include gravel, sand or dirt.
Vehicle Management Plan	VMP	Document detailing the internal vehicle and workforce movements within sites and compounds. It includes and barriers/barricading required to protect and direct workers around site.
Variable Message Signs	VMS	Variable message signs can be changed to display information messages to alert drivers of on-road incidents on the road ahead. They are also used to warn road users about weather conditions and other important information
vehicles per day	vpd	The number of vehicles observed passing a point in both directions on a road for 24 hours
vehicles per hour	vph	The number of vehicles observed passing a point in both directions on a road for one hour
vulnerable road user		Pedestrians, cyclists, motorcyclists.

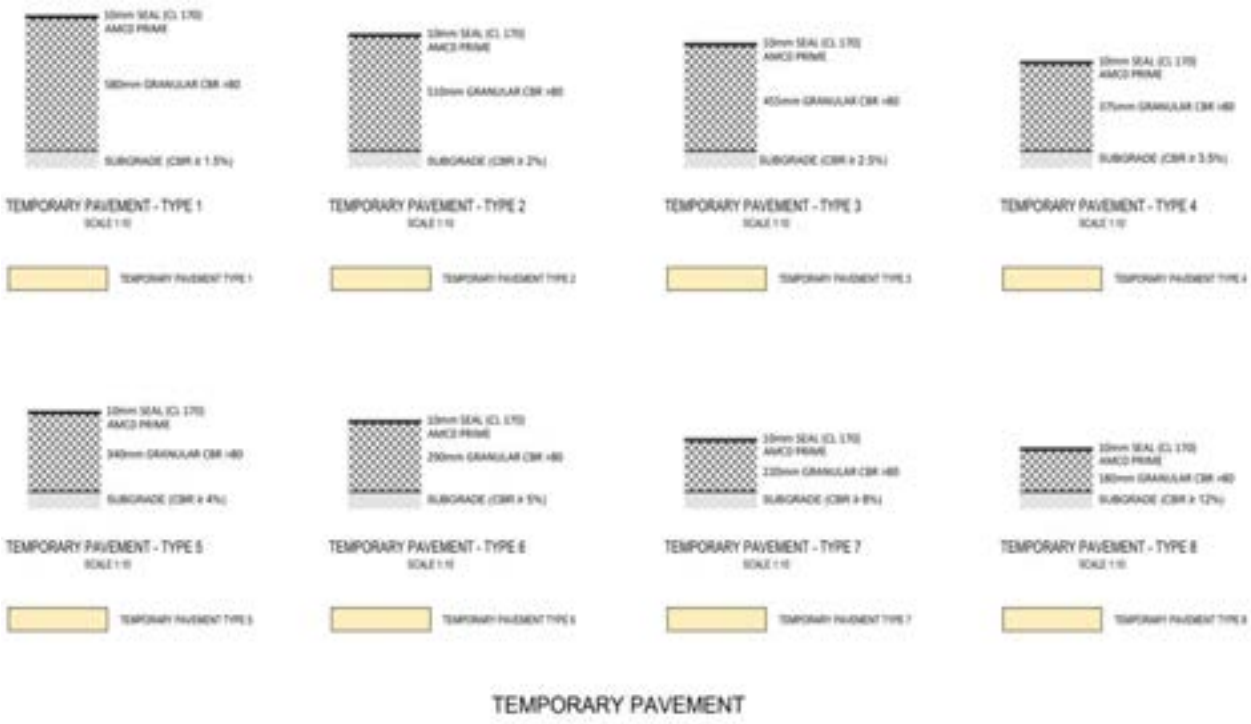
Term/Abbreviation	Acronym	Definition
work area		Area where maintenance or construction work is being done.
worksite		An area which includes the work area(s), and any additional length of road required for advance signing, tapers, side-tracks or other areas needed for associated purposes.

Appendix B - I2S Construction Program (Extract Only)

Key Milestones:

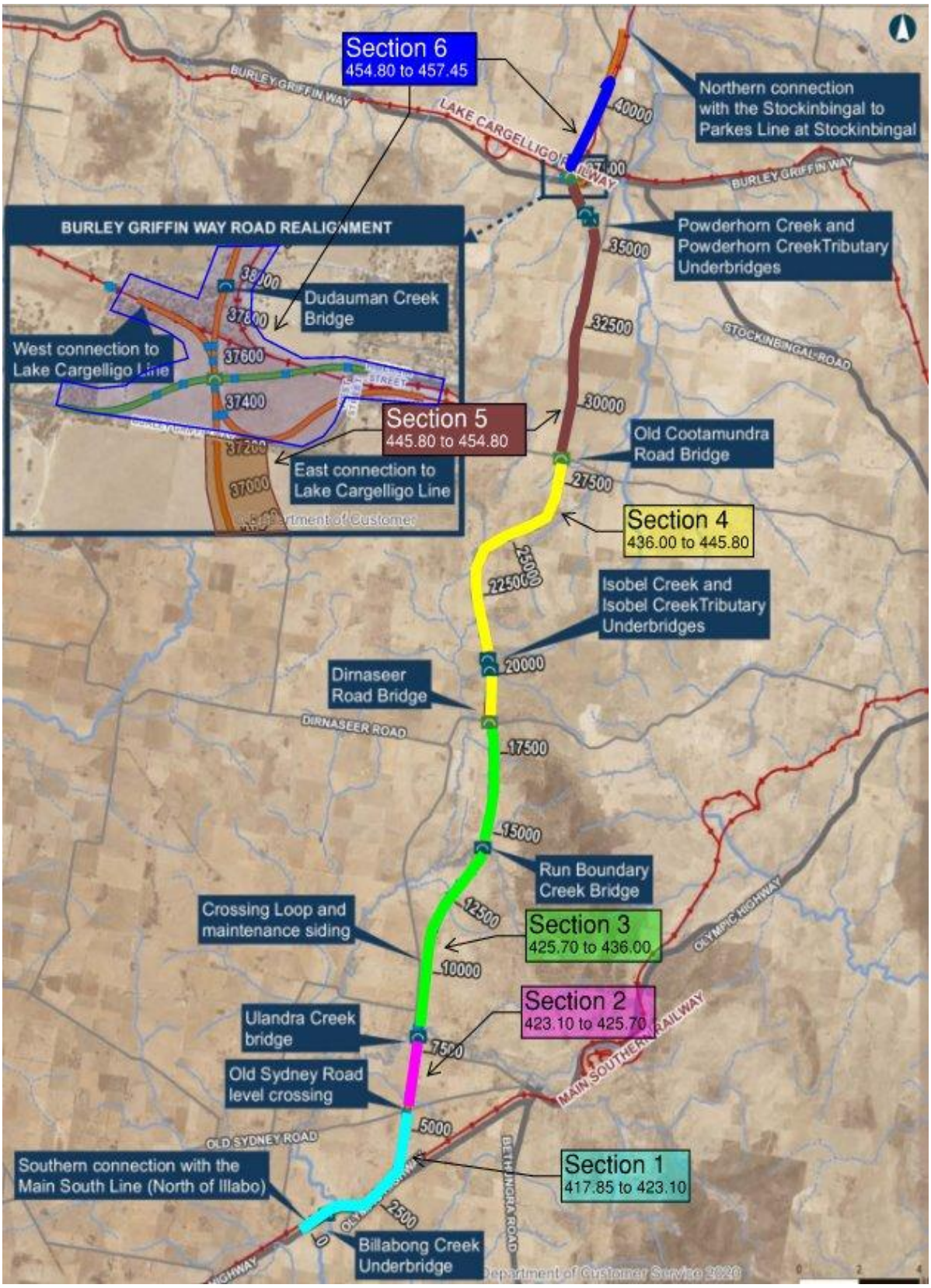
Activity ID	Activity Name	Original Duration	Remaining Duration	Physical % Complete	Start	Finish
Inland Rail - Illabo to Stockinbingal (I2S) - Award 8Oct24 - LIVE Program - June 2025		1329	1074		21-Aug-24 A	15-Dec-26
Key Dates		785	564		21-Aug-24 A	30-Apr-27
Contractual Milestones		785	0		21-Aug-24 A	30-Apr-27
I-I2G.16360	I2S ECW Agreement Executed	0	0	100%	21-Aug-24 A	
I-I2G.1000	I2S Deed Execution Date (30th September 2024)	0	0	100%	08-Oct-24 A	
I-I2G.1050	Date for Overall Practical Completion of the Works - I2S	0	0	0%		30-Apr-27*
Portion and Handover Dates		121	121		14-Sep-26	30-Apr-27
Returned Works A		30	30		14-Sep-26	13-Oct-26
I-I2G.1020	Returned Works A - CRN Track - Construction complete	0	0	0%		14-Sep-26
I-I2G.5260	Returned Works A - CRN Track - Contractors Contingency (based of SAA /10% of Construction Duration)	30	30	0%	14-Sep-26	13-Oct-26
I-I2G.5320	Returned Works A - CRN Track - completion	0	0	0%		13-Oct-26*
Portion 1		34	34		14-Sep-26	18-Oct-26
I-I2G.1030	Portion 1 - ARTC Stockinbingal to Parkes SIP - Construction complete	0	0	0%		14-Sep-26
I-I2G.5270	Portion 1 - ARTC Stockinbingal to Parkes SIP - Contractors Contingency (based of SAA /10% of Construction Du	34	34	0%	15-Sep-26	18-Oct-26
I-I2G.5330	Portion 1 - ARTC Stockinbingal to Parkes SIP - completion	0	0	0%		18-Oct-26*
Returned Works B		38	38		03-Nov-26	11-Dec-26
I-I2G.5220	Returned Works B - Burley Griffin Way Road Open - Construction complete	0	0	0%		03-Nov-26
I-I2G.5280	Returned Works B - Burley Griffin Way Road Open - Contractors Contingency (based of SAA /10% of Constructio	38	38	0%	04-Nov-26	11-Dec-26
I-I2G.5340	Returned Works B - Burley Griffin Way Road Open - completion	0	0	0%		11-Dec-26*
Portion 2		27	27		15-Mar-27	11-Apr-27
I-I2G.5230	Portion 2 - I2S Track - Construction complete	0	0	0%		15-Mar-27
I-I2G.5290	Portion 2 - I2S Track - Contractors Contingency (based of SAA /10% of Construction Duation)	27	27	0%	15-Mar-27	11-Apr-27
I-I2G.5350	Portion 2 - I2S Track - completion	0	0	0%		11-Apr-27*
Portion 3		27	27		03-Apr-27	30-Apr-27
I-I2G.15000	Portion 3 - All Works - Construction complete	0	0	0%		03-Apr-27
I-I2G.15010	Portion 3 - All Works - Contractors Contingency (based of SAA /10% of Construction Duration + emai)	27	27	0%	04-Apr-27	30-Apr-27
I-I2G.5360	Portion 3 - All Works - PRACTICAL COMPLETION	0	0	0%		30-Apr-27
IRPL Milestones		175	0		06-Sep-24 A	24-Jun-25
I-I2G.PM.PA-1812	IRPL to issue Archaeological/Aboriginal Heritage Approval to JH (Delete)	1	0	100%	08-Oct-24 A	08-Oct-24 A
I-I2G.PM.PA-2282	LNW Approval (Low impact works) works can commence	0	0	100%	17-Dec-24 A	
I-I2G.PM.PA-2502	IRPL 100% retirement of Biodiversity Credits	0	0	0%		24-Jun-25*
CSV		0	0		06-Sep-24 A	06-Sep-24 A
I-I2G.PM.JA-2252	CSV Approval Granted	0	0	100%	06-Sep-24 A	
EPBC		12	0		28-Oct-24 A	28-Oct-24 A
I-I2G.PM.JA-2262	EPBC Approval Granted (IRPL to Issue - required by)	0	0	100%	28-Oct-24 A	
I-I2G.PM.JA-1802	EPBC Approval Granted (IRPL to Issue - As late as possible	0	0	100%		28-Oct-24 A
Signalling		0	0		18-Sep-24 A	18-Sep-24 A
I-I2G.15590	IRPL to Issue Updated O/S from IRPL	0	0	100%	18-Sep-24 A	
I-I2G.15740	IRPL to Issue Editable Reference Design SPS from IRPL	0	0	100%	18-Sep-24 A	
I-I2G.15750	IRPL to Issue CAD Reference Design Signalling Plans from IRPL	0	0	100%	18-Sep-24 A	

Appendix C - Pavement Types Examples for Gate Construction



TEMPORARY PAVEMENT

Appendix D - I2S Alignment in Sections



Section	Description	SCOPE
6	BGW - Grogan Rd	CRN Track Realignment Track Construction Dudauman Ck Bridge BGW Bridge and road realignment Level Crossings
5	Old Cootamundra Rd - BGW	Track Construction Old Cootamundra Rd Bridge Powderhorn Creek & Powderhorn Creek Tributary Bridge Level Crossings
4	Dirnaseer Rd - Old Cootamundra Rd	Track Alignment Dirnaseer Road Bridge Isobel Creek and Tributary Bridge Level Crossings
3	Ironbong Rd - Dirnaseer Rd	Track Alignment Run Boundary Creek Bridge Level Crossings
2	Old Sydney Rd - Ironbong Rd	Track Alignment Ulandra Creek Bridge Level Crossings
1	Olympic Hwy - Old Sydney Rd	Track Alignment Billabong Creek Bridge Level Crossings

Appendix E - Traffic Management Monitoring and Compliance – E3,4 & 5 Inspection Checklists

E3 – Weekly TTM inspection checklist

E4 – Shift/Daily TTM inspection checklist

E5 – Post completion inspection checklist

E.3 Weekly TTM inspection checklist

Weekly inspections must only be carried out by a PWZTMP qualified person. Weekly inspections must be carried out when a site is first open and at least once every week thereafter.

Completed by:				
Name:		Signature:		
TMP Reference:		TGS Reference:		
Date:		Inspection type	☐ Pre-opening	☐ Weekly
Desktop review				
Is a copy of the location TMP and relevant TGS available? ***If no inspection must not be undertaken until documents are obtained***			☐ Yes ☐ No	
Details of TMP and TGS:				
Are the location TMP and relevant TGS approved? ***If no, work must be stopped until documents are approved***			☐ Yes ☐ No	
Comments or details of action taken:				
Site Inspection				
Inspection completed:	☐During the day ☐During the night			
Signs and devices positioned as prescribed and commanding attention? ***If no provide details and rectify signs***			☐ Yes ☐ No	
Comments or details of action taken:				

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Site Inspection	
Sign sizes as prescribed? ***If no provide details and rectify signs***	☐ Yes ☐ No
Comments or details of action taken:	
Signs are mounted level and suitably clear of travel lanes? ***If no provide details and rectify signs***	☐ Yes ☐ No
Comments or details of action taken:	
Has temporary delineation been applied as prescribed, with permanent markings obliterated? ***If no provide details of action required to rectify delineation***	☐ Yes ☐ No
Comments or details of action taken:	
Are registered trailers i.e. VMS / light towers; suitably clear of travel lanes and delineated? ***If no provide details and rectify location***	☐ Yes ☐ No
Comments or details of action taken:	
Are temporary speed zones operating as prescribed? ***If no provide details and discuss with work supervisor***	☐ Yes ☐ No
Comments or details of action taken:	
Are PTCD positioned as prescribed in TGS? ***If no provide details of action required to rectify***	☐ Yes ☐ No
Comments or details of action taken:	

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Site Inspection	
Are manual traffic controllers clear of travel lane, have suitable escape route? ***If no provide details of action required to rectify***	☐ Yes ☐ No
Comments or details of action taken:	
Are site accesses and egresses well defined and safe for work vehicles? ***If no provide details of action required to rectify***	☐ Yes ☐ No
Comments or details of action taken:	
Termination signs are suitably located? i.e. D downstream of last activity. ***If no provide details of action required to rectify***	☐ Yes ☐ No
Comments or details of action taken:	

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Post site inspection confirmation		
Is worksite layout operating safely as intended? ***If no provide details and implement controls to rectify***		☐ Yes ☐ No
Comments or details of action taken:		
Has TMP identified and addressed key TTM risks? ***If no provide details and implement controls to rectify***		☐ Yes ☐ No
Comments or details of action taken:		
Have key TTM risks been addressed on site? ***If no provide details of additional hazards and controls required***		☐ Yes ☐ No
Comments or details of action taken:		
Have copies of Shift Inspections been sighted as completed as required? ***If no provide details and discuss with nominated rep completing Shift Inspections***		☐ Yes ☐ No ☐ N/A
Comments or details of action taken:		

Additional comments:

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E.4 Shift/Daily TTM inspection checklist

Shift inspections must be undertaken by a person holding the PWZTMP or ITCP qualification when a TGS is installed, changed or updated, to ensure the TGS is implemented as designed. This includes at a minimum, twice per shift (recommended every 2 hours). This form can also be used for inspecting 'Aftercare' arrangements.

Completed by:					
Name:		Signature:			
TMP Reference:		TGS Reference:			
Date:		Time/s	*Inspection 1*	*Inspection 2*	*Inspection 3*
			00-00	00-00	00-00

Drive through TGS inspection		*Inspection 1*	*Inspection 2*	*Inspection 3*
Have any adjustments been made to the approved TGS?		☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
If yes, provide details:	Are changes within tolerances? ***If no, TGS must be reviewed by a PWZTMP***	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
	Have changes been approved? ***If no, TGS must be approved***	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:				
Have all signs and devices been installed in accordance with approved TGS? ***If no, provide detail of action taken***		☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:				

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Drive through TGS inspection		Inspection 1	Inspection 2	Inspection 3
Are PTCD positioned as prescribed in TGS? ***If no, provide detail of action taken***		☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A
Comments or details of action taken:				
Are manual traffic controllers clear of travel lane, have suitable escape route? ***If no, provide detail and reposition manual traffic controllers***		☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A
Comments or details of action taken:				
Are sign and devices in good condition, clearly visible to road users? ***If no, provide detail of action taken***		☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:				
Are all signs mounted level and suitably clear of travel lanes? ***If no, provide detail of action taken***		☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:				
Are conflicting or non-applicable signs covered or removed? ***If no, provide detail and remove or cover signs***		☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A
Comments or details of action taken:				

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Drive through TGS inspection		*Inspection 1*	*Inspection 2*	*Inspection 3*
Is temporary delineation installed as prescribed i.e. straight line forming taper? ***If no provide details and rectify delineation***		☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:				
Have site conditions changed due to shade, park vehicles, glare etc. ***If yes provide details and note if action is required***		☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:				
Are registered trailers i.e. VMS / light towers; suitably clear of travel lanes and delineated? ***If no provide details and rectify location***		☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A
Comments or details of action taken:				
Are temporary speed zones operating as prescribed? ***If no provide details and discuss with work supervisor***		☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A
Comments or details of action taken:				
Are workers on foot / plant clearances been applied / observed? ***If no provide details and implement controls to rectify***		☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A	☐ Yes ☐ No ☐ N/A
Comments or details of action taken:				

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Post drive through confirmation	*Inspection 1*	*Inspection 2*	*Inspection 3*
Is TGS valid for the site activity and operating safely as intended? ***If no provide details and implement controls to rectify***	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:			
Is TGS is appropriate for the current traffic conditions? ***If no provide details and implement controls to rectify***	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:			
Have potential hazards identified in TGS been addressed? i.e. end-of-queue management ***If no provide details of additional hazards and controls required***	☐ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No
Comments or details of action taken:			

Additional comments:

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E.5 Post completion inspection checklist

Completed by:			
Name:		Road name/Staging Plan number:	
Signature:		Date / time:	
ITCP or PWZTMP card number			

Drive through post completed inspection		
Item		**Comments / Action**
Have all work activities been completed?	☐ Yes ☐ No	
Has all plant and equipment been removed?	☐ Yes ☐ No	
Have all TTM signs and devices been removed?	☐ Yes ☐ No	
Has all TTM linemarking been obliterated?	☐ Yes ☐ No	
Have existing permanent speed limits been reinstated?	☐ Yes ☐ No	
Have all TTM site hazards been removed?	☐ Yes ☐ No	
Other	☐ Yes ☐ No	

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Desktop post completion inspection		
Have all TGSs for completed tasks been retained?	☐ Yes ☐ No	
Have all TMP required documents been placed in relevant folders?	☐ Yes ☐ No	
Has TMP/TGS designer requested addition information post TTM removal?	☐ Yes ☐ No	
Is the road safe for opening to road users?	☐ Yes ☐ No	

Additional comments:

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E.6 Portable variable message sign (VMS)/variable speed limit sign (VSLS) location and placement checklist

Proposed site location	
Road Details /Intersections /property numbers	
Purpose of the VMS/VSLS	
Proposed period of use	
Is this integrated with TMC?	

Checklist details for VMS/VSLS location	**Yes, No or N/A**	**Comments/reasons for non-compliance**
Planning		
Will the location of the proposed VMS/VSLS be in the road reserve?		
Will the proposed VMS/VSLS be visible from a road or road related area?		
Is the proposed VMS/VSLS being used as part of a major event?		
Safety		
Will the proposed location allow safe and easy access to the site for deployment of the portable VMS/VSLS?		
Is the proposed site located near any utilities (overhead or underground)?		
Will the proposed site cause personnel to be unsafely exposed to traffic?		
Will traffic control be required to safely place or remove the portable VMS/VSLS?		

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Checklist details for VMS/VSLS location	Yes, No or N/A	Comments/reasons for non-compliance
Are there any other safety considerations at the proposed site? e.g. bore drains, culverts etc.		
Placement		
Is the proposed location likely to affect or change the patterns of any vulnerable road user movements?		
Is the proposed location likely to affect or change the pattern of cyclist movements?		
Will the proposed location be behind Transport approved safety barriers or as far away from the edge of the traffic lane as is practical in a position determined suitable based on a documented risk assessment and detailed in the TMP? For more information refer to Austroads *Guide to Road Design Part 6: Roadside Design, Safety and Barriers*.		
Is the proposed location at least 300m from the nearest permanent VMS?		
Is the proposed location at least 200-300m from significant static signs?		
Is the proposed location at least 200-300m from any signalised intersections?		
Will the proposed location cause driver distraction?		
Is the proposed location a suitable distance from any speed zoning signage?		
Is the proposed location in the direct run off carriageway path of a vehicle?		
Will the proposed location affect any residential or commercial properties?		

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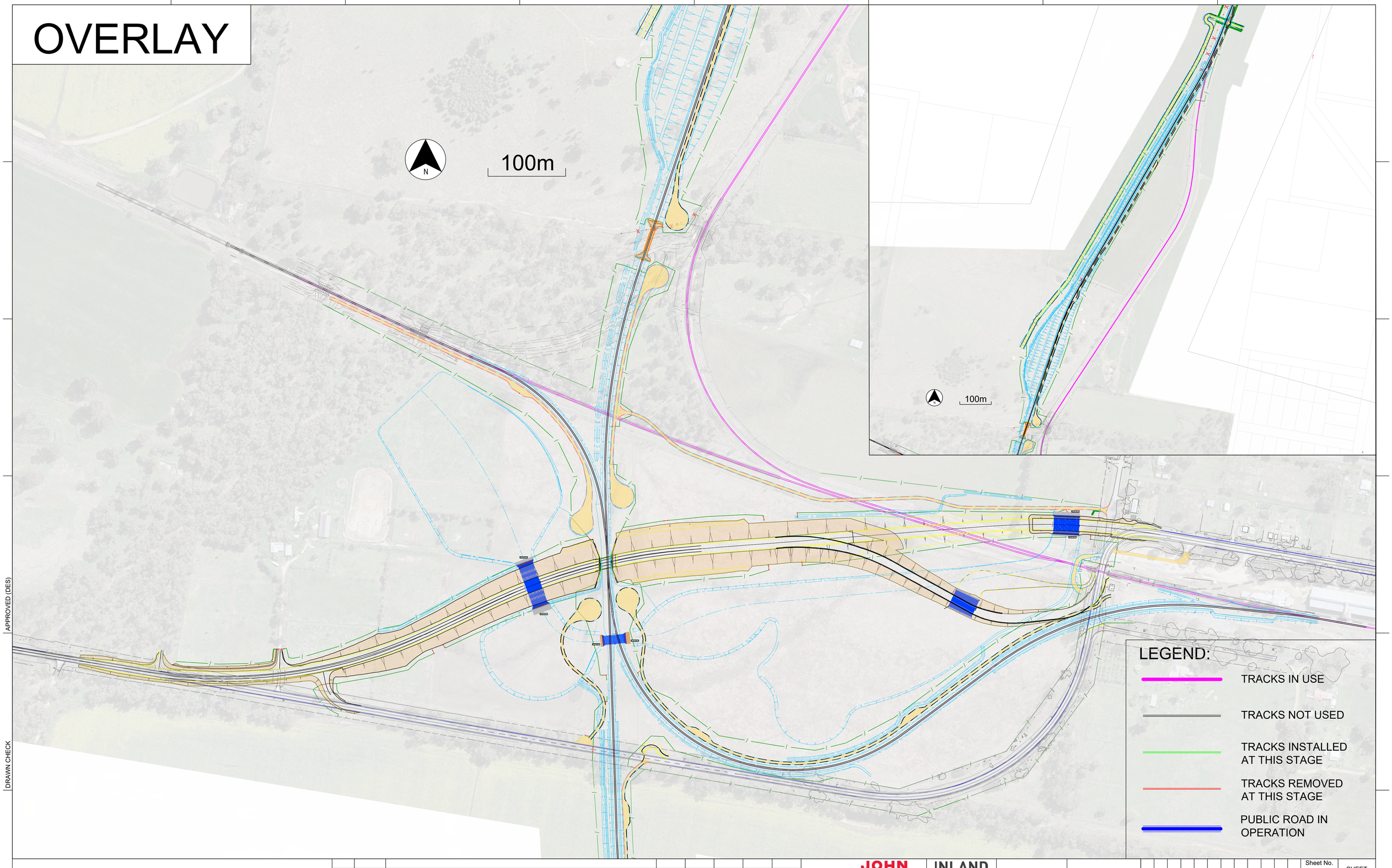
Checklist details for VMS/VSLS location	Yes, No or N/A	Comments/reasons for non-compliance
Will the proposed location affect any accesses or legal rights of way?		
Is the proposed location within 200m of any intersection or merging lane?		

Structures		
Will the proposed location be behind guard rail?		
Will the proposed location be behind wire rope fence?		
Is the proposed location close to significant road side furniture?		

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Appendix F - Burley Griffin Way Staging Plan

OVERLAY



APPROVED (DES)

DRAWN CHECK

DRAWN

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File name	Alternate DMS number	A2	06/08/25							
		A1	05/06/25							
		Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted	

JOHN HOLLAND

INLAND RAIL

Drawn S. Ordonneau

Checked S. Ordonneau

Ind. Rev. Company | Ind. Rev. Name

Ind. Review Signature

Approved By | Accepted By

Signed | Signed

Approval Date | Acceptance Date

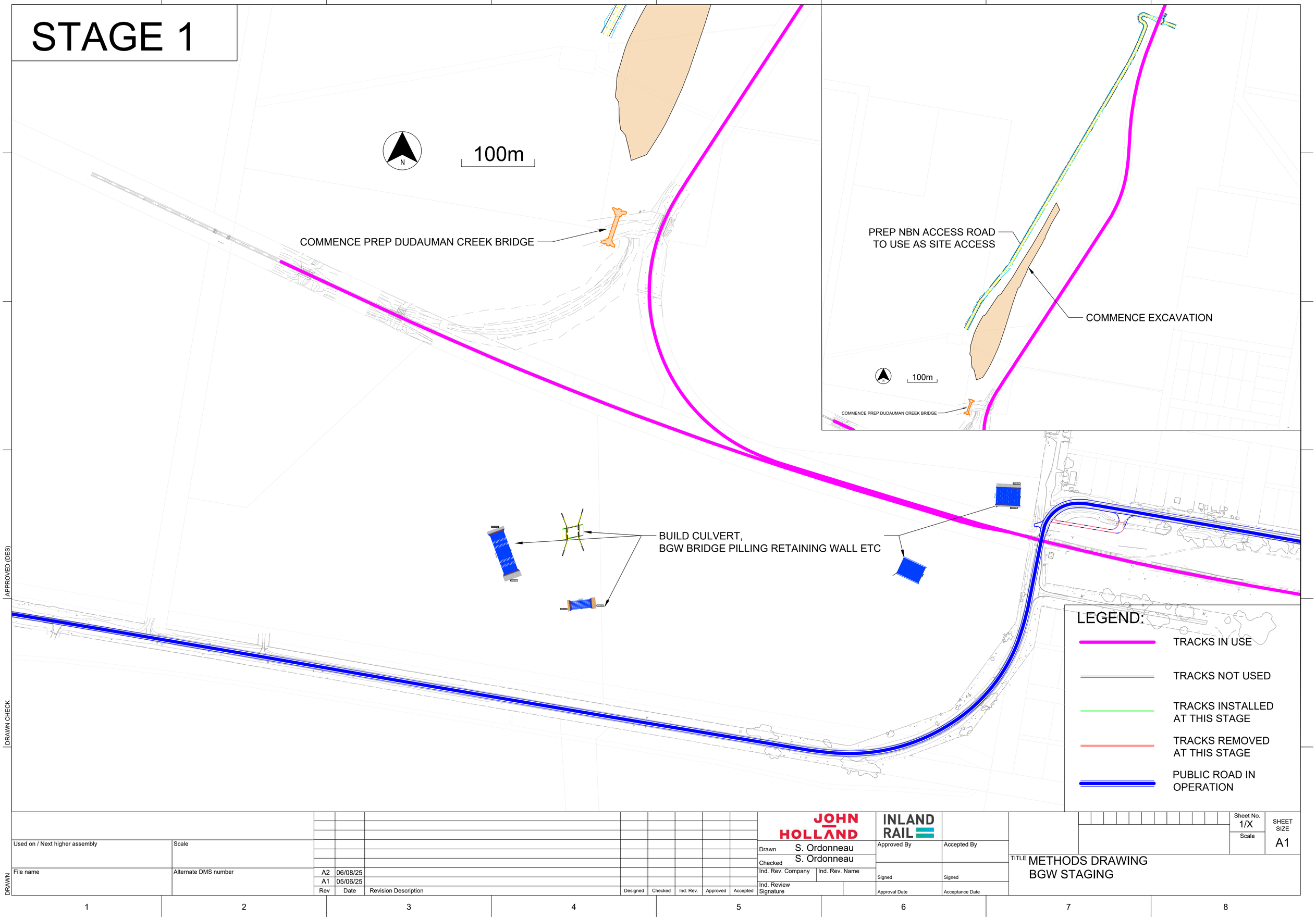
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STAGE 1



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		A1	05/06/25							
		Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted	

JOHN HOLLAND

INLAND RAIL

Drawn	S. Ordonneau	Approved By	Accepted By
Checked	S. Ordonneau		
Ind. Rev. Company	Ind. Rev. Name	Signed	Signed
Ind. Review Signature		Approval Date	Acceptance Date

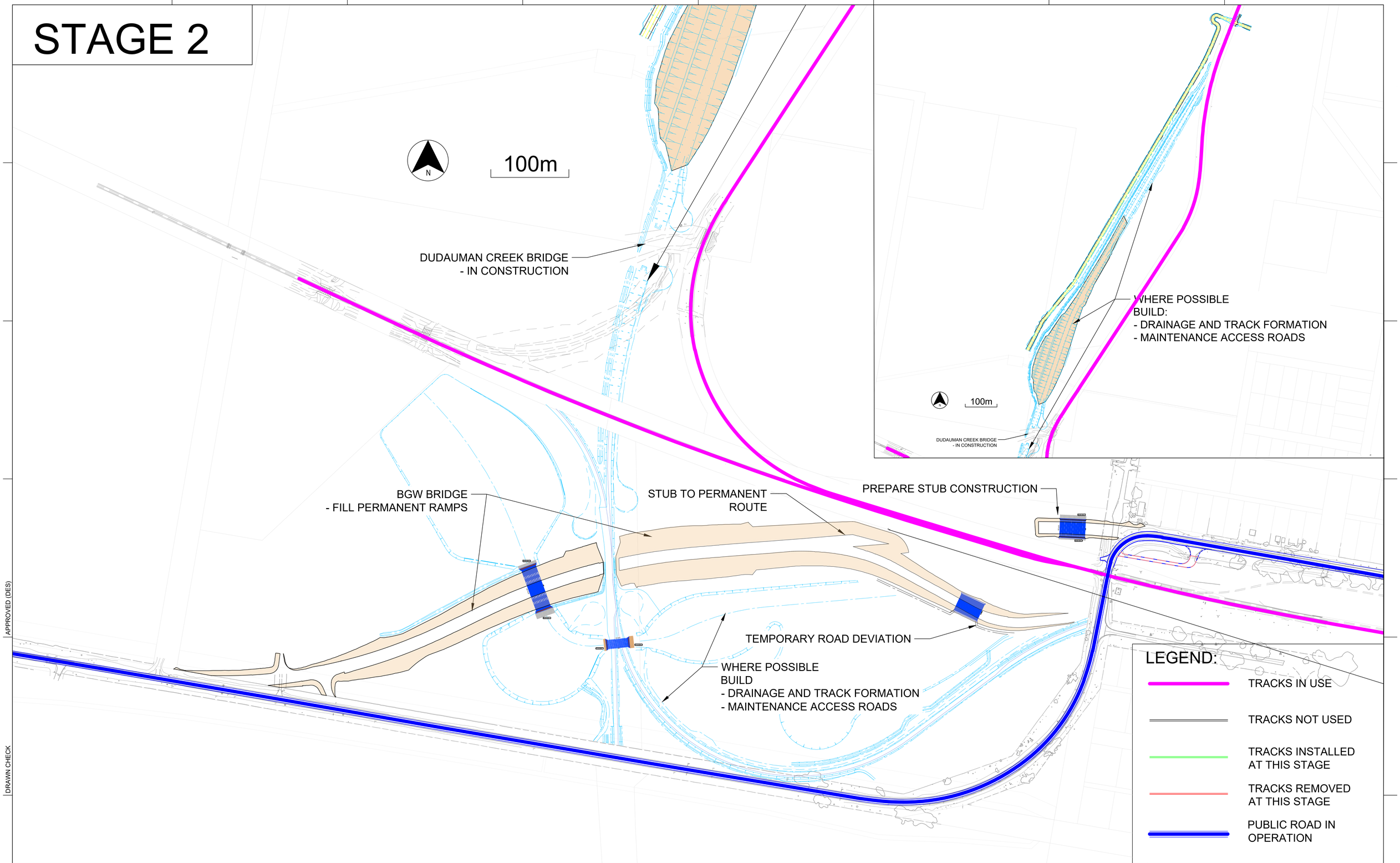
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STAGE 2



APPROVED (DES)

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		A1	05/06/25							
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JOHN HOLLAND

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Checked	S. Ordonneau		
Ind. Rev. Company	Ind. Rev. Name	Signed	Signed
Ind. Review Signature		Approval Date	Acceptance Date

TITLE METHODS DRAWING
BGW STAGING

Sheet No. 1/X

Scale

SHEET SIZE A1

STAGE 3

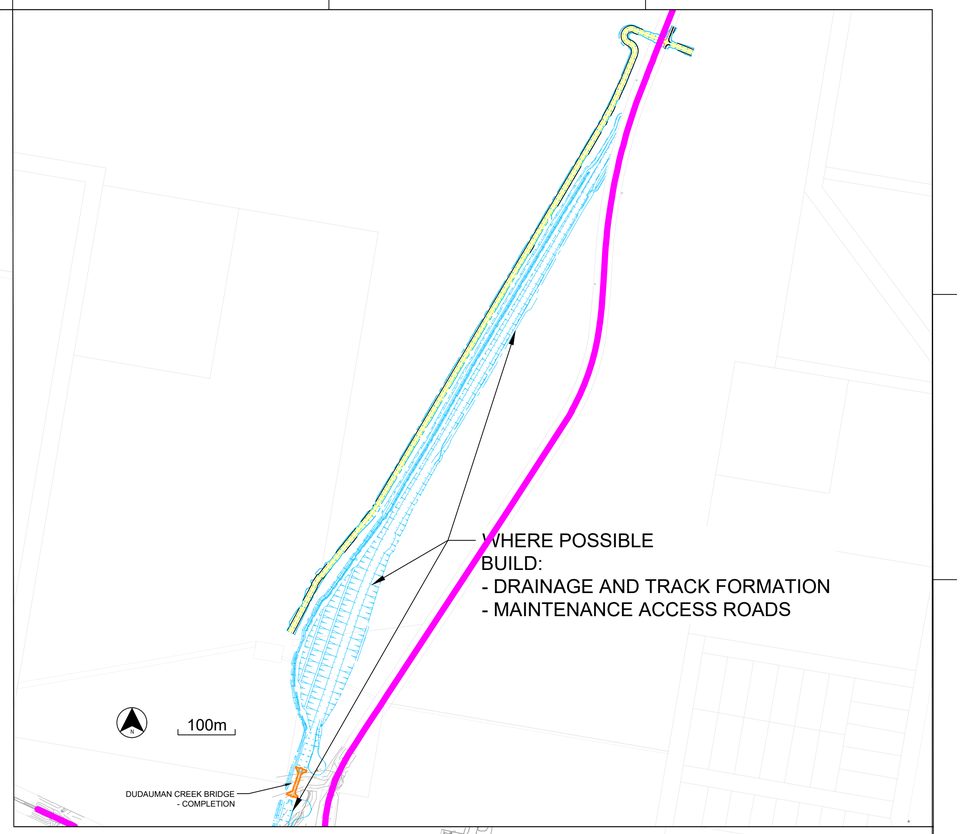
N

100m

DUDAUMAN CREEK BRIDGE
- COMPLETION

ROAD DEVIATION LIVE

WHERE POSSIBLE
BUILD
- DRAINAGE AND TRACK FORMATION
- MAINTENANCE ACCESS ROADS



LEGEND:

- TRACKS IN USE
- TRACKS NOT USED
- TRACKS INSTALLED AT THIS STAGE
- TRACKS REMOVED AT THIS STAGE
- PUBLIC ROAD IN OPERATION

APPROVED (DES)

DRAWN CHECK

DRAWN

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
A2	06/08/25						
A1	05/06/25						

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Scale

File name

Alternate DMS number

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Checked S. Ordonneau

Ind. Rev. Company

Ind. Rev. Name

Ind. Review Signature

Approved By

Signed

Approval Date

Accepted By

Signed

Acceptance Date

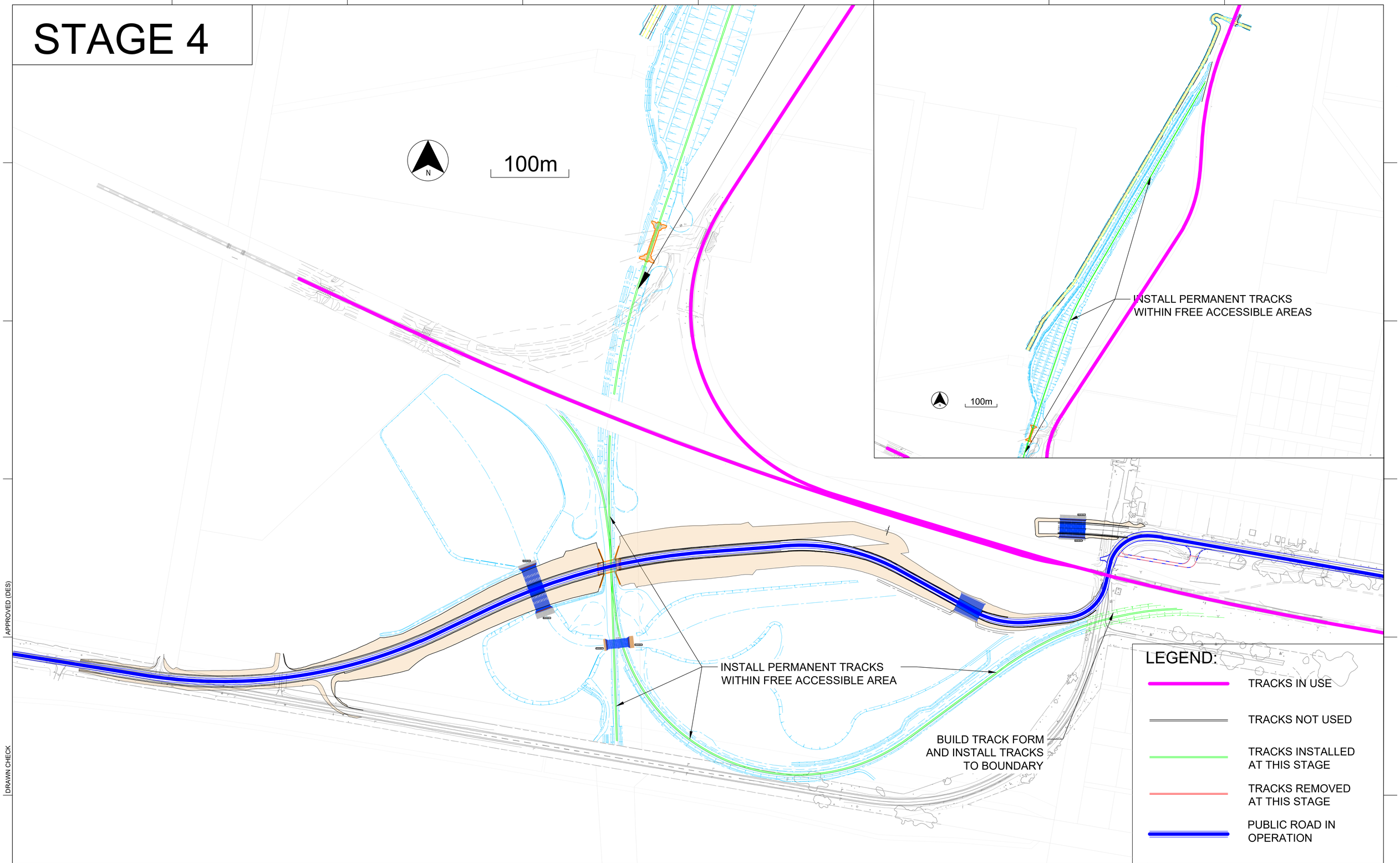
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TITLE METHODS DRAWING
BGW STAGING

STAGE 4



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A1	05/06/25						

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File name

Alternate DMS number

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Checked S. Ordonneau

Ind. Rev. Company

Ind. Rev. Name

Ind. Review Signature

Approved By

Signed

Approval Date

Accepted By

Signed

Acceptance Date

TITLE METHODS DRAWING
BGW STAGING

Sheet No. 1/X

Scale

SHEET SIZE A1

STAGE 5

WORKS UNDER POSSESSION

N

100m

REMOVE EXISTING RAILS WHERE NECESSARY
INSTALL CONNECTION NEW RAILS ALIGNMENT

N

100m

REMOVE EXISTING RAILS WHERE NECESSARY
INSTALL CULVERT
INSTALL PERMANENT FORMATION AND RAILS
IN LIEU OF OLD RAILS

FINALISE RAIL FORMATION
INSTALL PERMANENT RAIL TURNOUT

LEGEND:

- TRACKS IN USE
- TRACKS NOT USED
- TRACKS INSTALLED AT THIS STAGE
- TRACKS REMOVED AT THIS STAGE
- PUBLIC ROAD IN OPERATION

APPROVED (DES)

DRAWN CHECK

DRAWN

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
A2	06/08/25						
A1	05/06/25						

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Scale

File name

Alternate DMS number

JOHN HOLLAND

Drawn S. Ordonneau

Checked S. Ordonneau

Ind. Rev. Company | Ind. Rev. Name

Ind. Review Signature

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Approved By | Signed | Approval Date

Accepted By | Signed | Acceptance Date

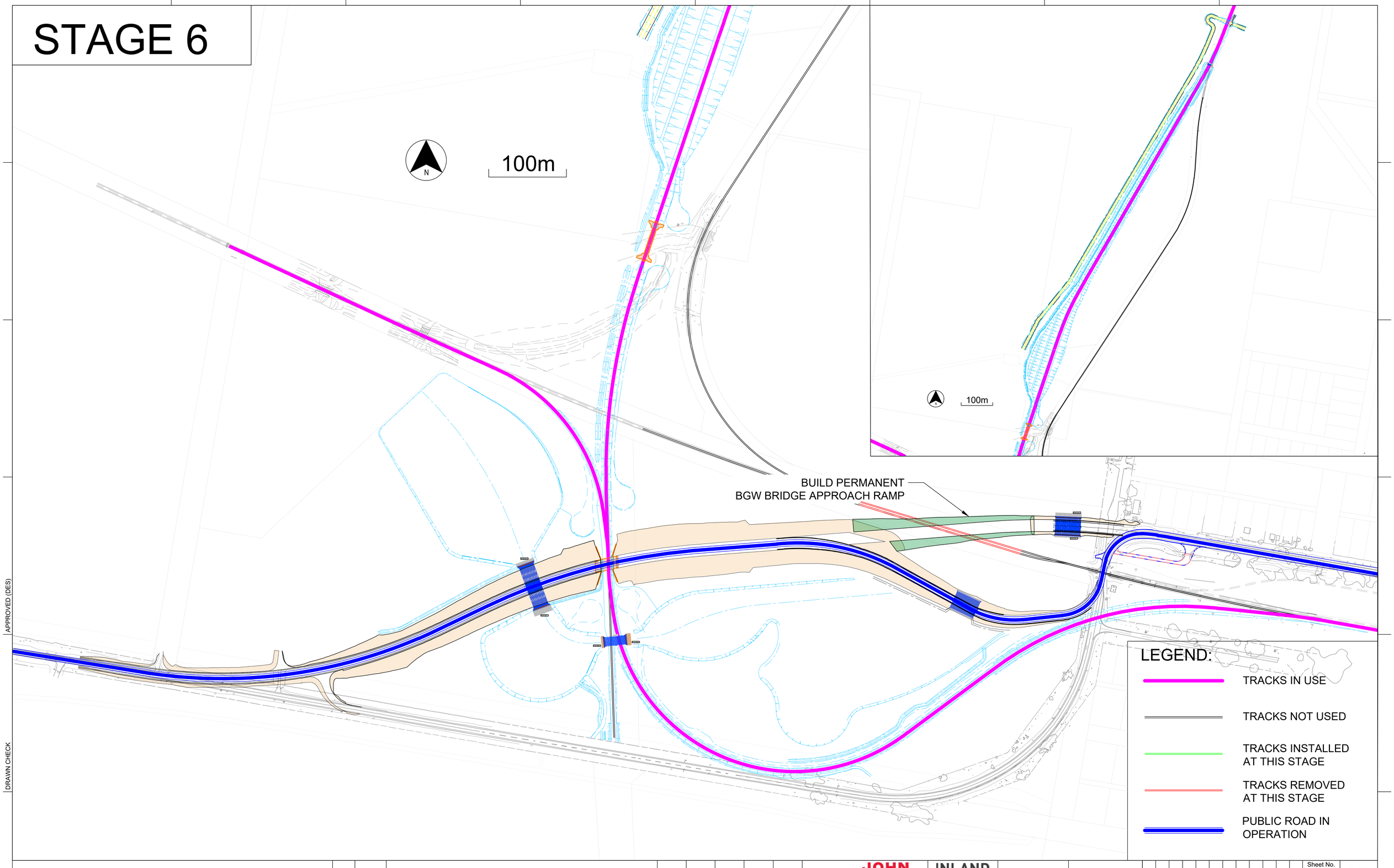
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STAGE 6



APPROVED (DES)

DRAWN CHECK

DRAWN

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		A1	05/06/25							
		Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted	

JOHN HOLLAND

Drawn S. Ordonneau

Checked S. Ordonneau

Ind. Rev. Company | Ind. Rev. Name

Ind. Review Signature

INLAND RAIL

Approved By | Signed | Approval Date

Accepted By | Signed | Acceptance Date

TITLE METHODS DRAWING
BGW STAGING

Sheet No. 1/X

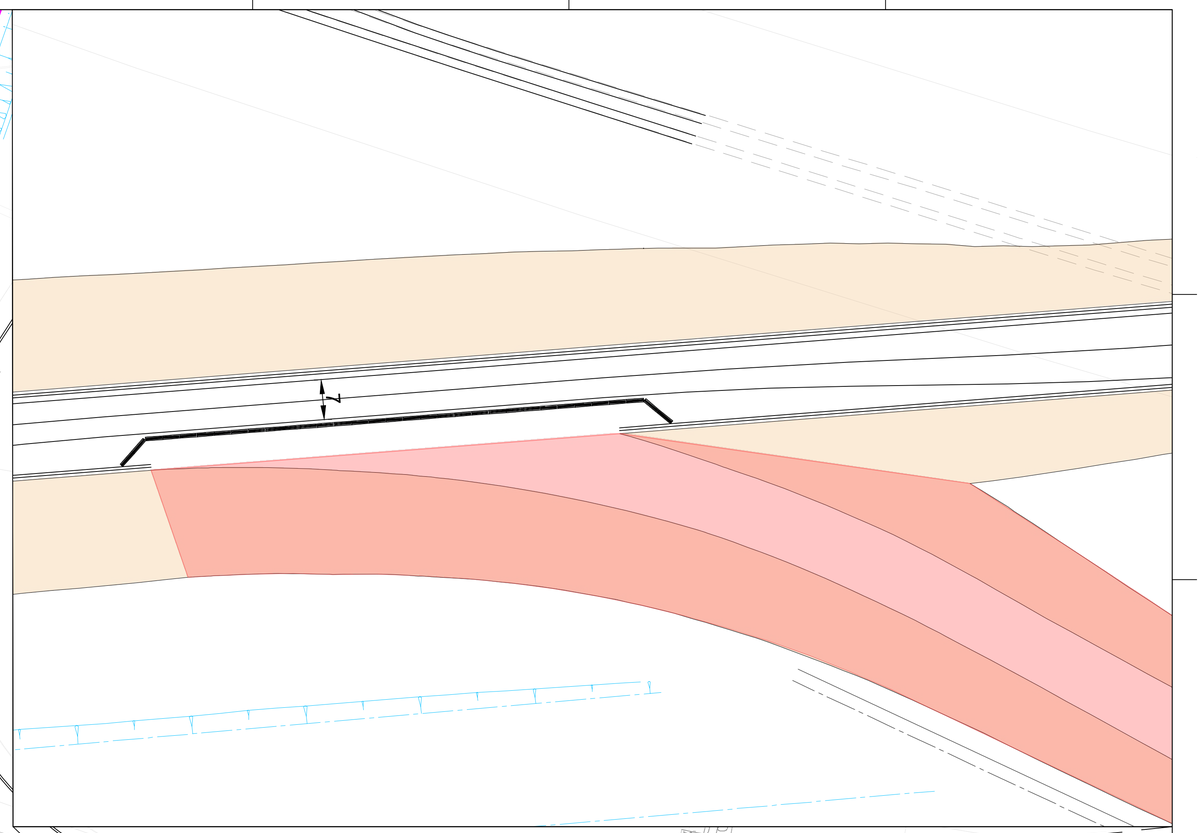
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STAGE 7

N

100m



TRANSFER TRAFFIC TO PERMANENT ALIGNMENT

REMOVE TEMPORARY RAMP AND
FINALISE DRAINAGE

LEGEND:

- TRACKS IN USE
- TRACKS NOT USED
- TRACKS INSTALLED AT THIS STAGE
- TRACKS REMOVED AT THIS STAGE
- PUBLIC ROAD IN OPERATION

APPROVED (DES)

DRAWN CHECK

DRAWN

Used on / Next higher assembly	Scale
File name	Alternate DMS number

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
A2	06/08/25						
A1	05/06/25						

JOHN HOLLAND

INLAND RAIL

Drawn	S. Ordonneau	Approved By	Accepted By
Checked	S. Ordonneau		
Ind. Rev. Company	Ind. Rev. Name	Signed	Signed
Ind. Review Signature		Approval Date	Acceptance Date

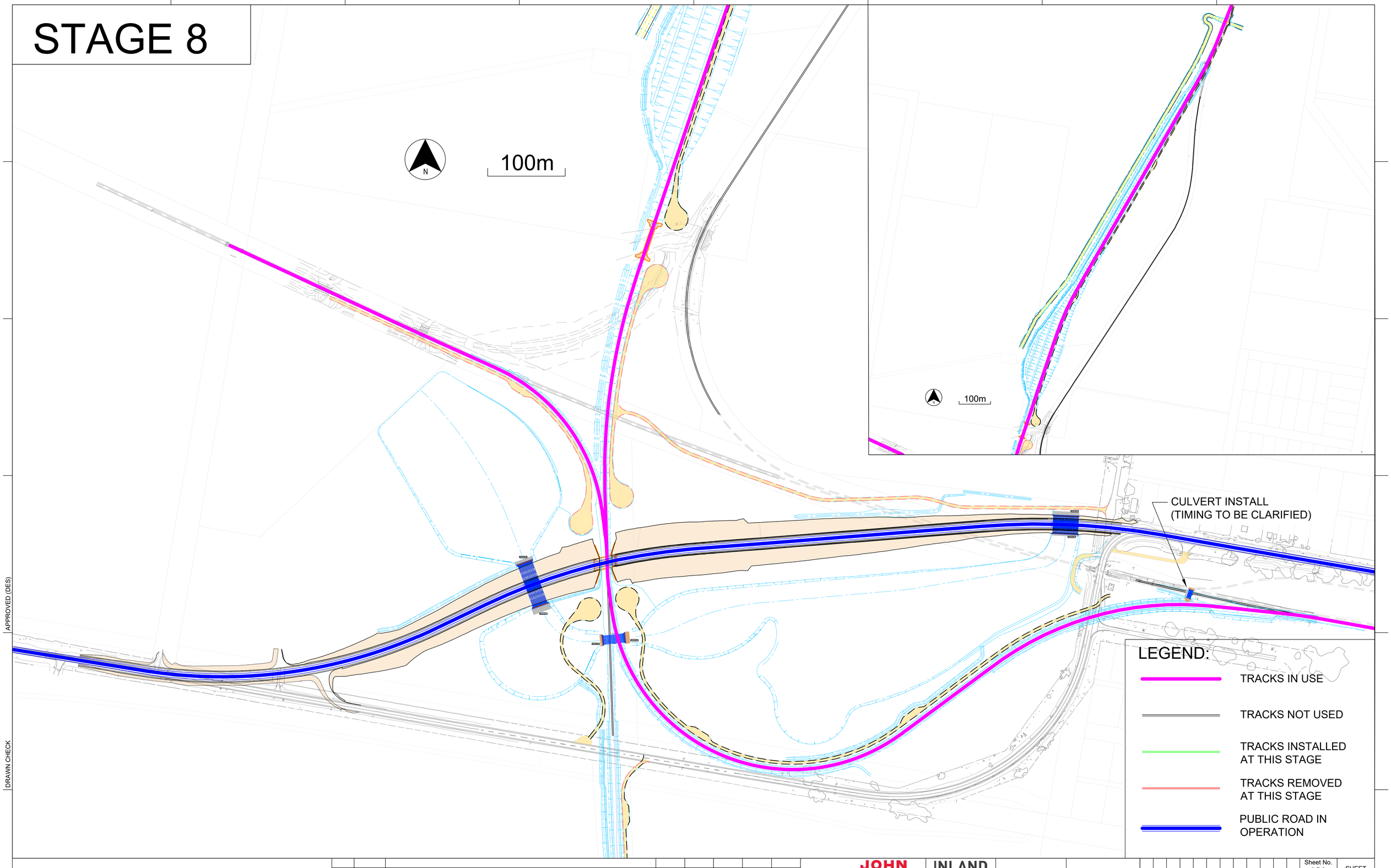
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BGW STAGING

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Scale

SHEET SIZE A1

STAGE 8



APPROVED (DES)

DRAWN CHECK

DRAWN

Used on / Next higher assembly	Scale									
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		A1	05/06/25							
		Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted	

JOHN HOLLAND

Drawn S. Ordonneau

Checked S. Ordonneau

Ind. Rev. Company | Ind. Rev. Name

Ind. Review Signature

INLAND RAIL

Approved By | Signed | Approval Date

Accepted By | Signed | Acceptance Date

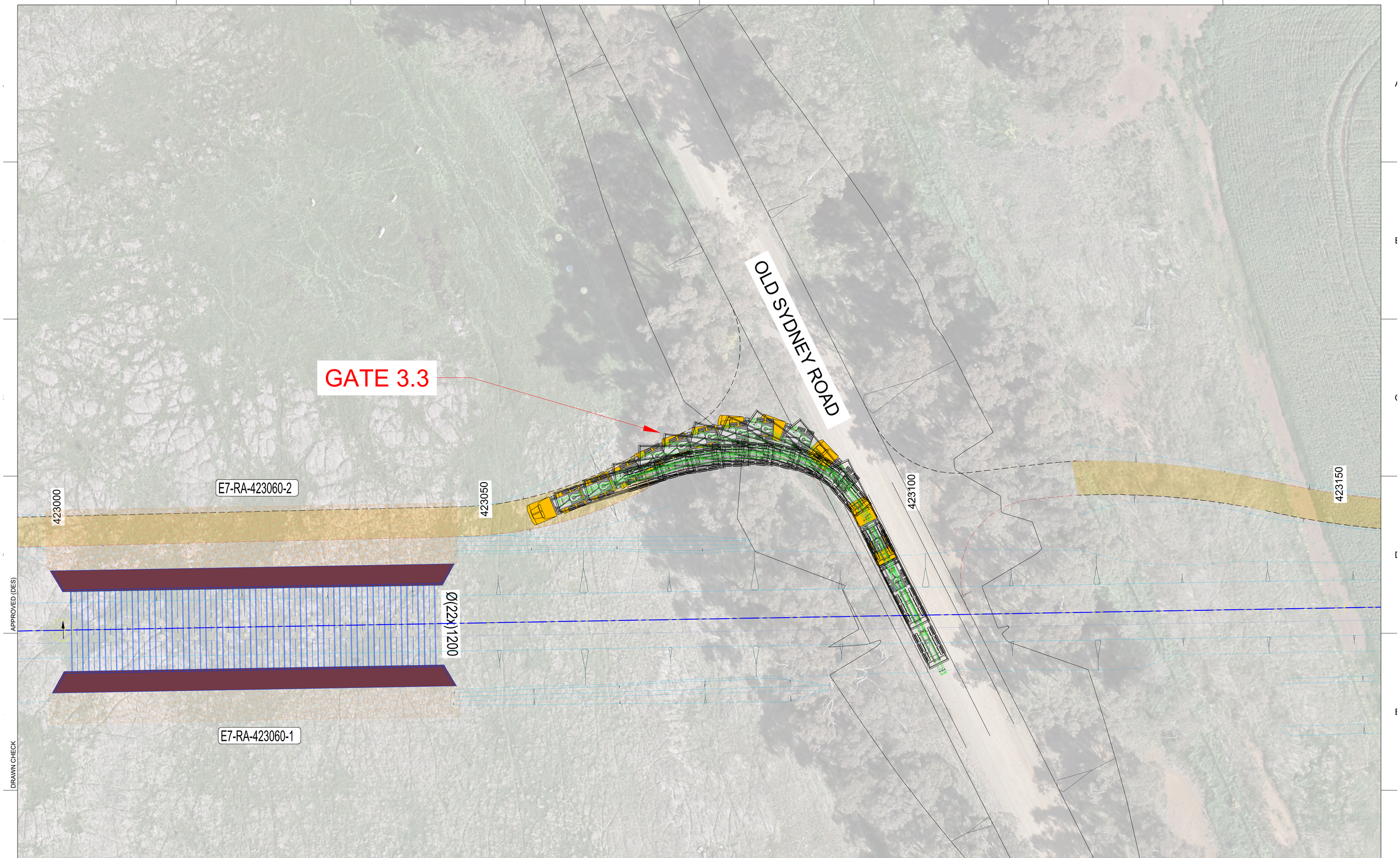
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TITLE METHODS DRAWING
BGW STAGING

Appendix G – Swept Path Analysis



APPROVED (DES)

DRAWN CHECK

DRAWN

Used on / Next higher assembly	Scale
File name	Alternate DMS number

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
A1	10/07/25						

JOHN HOLLAND

INLAND RAIL

Designed	S. ORDONNEAU		
Checked	S. ORDONNEAU		
Ind. Rev. Company	Ind. Rev. Name		
Ind. Review Signature			

Approved By	Accepted By
Signed	Signed
Approval Date	Acceptance Date

Sheet No. 3/7

Scale

SHEET SIZE A0

TITLE METHODS DRAWING
SWEPT PATH ENTRY OLD SYDNEY ROAD



VEHICLE PROFILE

Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT	A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	JUNEE SHIRE COUNCIL OLD SYDNEY ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 3.1 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT		
						CO-ORDINATE SYSTEM: MGA ZONE 55	HEIGHT DATUM: -	PREPARED FOR: L. MCGOLDRICK	-
								ISSUE STATUS: INITIAL REVISION	SHEET No.: 1
								OF SHEET	ISSUE: 1

TITLE	NAME	DATE
DESIGNED	J. BUNN	14.04.25
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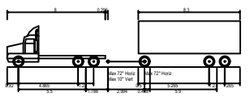
N

ACCESS TO BE OF SUFFICIENT WIDTH TO ACCOMMODATE CONSTRUCTION VEHICLE MANOEUVRES

OLD SYDNEY ROAD

PU5600

VEHICLE PROFILE



Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

VEHICLE BODY

VEHICLE BODY PATH

VEHICLE WHEEL PATH

VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME					DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY		OLD SYDNEY ROAD
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT		INLAND RAIL
						CO-ORDINATE SYSTEM: MGA ZONE 55	HEIGHT DATUM: -		ILLABO TO STOCKINBINGAL
									GATE 3.2
									TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG

TITLE	NAME	DATE
DESIGNED	J. BUNN	14.04.25
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PREPARED FOR: L. MCGOLDRICK

A3

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ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
INITIAL REVISION	2		1

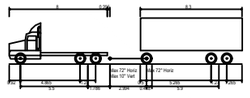
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OLD SYDNEY ROAD

PIG5600

ACCESS TO BE OF SUFFICIENT WIDTH TO ACCOMMODATE CONSTRUCTION VEHICLE MANOEUVRES

VEHICLE PROFILE



Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.540m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

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DRAWING FILE LOCATION / NAME				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME		PLOT BY	CLIENT		A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE		JUNEE SHIRE COUNCIL OLD SYDNEY ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 3.3 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	
	1	14.04.25	INITIAL REVISION			0 6 12 Meters		DESIGNED	J. BUNN	14.04.25			
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								***	***	***	PREPARED FOR L. MCGOLDRICK	-	-
								***	***	***			
						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -				ISSUE STATUS INITIAL REVISION	SHEET No. 3	OF SHEET	ISSUE 1



VEHICLE PROFILE

Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT	A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE / NAME / DATE	JUNEE SHIRE COUNCIL OLD SYDNEY ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 3.4 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	DESIGNED J. BUNN 14.04.25 *** *** *** *** *** *** *** *** *** *** *** *** *** *** ***	PREPARED FOR L. MCGOLDRICK
						CO-ORDINATE SYSTEM: MGA ZONE 55	HEIGHT DATUM: -		ISSUE STATUS: INITIAL REVISION SHEET No.: 4 OF SHEET: ISSUE: 1

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ACCESS TO BE OF SUFFICIENT WIDTH TO ACCOMMODATE CONSTRUCTION VEHICLE MANOEUVRES

8200

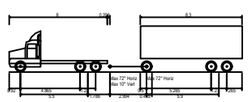
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PU8160

425650

IRONBONG ROAD

VEHICLE PROFILE



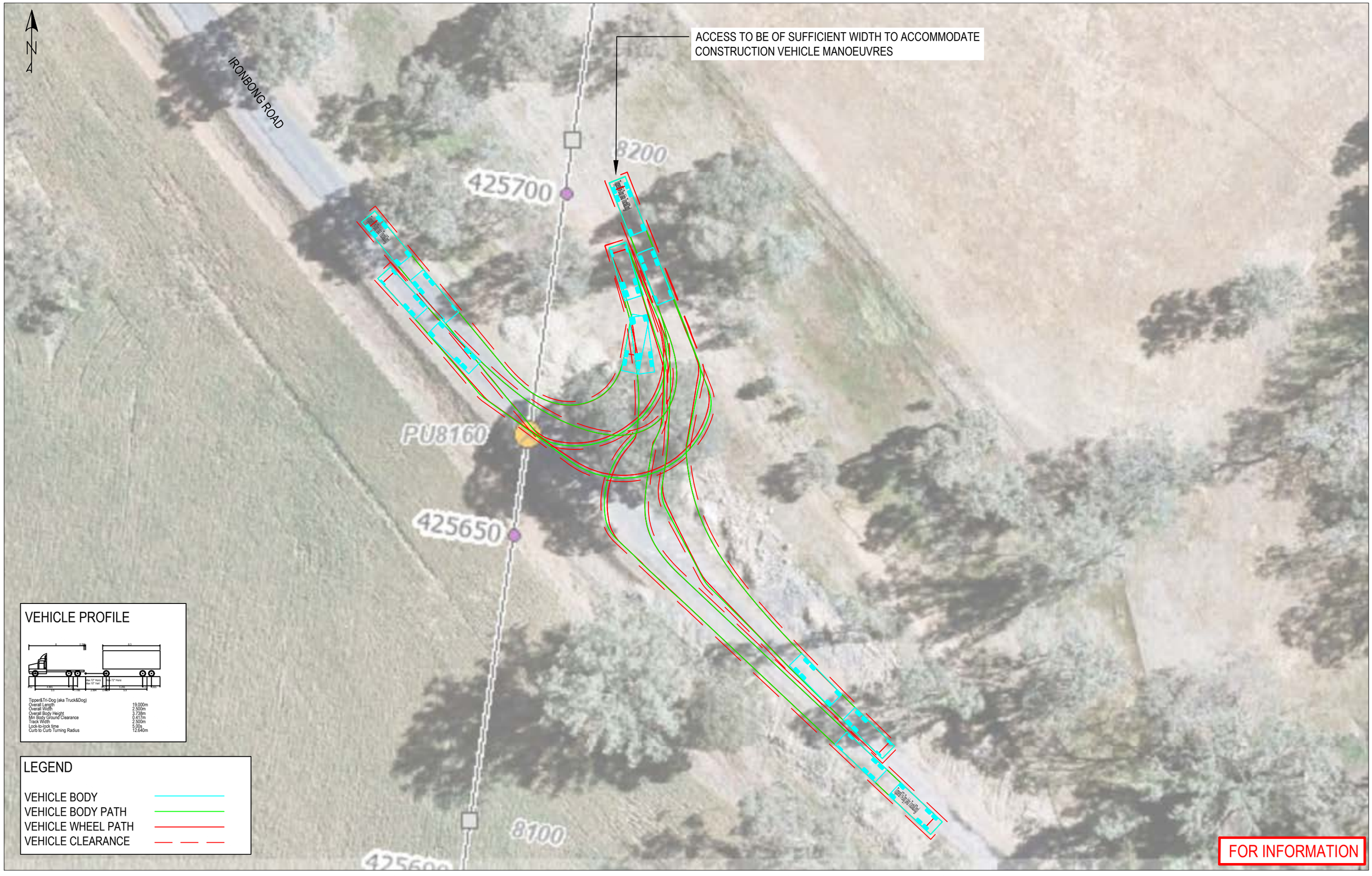
Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT	A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE / NAME / DATE	JUNEE SHIRE COUNCIL IRONBONG ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 4.1 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	DESIGNED J. BUNN 14.04.25 *** *** *** *** *** *** *** *** *** *** *** *** *** *** ***	PREPARED FOR L. MCGOLDRICK
						CO-ORDINATE SYSTEM: MGA ZONE 55			-
						HEIGHT DATUM: -			ISSUE STATUS: INITIAL REVISION SHEET No.: 5 OF SHEET: ISSUE: 1



VEHICLE PROFILE

LEGEND

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT		A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE		JUNEE SHIRE COUNCIL IRONBONG ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 4.2 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	
	1	14.04.25	INITIAL REVISION			0 5 10 Meters		DESIGNED	J. BUNN	14.04.25			
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								***	***	***	PREPARED FOR L. MCGOLDRICK	-	-
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						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -					ISSUE STATUS INITIAL REVISION	SHEET No. 6	OF SHEET	ISSUE 1



DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING
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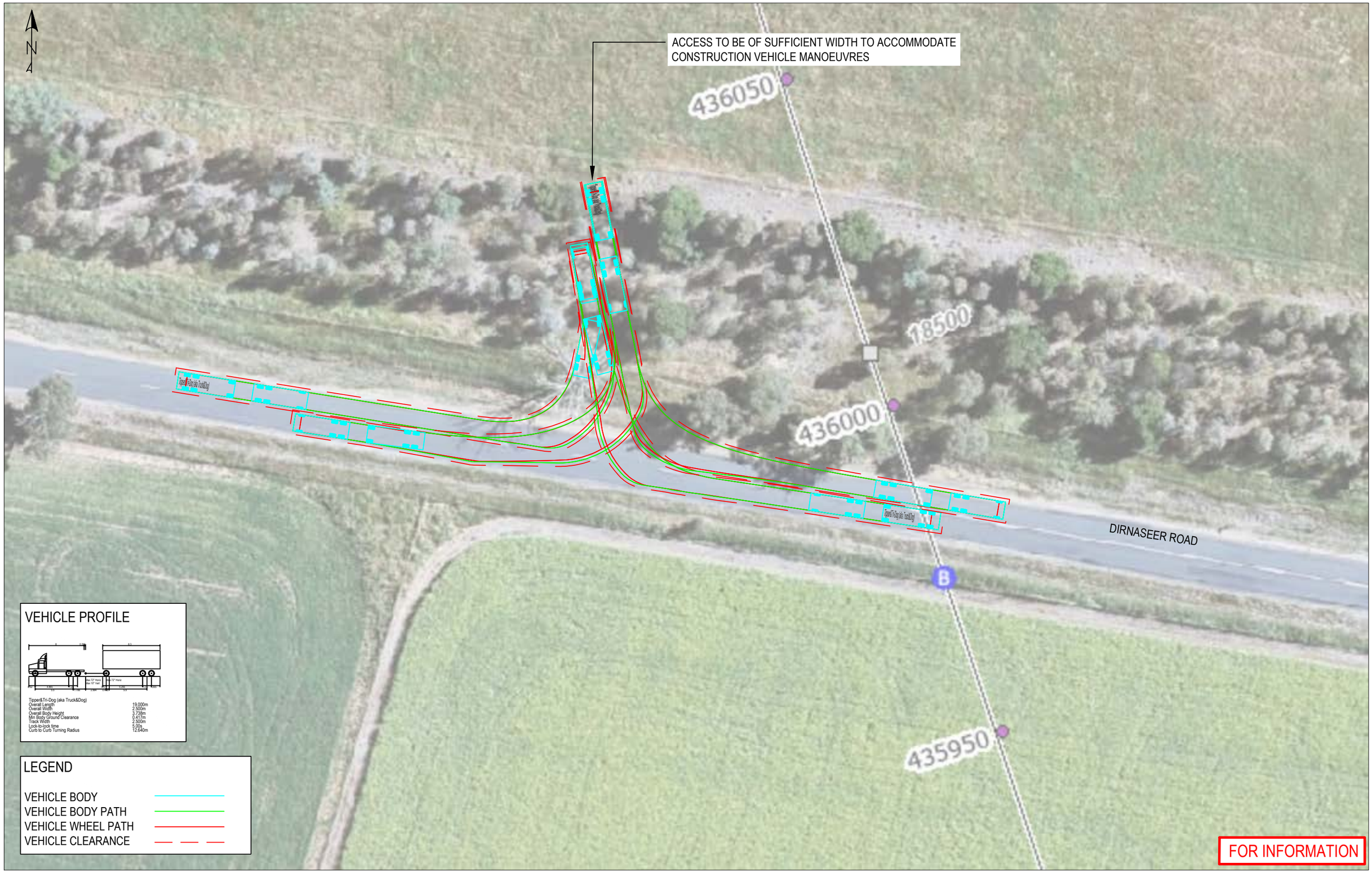
SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	
0 5 10 Meters	case TRAFFIC & TRANSPORT	
CO-ORDINATE SYSTEM	HEIGHT DATUM	
MGA ZONE 55	-	

PLOT DATE / TIME		PLOT BY
-		-
TITLE	NAME	DATE
DESIGNED	J. BUNN	14.04.25
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CLIENT	JUNEE SHIRE COUNCIL IRONBONG ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 4.3 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG			A3
PREPARED FOR	-			-
L. MCGOLDRICK	ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
	INITIAL REVISION	7		1



DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT	A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	JUNEE SHIRE COUNCIL IRONBONG ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 4A TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG
	1	14.04.25	INITIAL REVISION			0 5 10 Meters		DESIGNED	J. BUNN	14.04.25	
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VEHICLE PROFILE

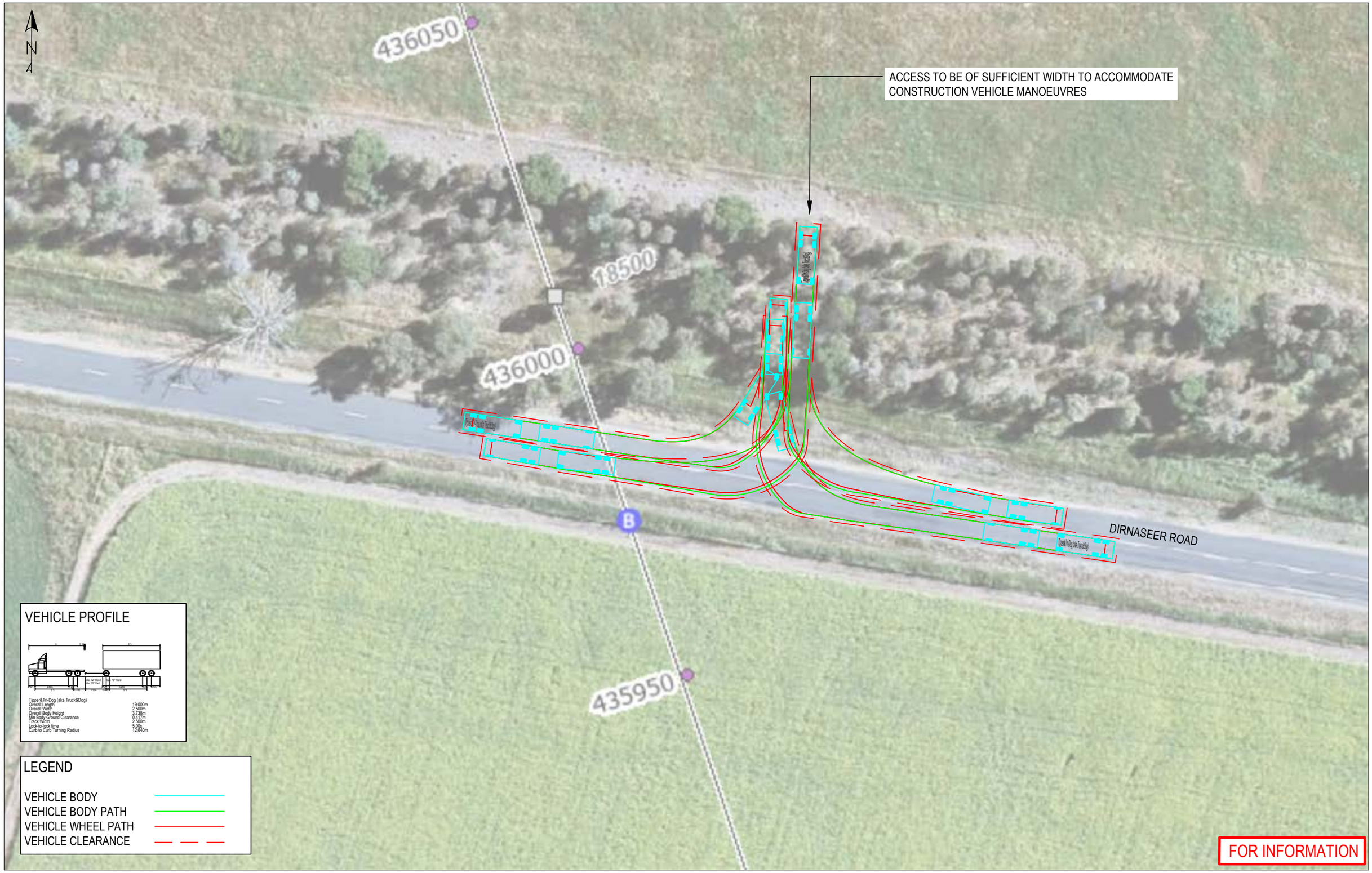
Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.540m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME		PLOT BY	CLIENT		
				-		-	-		-		JUNEE SHIRE COUNCIL DIRNASEER ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 5.1 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	A3
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE		
	1	14.04.25	INITIAL REVISION			0 5 12 Meters		DESIGNED	J. BUNN	14.04.25		
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								***	***	***	PREPARED FOR L. MCGOLDRICK	-
						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -	***	***	***		
								***	***	***	ISSUE STATUS INITIAL REVISION	SHEET No. 9 / OF SHEET / ISSUE 1



VEHICLE PROFILE

Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

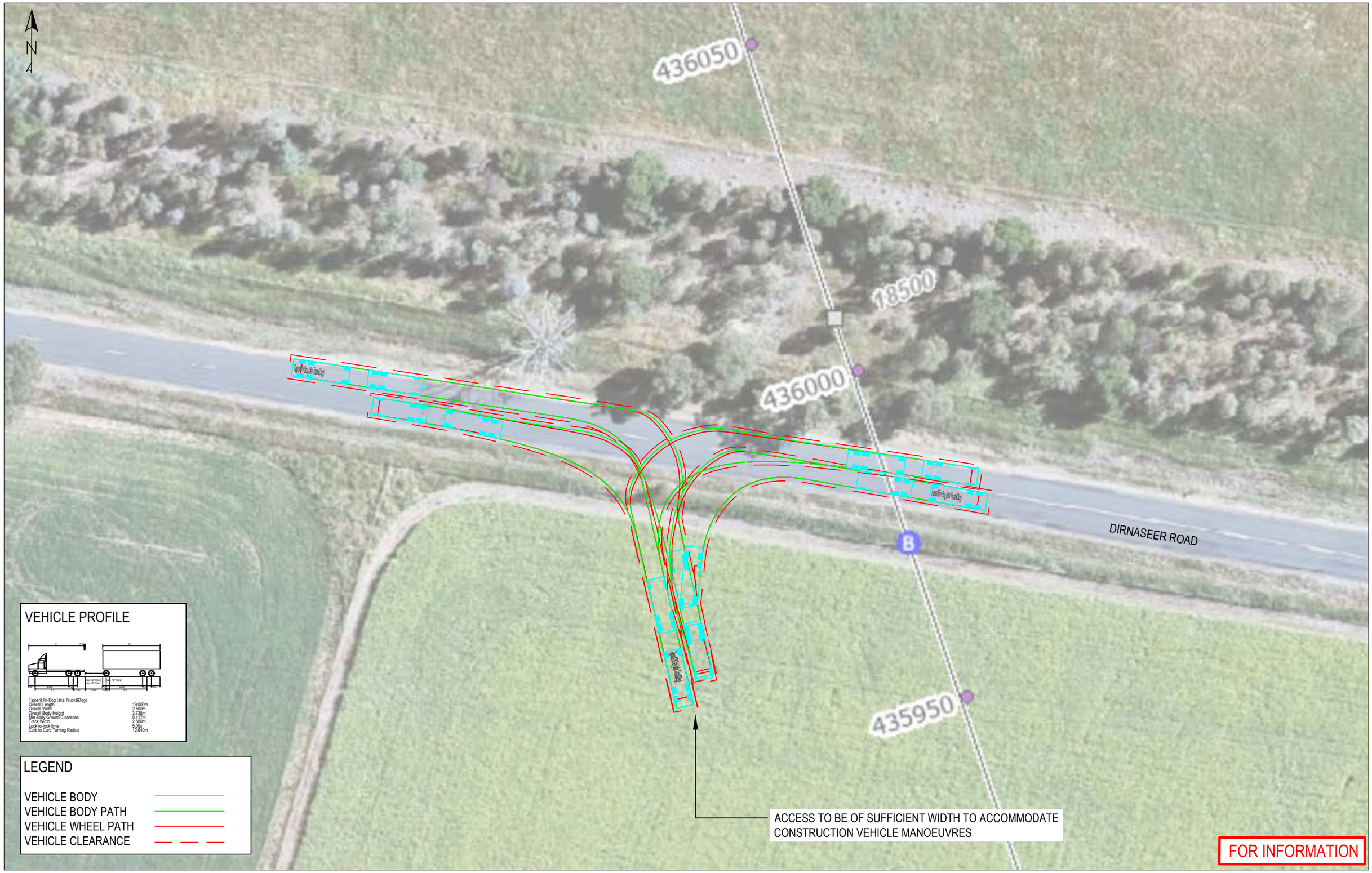
- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	PREPARED FOR
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						CO-ORDINATE SYSTEM: MGA ZONE 55	HEIGHT DATUM: -				

JUNEE SHIRE COUNCIL
DIRNASEER ROAD
INLAND RAIL
ILLABO TO STOCKINBINGAL
GATE 5.2
TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG

A3

ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
INITIAL REVISION	10	-	1



VEHICLE PROFILE

Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	
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								***	***	***	PREPARED FOR
						CO-ORDINATE SYSTEM: MGA ZONE 55	HEIGHT DATUM: -				L. MCGOLDRICK

JUNEE SHIRE COUNCIL
DIRNASEER ROAD
INLAND RAIL
ILLABO TO STOCKINBINGAL
GATE 5.3
TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG

A3

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ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
INITIAL REVISION	11		1

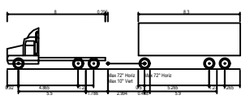


DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT	A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	JUNEE SHIRE COUNCIL OLD SYDNEY ROAD DIRNASEER ROAD ILLABO TO STOCKINBINGAL GATE 5.4 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG
	1	14.04.25	INITIAL REVISION			0 5 10 Meters		DESIGNED	J. BUNN	14.04.25	
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								***	***	***	PREPARED FOR L. MCGOLDRICK
								***	***	***	
								***	***	***	
						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -				ISSUE STATUS INITIAL REVISION / SHEET No. 12 / OF SHEET / ISSUE 1

N

ACCESS TO BE OF SUFFICIENT WIDTH TO ACCOMMODATE CONSTRUCTION VEHICLE MANOEUVRES

VEHICLE PROFILE



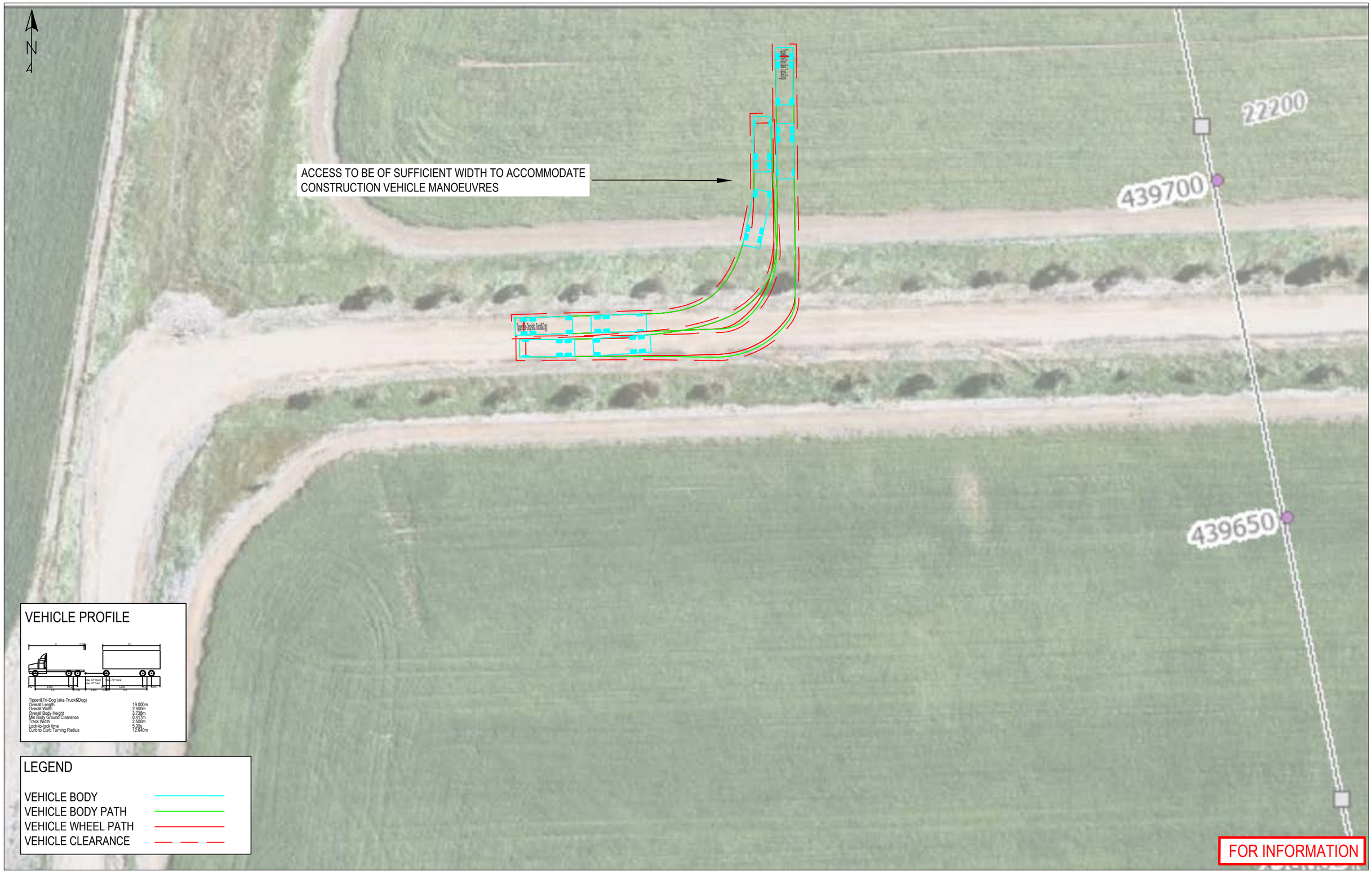
Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

VEHICLE BODY
VEHICLE BODY PATH
VEHICLE WHEEL PATH
VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT		A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE		JUNEE SHIRE COUNCIL DUDAUMAN LANE INLAND RAIL ILLABO TO STOCKINBINGAL GATE 5A.1 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	
	1	14.04.25	INITIAL REVISION			0 5 10 Meters		DESIGNED	J. BUNN	14.04.25			
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								***	***	***			
								***	***	***	PREPARED FOR L. MCGOLDRICK	-	-
								***	***	***			
								***	***	***			
						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -					ISSUE STATUS INITIAL REVISION	SHEET No. 13	OF SHEET	ISSUE 1



VEHICLE PROFILE

Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

VEHICLE BODY
VEHICLE BODY PATH
VEHICLE WHEEL PATH
VEHICLE CLEARANCE

FOR INFORMATION

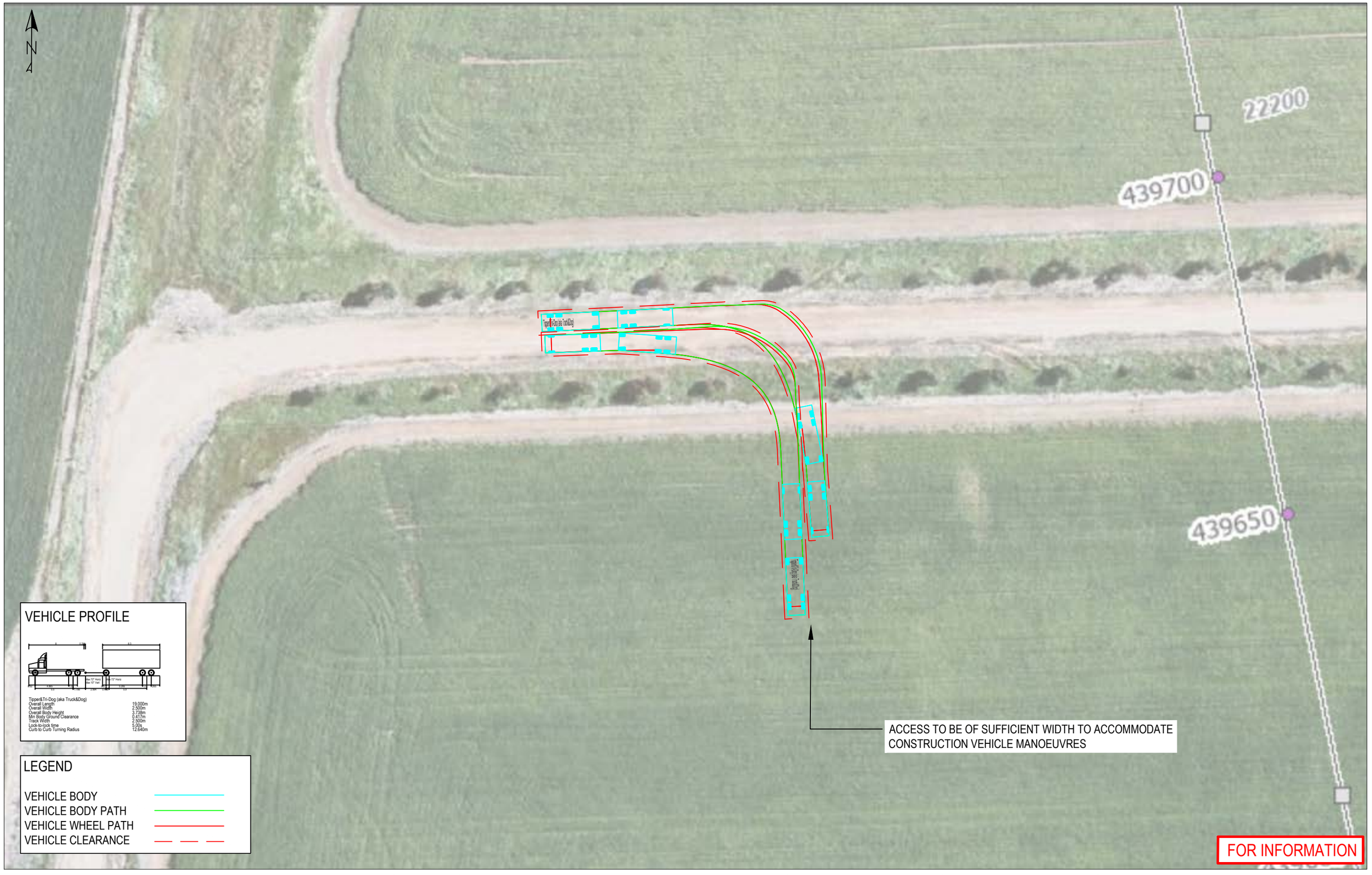
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						CO-ORDINATE SYSTEM: MGA ZONE 55		PREPARED FOR: L. MCGOLDRICK	
						HEIGHT DATUM: -		ISSUE STATUS: INITIAL REVISION	SHEET No.: 14

JUNEE SHIRE COUNCIL
DUDAUMAN LANE
INLAND RAIL
ILLABO TO STOCKINBINGAL
GATE 5A.2
TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG

A3 | - | OF SHEET | ISSUE: 1



DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT	JUNEE SHIRE COUNCIL DUDAUMAN LANE INLAND RAIL ILLABO TO STOCKINBINGAL GATE 5A.3 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	A3
				-	-		-		-			
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	PREPARED FOR	
	1	14.04.25	INITIAL REVISION			0 5 10 Meters		DESIGNED	J. BUNN	14.04.25	L. MCGOLDRICK	-
								***	***	***		
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						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -	***	***	***	ISSUE STATUS INITIAL REVISION	SHEET No. 15 / OF SHEET / ISSUE 1



VEHICLE PROFILE

Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT	A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY		
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT		
						CO-ORDINATE SYSTEM: MGA ZONE 55	HEIGHT DATUM: -		

TITLE	NAME	DATE
DESIGNED	J. BUNN	14.04.25
***	***	***
***	***	***
***	***	***
***	***	***
***	***	***

JUNEE SHIRE COUNCIL
DUDAUMAN LANE
INLAND RAIL
ILLABO TO STOCKINBINGAL
GATE 5A.4
TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG

PREPARED FOR: L. MCGOLDRICK

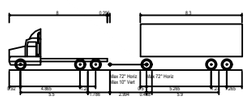
ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
INITIAL REVISION	16		1

N

OLD COOTAMUNDRA ROAD

ACCESS TO BE OF SUFFICIENT WIDTH TO ACCOMMODATE CONSTRUCTION VEHICLE MANOEUVRES

VEHICLE PROFILE



Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

VEHICLE BODY

VEHICLE BODY PATH

VEHICLE WHEEL PATH

VEHICLE CLEARANCE

FOR INFORMATION

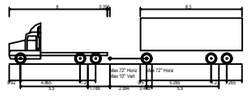
DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT	COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL OLD COOTAMUNDRA ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 6.1 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	A3
				-	-	-	-			
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE / NAME / DATE		
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	DESIGNED J. BUNN 14.04.25	PREPARED FOR L. MCGOLDRICK	-
						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -		ISSUE STATUS INITIAL REVISION	SHEET No. 17 / OF SHEET / ISSUE 1

N

OLD COOTAMUNDRA ROAD

ACCESS TO BE OF SUFFICIENT WIDTH TO ACCOMMODATE CONSTRUCTION VEHICLE MANOEUVRES

VEHICLE PROFILE



Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT		A3
				-		-		-		-		COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL OLD COOTAMUNDRA ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 6.2 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	PREPARED FOR		
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	DESIGNED	J. BUNN	14.04.25	L. MCGOLDRICK	-	-
						CO-ORDINATE SYSTEM: MGA ZONE 55		***	***	***		ISSUE STATUS: INITIAL REVISION	SHEET No.: 18 / OF SHEET / ISSUE: 1
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VEHICLE PROFILE

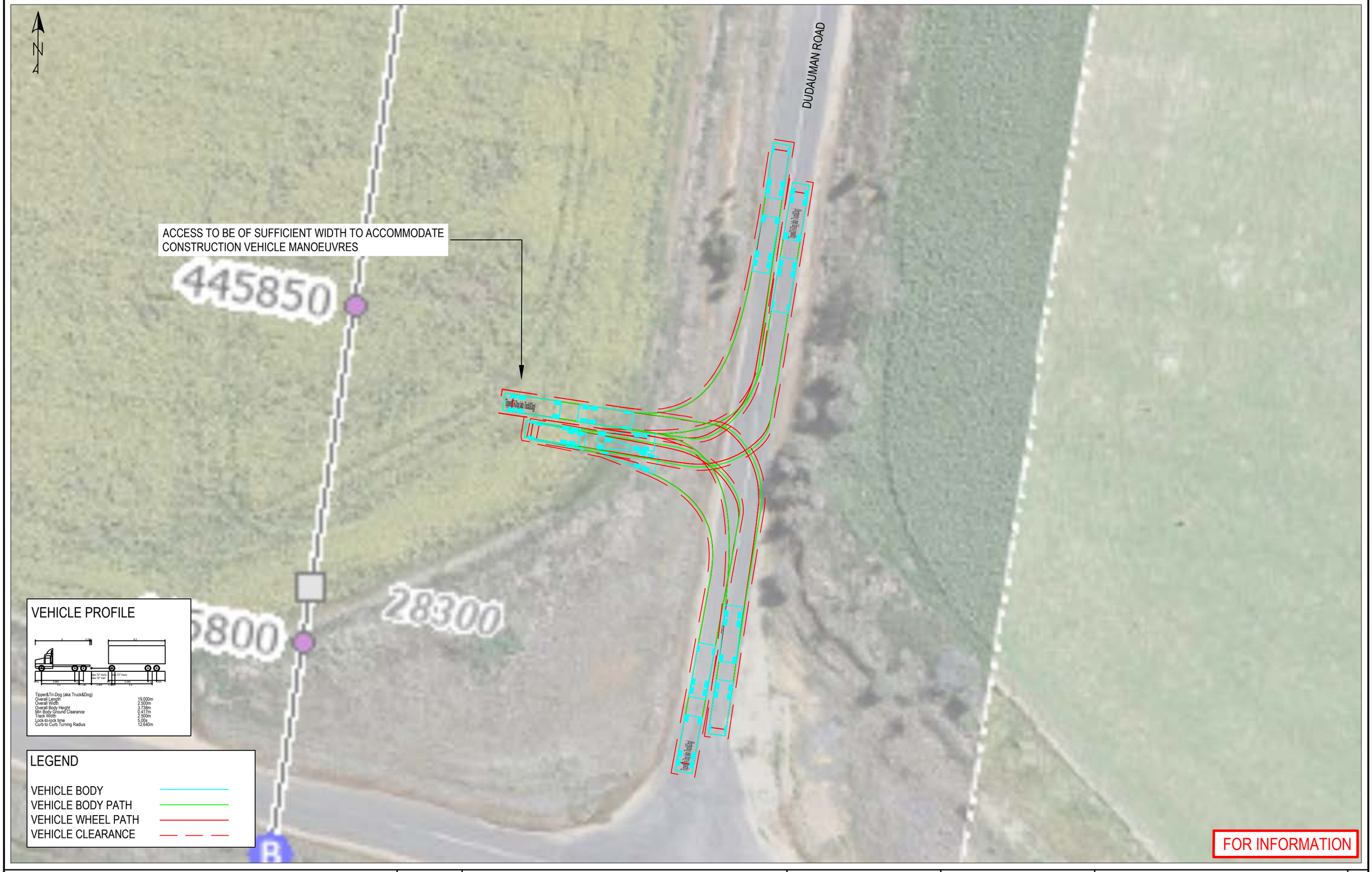
Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT		A3
				-		-		-		-		COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL OLD COOTAMUNDRA ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 6.3 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG		
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	PREPARED FOR		
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	DESIGNED	J. BUNN	14.04.25	L. MCGOLDRICK	-	-
						CO-ORDINATE SYSTEM: MGA ZONE 55		***	***	***		ISSUE STATUS: INITIAL REVISION	SHEET No.: 19 / OF SHEET: / ISSUE: 1
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DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT	A3
				-	-		-		-	COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL	
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	DUDAUMAN ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 6.4 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	DESIGNED	J. BUNN	14.04.25		
								***	***	***		
								***	***	***		
								***	***	***	PREPARED FOR L. MCGOLDRICK	-
								***	***	***		
						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -				ISSUE STATUS INITIAL REVISION	SHEET No. 20 / OF SHEET / ISSUE 1



VEHICLE PROFILE

Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME	PLOT BY	CLIENT	A3
				-	-		-	-	COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL	
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	DUDAUMAN ROAD	
	1	14.04.25	INITIAL REVISION			0 5 10 Meters		DESIGNED	J. BUNN	14.04.25	INLAND RAIL	
								***	***	***	ILLABO TO STOCKINBINGAL	
								***	***	***	GATE 7	
								***	***	***	TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	
								***	***	***	PREPARED FOR	-
						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -				L. MCGOLDRICK	ISSUE STATUS: INITIAL REVISION / SHEET No.: 21 / OF SHEET / ISSUE: 1

ACCESS TO BE OF SUFFICIENT WIDTH TO ACCOMMODATE CONSTRUCTION VEHICLE MANOEUVRES

N

DUDAUMAN ROAD

32200

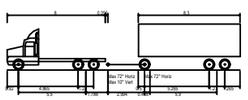
449700

PK32150

449650

32100

VEHICLE PROFILE



Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

VEHICLE BODY

VEHICLE BODY PATH

VEHICLE WHEEL PATH

VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT		A3
				-		-		-		-			
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE			
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	DESIGNED	J. BUNN	14.04.25			
								***	***	***			
								***	***	***			
								***	***	***	PREPARED FOR		
								***	***	***	L. MCGOLDRICK		
						CO-ORDINATE SYSTEM	HEIGHT DATUM						
						MGA ZONE 55	-						

COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL
DUDAUMAN ROAD
INLAND RAIL
ILLABO TO STOCKINBINGAL
GATE 7A.1
TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG

-

ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
INITIAL REVISION	22		1



DRAWING FILE LOCATION / NAME				DESIGN LOT CODE: -	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING: -
PLOT DATE / TIME: -	PLOT BY: -	CLIENT	COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL DUDAUMAN ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 7A.2 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG		A3

EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL
	1	14.04.25	INITIAL REVISION		

SCALES ON A3 SIZE DRAWING: 0 5 10 Meters

CO-ORDINATE SYSTEM: MGA ZONE 55 — HEIGHT DATUM: -

DRAWINGS / DESIGN PREPARED BY: case TRAFFIC & TRANSPORT

TITLE	NAME	DATE
DESIGNED	J. BUNN	14.04.25
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***	***	***
***	***	***
***	***	***
***	***	***

PREPARED FOR: L. MCGOLDRICK

ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
INITIAL REVISION	23		1



DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT	A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	DUDAUMAN ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 7A.3 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	DESIGNED	J. BUNN	14.04.25	
								***	***	***	
								***	***	***	
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								***	***	***	
					CO-ORDINATE SYSTEM: MGA ZONE 55	HEIGHT DATUM: -					PREPARED FOR: L. MCGOLDRICK

-	-		
ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
INITIAL REVISION	24		1

N

32200

449700

DUDAUMAN ROAD

PR32150

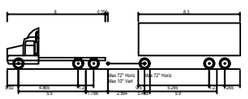
449650

ACCESS TO BE OF SUFFICIENT WIDTH TO ACCOMMODATE CONSTRUCTION VEHICLE MANOEUVRES

32100

449600

VEHICLE PROFILE



Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

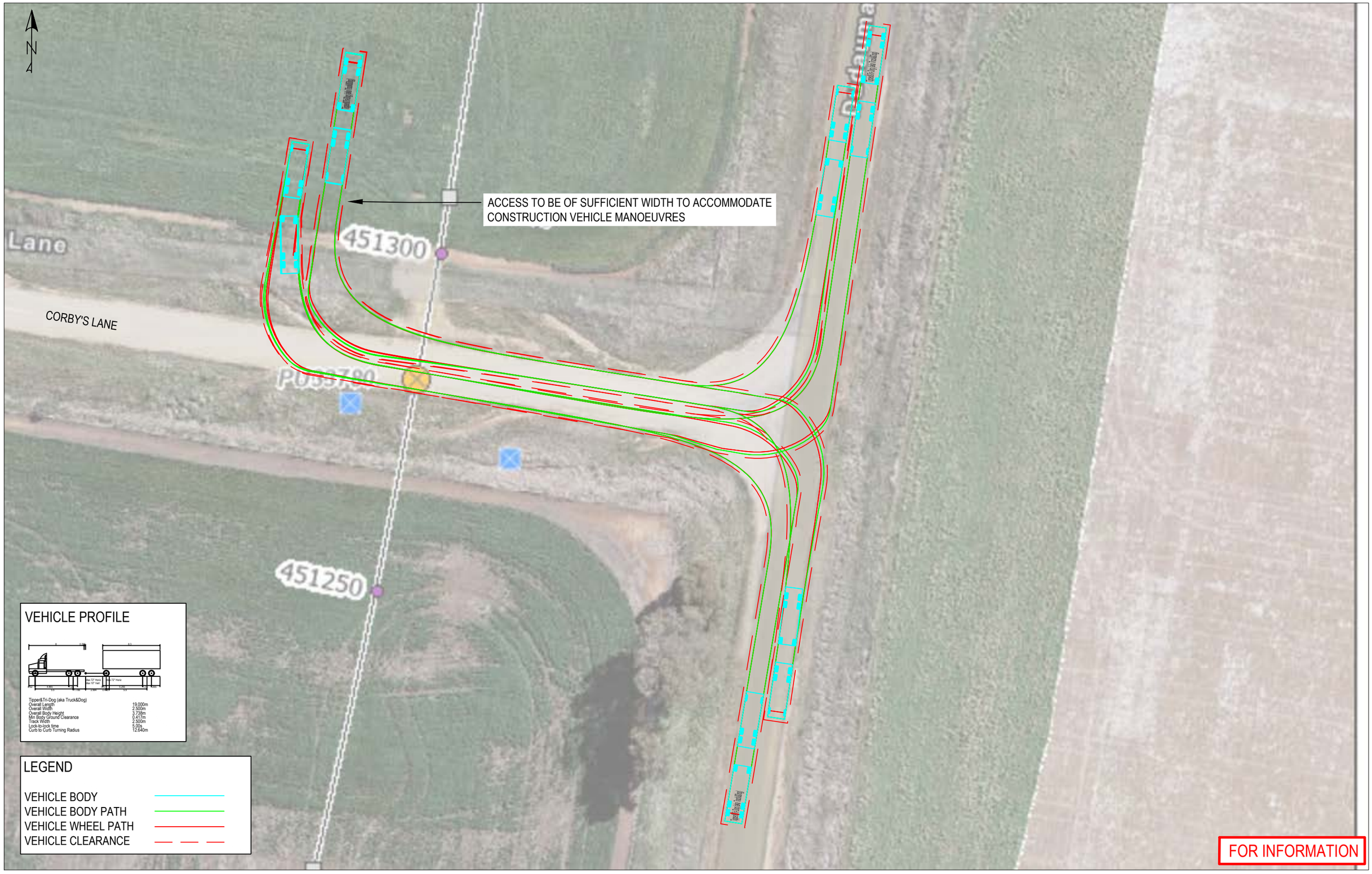
LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT	A3
				-	-	-	-	COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL	
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY		
	1	14.04.25	INITIAL REVISION			0 5 12 Meters	case TRAFFIC & TRANSPORT	DUDAUMAN ROAD INLAND RAIL ILLABO TO STOCKINBINGAL GATE 7A.4 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG	
						CO-ORDINATE SYSTEM: MGA ZONE 55	HEIGHT DATUM: -	PREPARED FOR: L. MCGOLDRICK	-
								ISSUE STATUS: INITIAL REVISION	SHEET No.: 25
								OF SHEET	ISSUE: 1

TITLE	NAME	DATE
DESIGNED	J. BUNN	14.04.25
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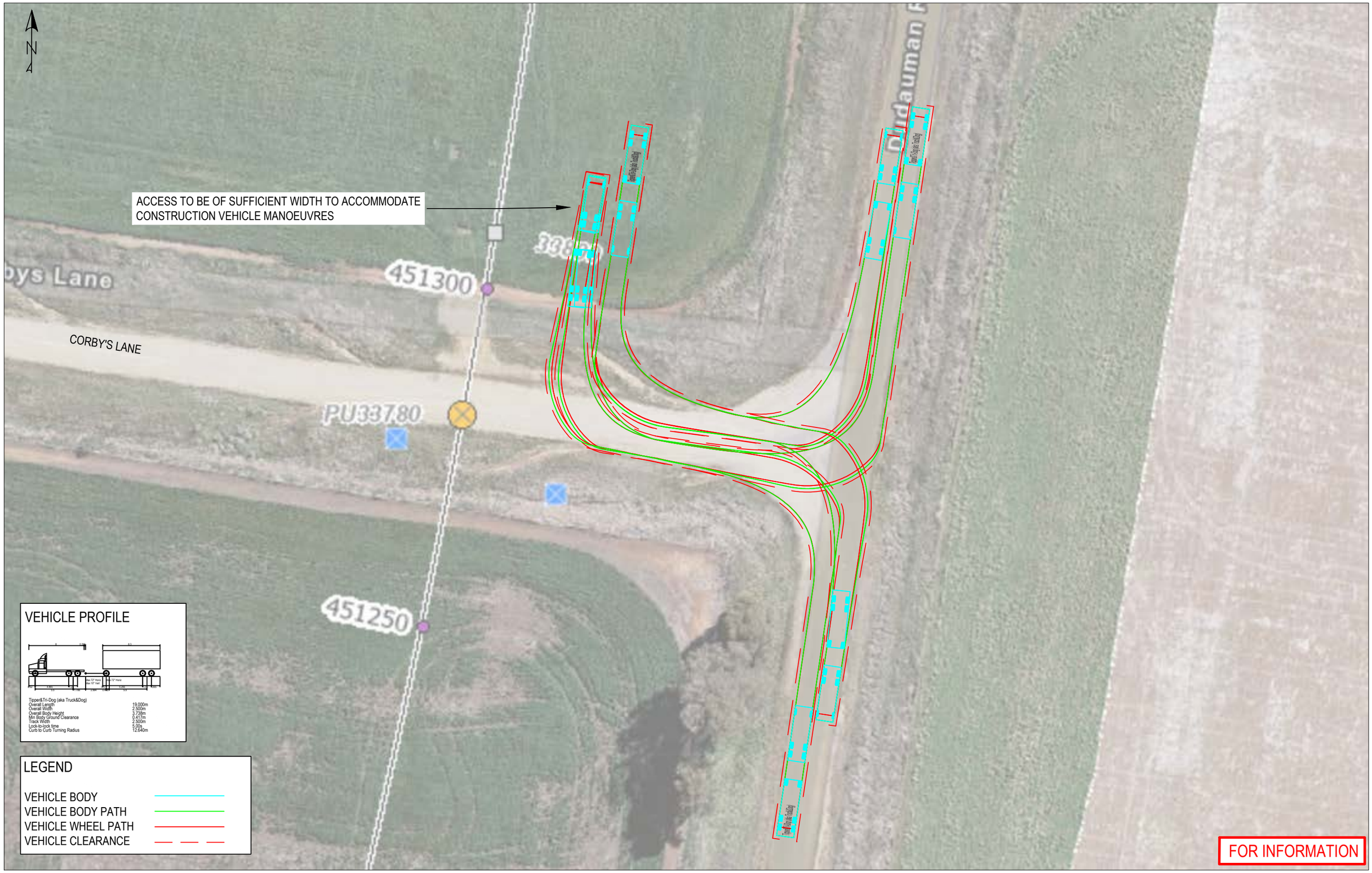
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	PREPARED FOR
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	DESIGNED	J. BUNN	14.04.25	L. MCGOLDRICK
						CO-ORDINATE SYSTEM: MGA ZONE 55		***	***	***	
						HEIGHT DATUM: -		***	***	***	
								***	***	***	
								***	***	***	

COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL
CORBY'S LANE
INLAND RAIL
ILLABO TO STOCKINBINGAL
GATE 7B.1
TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG

A3

-

ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
INITIAL REVISION	26		1



DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT	A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL CORBY'S LANE INLAND RAIL ILLABO TO STOCKINBINGAL GATE 7B.2 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG
	1	14.04.25	INITIAL REVISION			0 5 10 Meters		DESIGNED	J. BUNN	14.04.25	
								***	***	***	
								***	***	***	
								***	***	***	PREPARED FOR L. MCGOLDRICK
								***	***	***	
								***	***	***	
						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -				-

ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
INITIAL REVISION	27		1

N

Corbys Lane

CORBY'S LANE

33800

451300

PI 33780

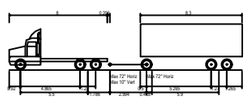
ACCESS TO BE OF SUFFICIENT WIDTH TO ACCOMMODATE CONSTRUCTION VEHICLE MANOEUVRES

451250

33700

451200

VEHICLE PROFILE



Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT	A3
				-	-	-	-		
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY		
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT		
						CO-ORDINATE SYSTEM: MGA ZONE 55	HEIGHT DATUM: -		

TITLE	NAME	DATE
DESIGNED	J. BUNN	14.04.25
***	***	***
***	***	***
***	***	***
***	***	***
***	***	***

COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL
CORBY'S LANE
INLAND RAIL
ILLABO TO STOCKINBINGAL
GATE 7B.3
TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG

PREPARED FOR: L. MCGOLDRICK

-

ISSUE STATUS	SHEET No.	OF SHEET	ISSUE
INITIAL REVISION	28		1

N

Lane

CORBY'S LANE

PU33780

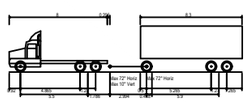
451300

33800

451250

ACCESS TO BE OF SUFFICIENT WIDTH TO ACCOMMODATE CONSTRUCTION VEHICLE MANOEUVRES

VEHICLE PROFILE



Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.640m

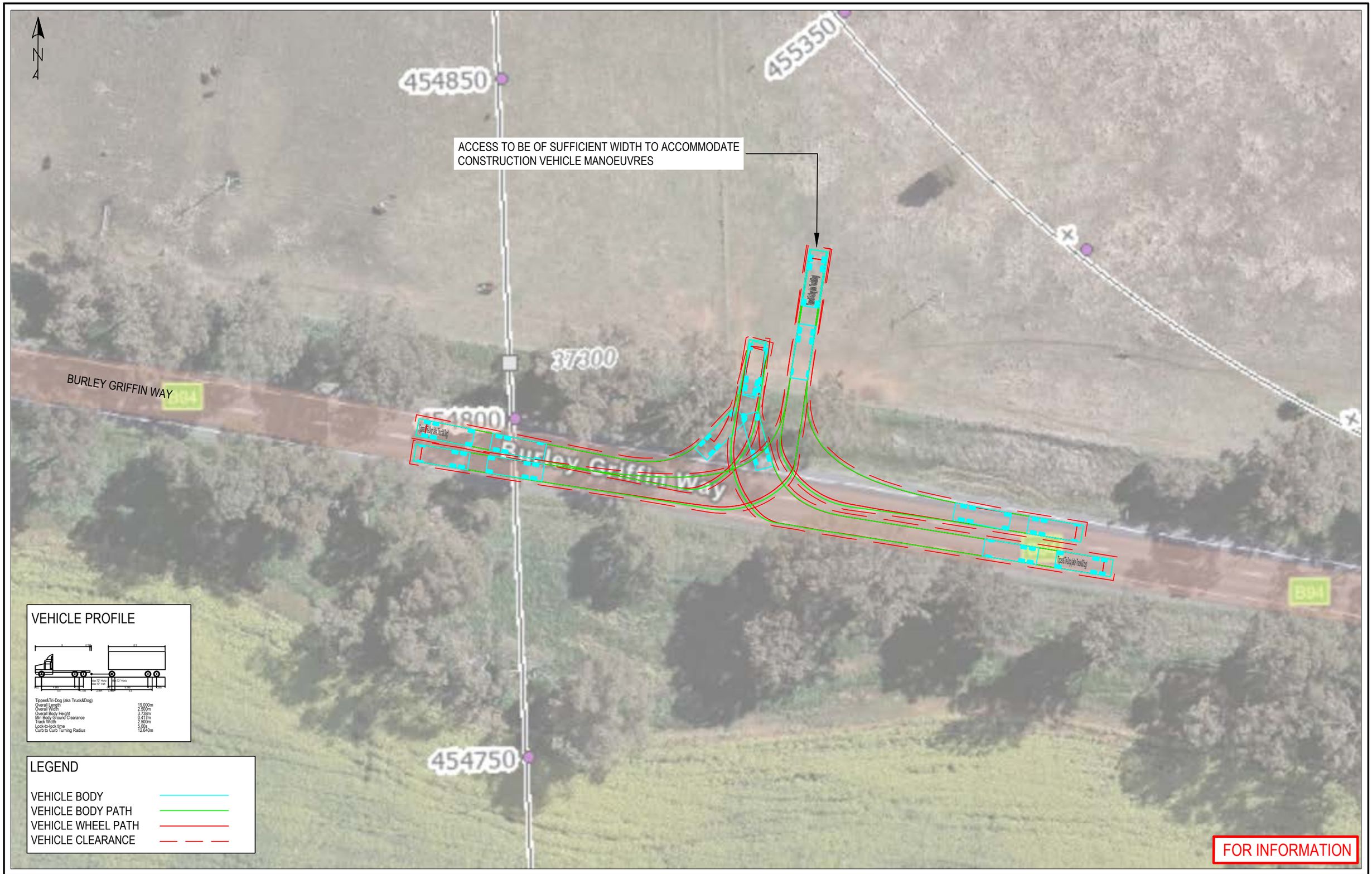
LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

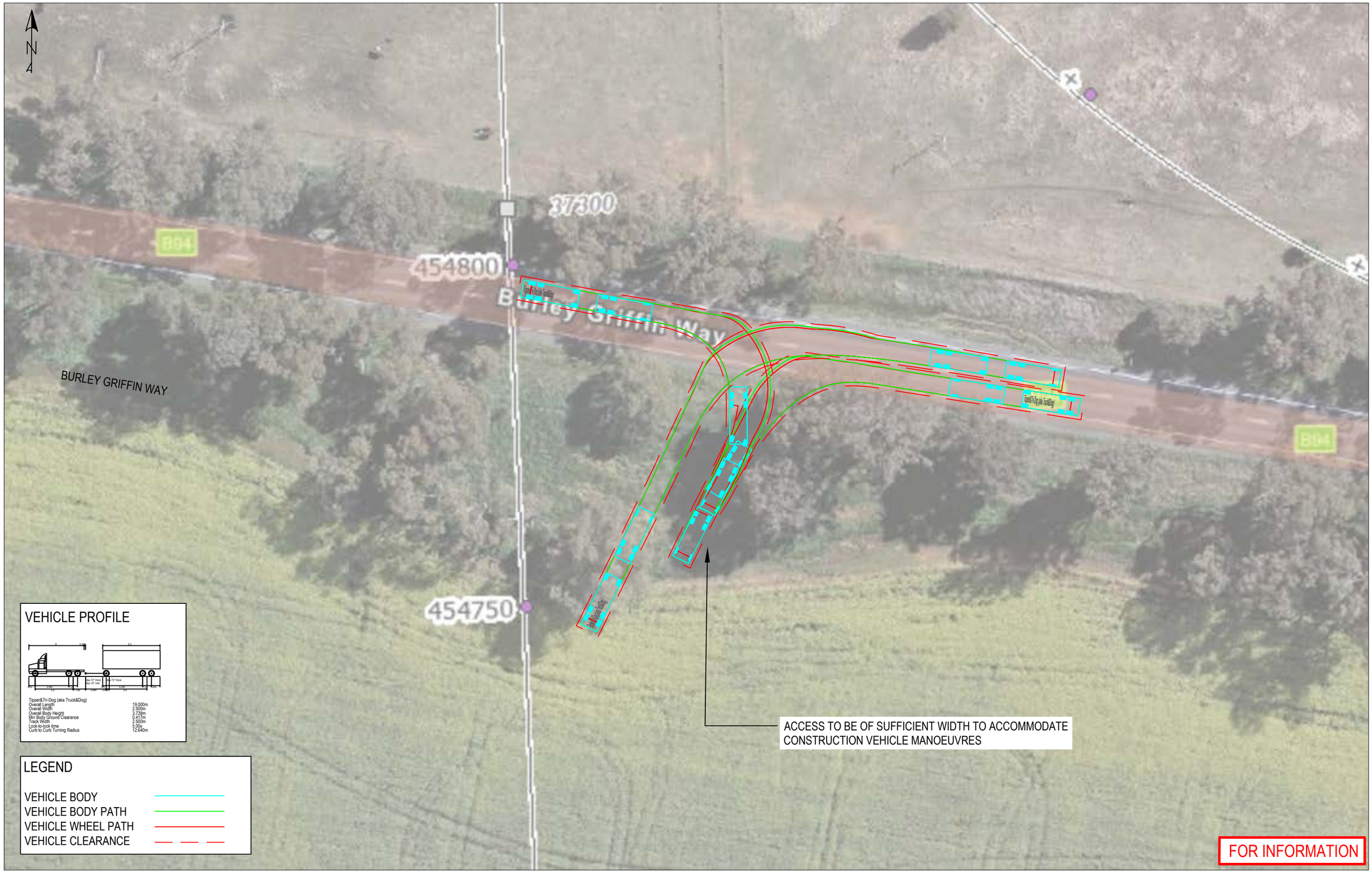
FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING	PLOT DATE / TIME	PLOT BY	CLIENT	A3
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY		CORBY'S LANE INLAND RAIL ILLABO TO STOCKINBINGAL GATE 7B.4 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	PREPARED FOR L. MCGOLDRICK	-
						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -	ISSUE STATUS INITIAL REVISION	SHEET No. 29 / OF SHEET / ISSUE 1

	TITLE	NAME	DATE
	DESIGNED	J. BUNN	14.04.25
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DRAWING FILE LOCATION / NAME				DESIGN LOT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME		PLOT BY	CLIENT	A3
				-	-		-		-		
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE	COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL BURLEY GRIFFIN WAY INLAND RAIL ILLABO TO STOCKINBINGAL GATE 8 TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG
	1	14.04.25	INITIAL REVISION			0 5 10 Meters	case TRAFFIC & TRANSPORT	DESIGNED	J. BUNN	14.04.25	
								***	***	***	
								***	***	***	
								***	***	***	PREPARED FOR L. MCGOLDRICK
								***	***	***	
						CO-ORDINATE SYSTEM MGA ZONE 55	HEIGHT DATUM -				ISSUE STATUS INITIAL REVISION SHEET No. 30 OF SHEET ISSUE 1



VEHICLE PROFILE

Tipper&Tri-Dog (aka Truck&Dog)	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	3.738m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	12.540m

LEGEND

- VEHICLE BODY
- VEHICLE BODY PATH
- VEHICLE WHEEL PATH
- VEHICLE CLEARANCE

FOR INFORMATION

DRAWING FILE LOCATION / NAME				DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING		PLOT DATE / TIME	PLOT BY
				-		-		-	-
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME / DATE
	1	14.04.25	INITIAL REVISION			0 6 12 Meters	case TRAFFIC & TRANSPORT	DESIGNED	J. BUNN 14.04.25
						CO-ORDINATE SYSTEM: MGA ZONE 55		***	*** ***
						HEIGHT DATUM: -		***	*** ***
								***	*** ***
								***	*** ***
								***	*** ***

CLIENT	COOTAMUNDRA-GUNDAGAI REGIONAL COUNCIL BURLEY GRIFFIN WAY INLAND RAIL ILLABO TO STOCKINBINGAL GATE 8 SOUTH TURNING PATH ANALYSIS - 19.0m TRUCK AND DOG
PREPARED FOR: L. MCGOLDRICK	-
ISSUE STATUS: INITIAL REVISION	SHEET No.: 45 OF SHEET: ISSUE: 1

A3

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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Sheet**	Sheet 1 of 6
		Designed	-
Description Gate 9 - SISD Eastbound		**Checked**	-

NOTES:
1. SISD FOR 100km/hr = 250m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = +1% (UPGRADE)
2. REACTION TIME (RT) = 2.0 sec
2. 1.10m = PRIVATE CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 100km/hr POSTED SPEED.

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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Sheet**	Sheet 2 of 6
		Designed	-
Description Gate 9 - SISD Westbound		**Checked**	-

NOTES:
1. SISD FOR 100km/hr = 255m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = -1% (DOWNGRADE)
2. REACTION TIME (RT) = 2.0 sec
2. 1.10m = PRIVATE CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 100km/hr POSTED SPEED.

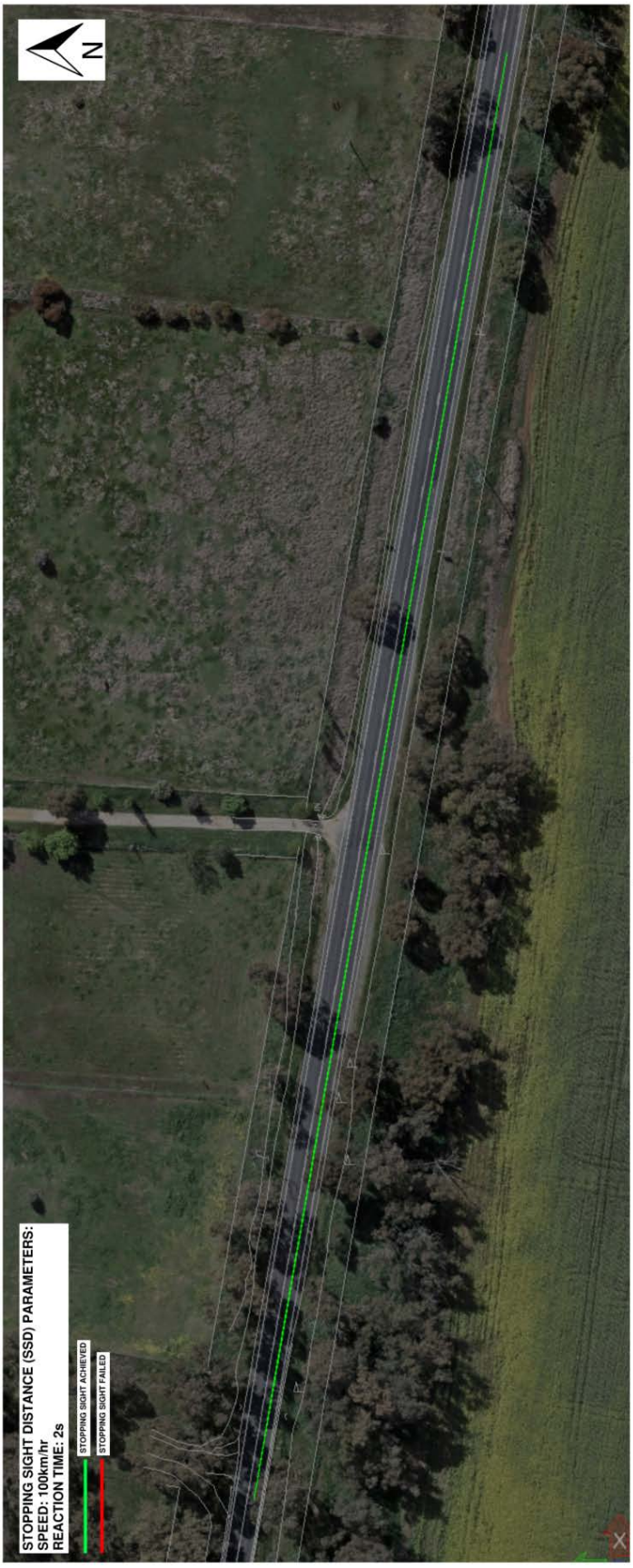
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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 3 of 6
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 9 - SSD Eastbound		**Checked**	-



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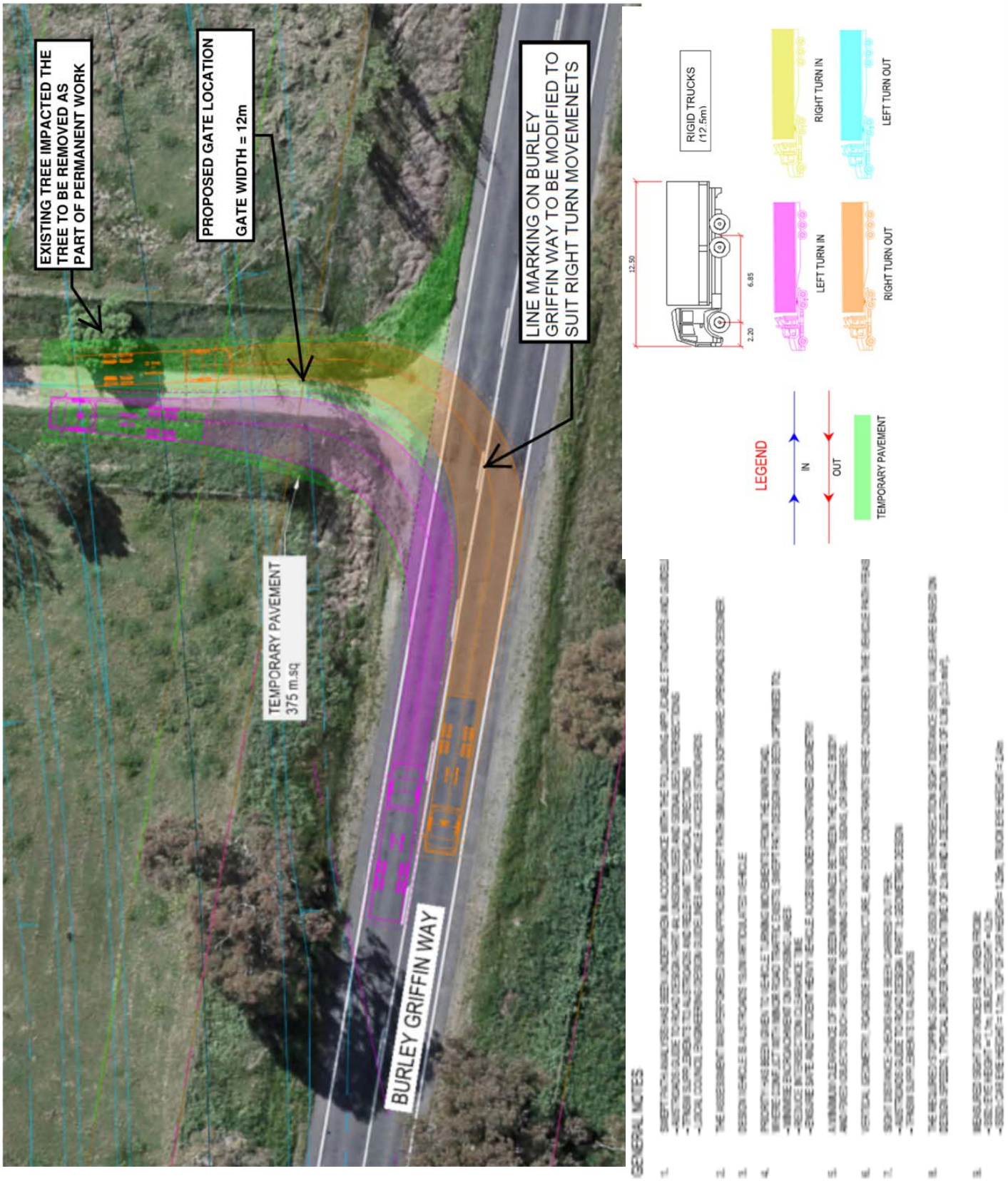
Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 4 of 6
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 9 - SSD Westbound		**Checked**	-



SSD PASSED

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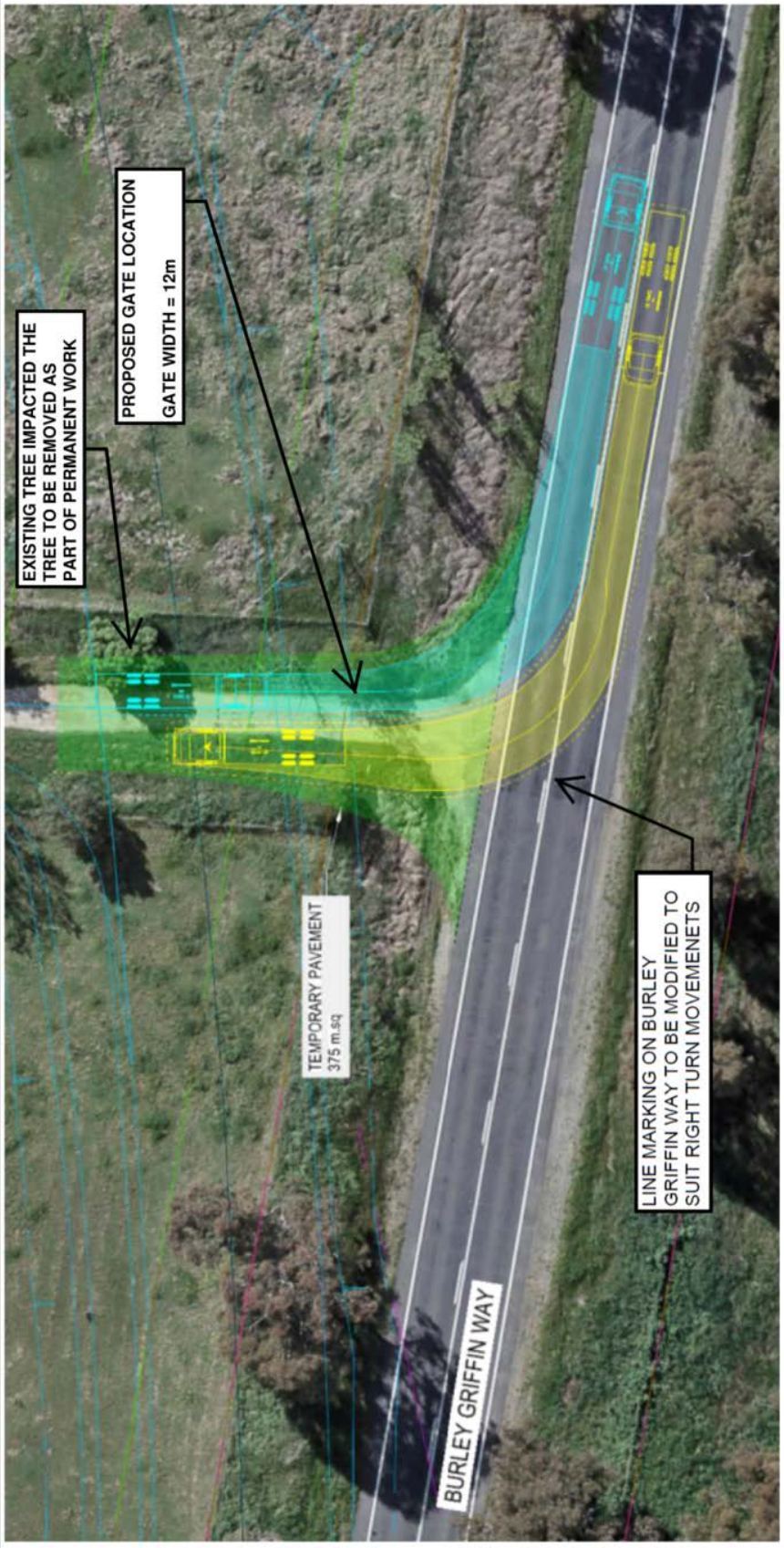
Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 5 of 6
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 9 - TP Left In Right Out		**Checked**	-

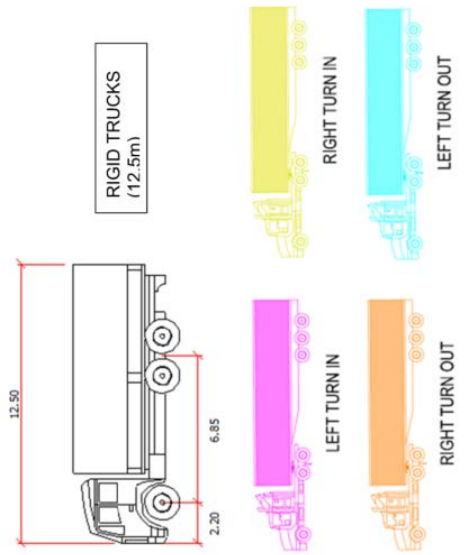


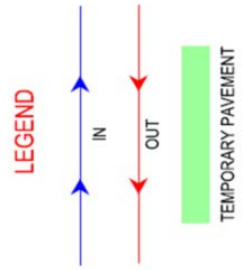
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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 6 of 6
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 9 - TP Left Out Right In		**Checked**	-



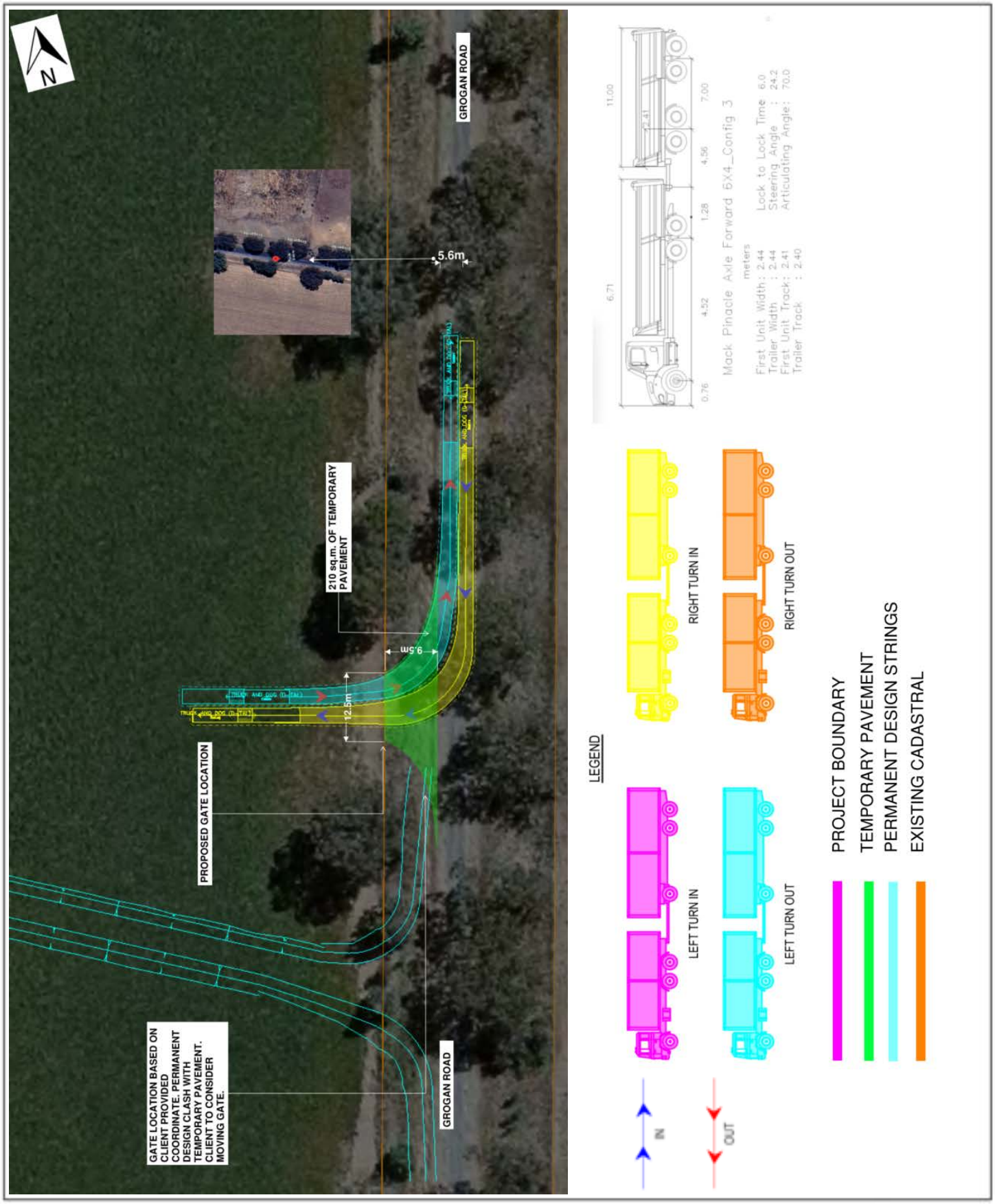




GENERAL NOTES

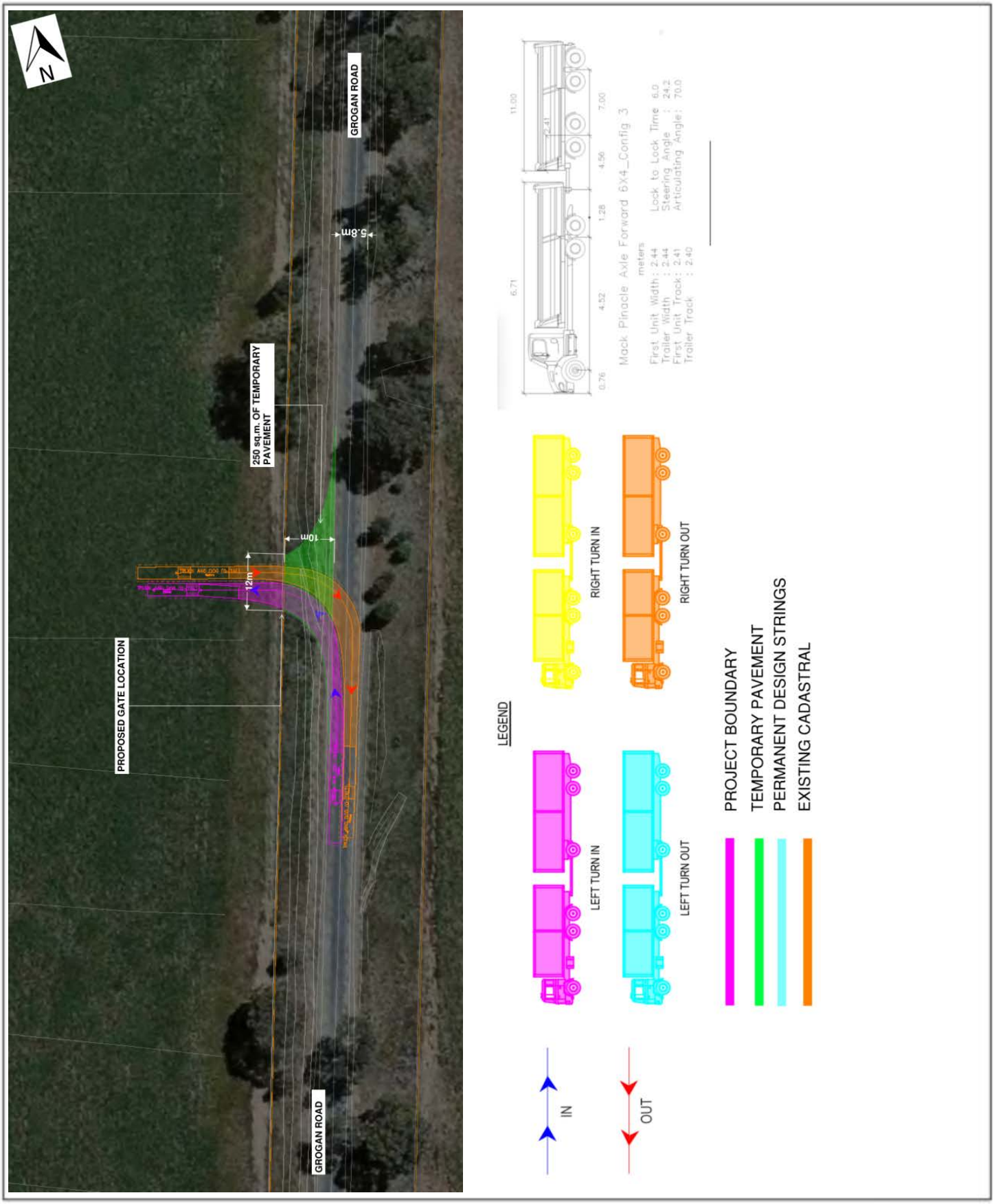
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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Sheet**	Sheet 2 of 6
		Designed	-
Description Gate 9 - SISD Westbound		**Checked**	-



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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 6 of 6
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 9 - TP Left Out Right In		**Checked**	-



P0203_I2S Temp Road Turnouts - BGW Hibernia St
SITE 10 - STOPPING SIGHT DISTANCE (SSD)
SKETCH
SCALE - N.T.S
REV A - 250709 - DKB - FOR INFORMATION

D-TAL

SITE 10 - HIBERNIA STREET
EASTBOUND



P0203_I2S Temp Road Turnouts - BGW Hibernia St
SITE 10 - STOPPING SIGHT DISTANCE (SSD)
SKETCH
SCALE - N.T.S
REV A - 250709 - DKB - FOR INFORMATION

SITE 10 - HIBERNIA STREET
WESTBOUND



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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 6 of 15
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 10 - SSD All Gates Eastbound		**Checked**	-



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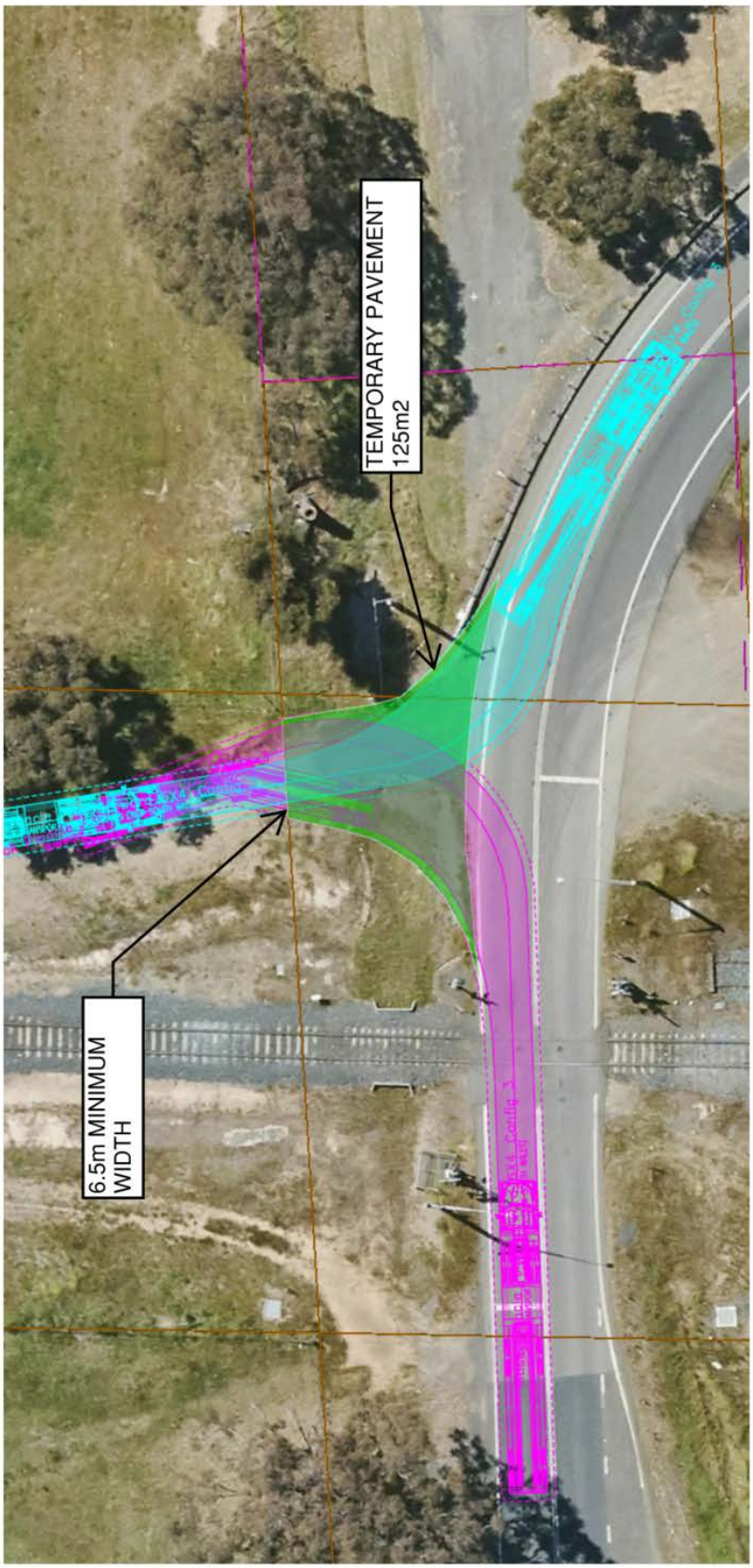
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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 7 of 15
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 10 - SSD All Gates Westbound		**Checked**	-



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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 8 of 15
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 10.1 - TP		**Checked**	-



P0203_I2S Temp Road Turnouts - BGW Hibernia St

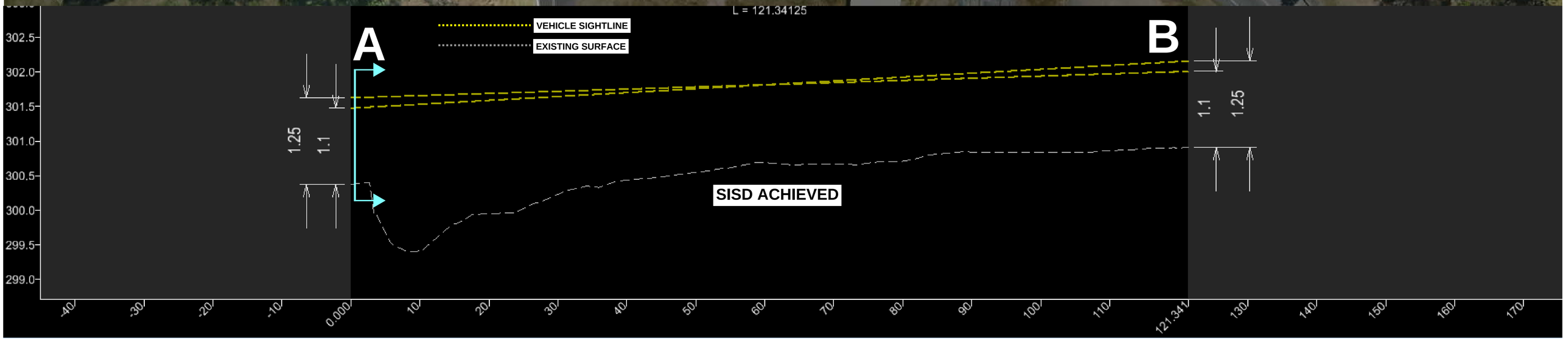
SITE 10 - SAFE INTERSECTION SIGHT DISTANCE (SISD) SKETCH

SCALE - N.T.S

REV A - 250709 - DKB - FOR INFORMATION

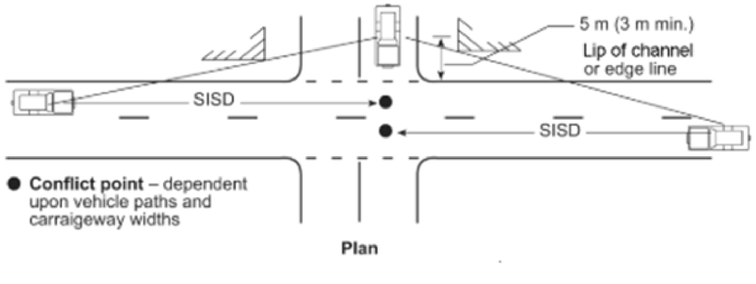
SITE 10 - HIBERNIA STREET
GATE 10.1(LEFT OUT)

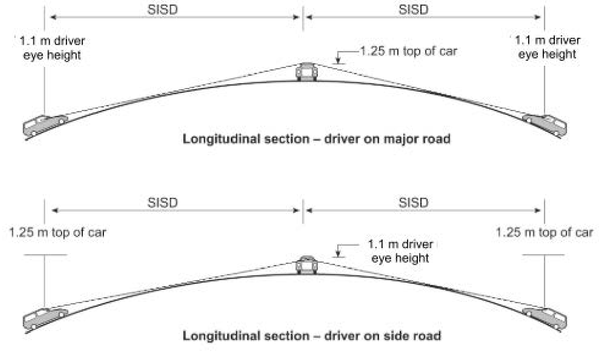




Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Figure 3.2: Safe intersection sight distance (SISD)





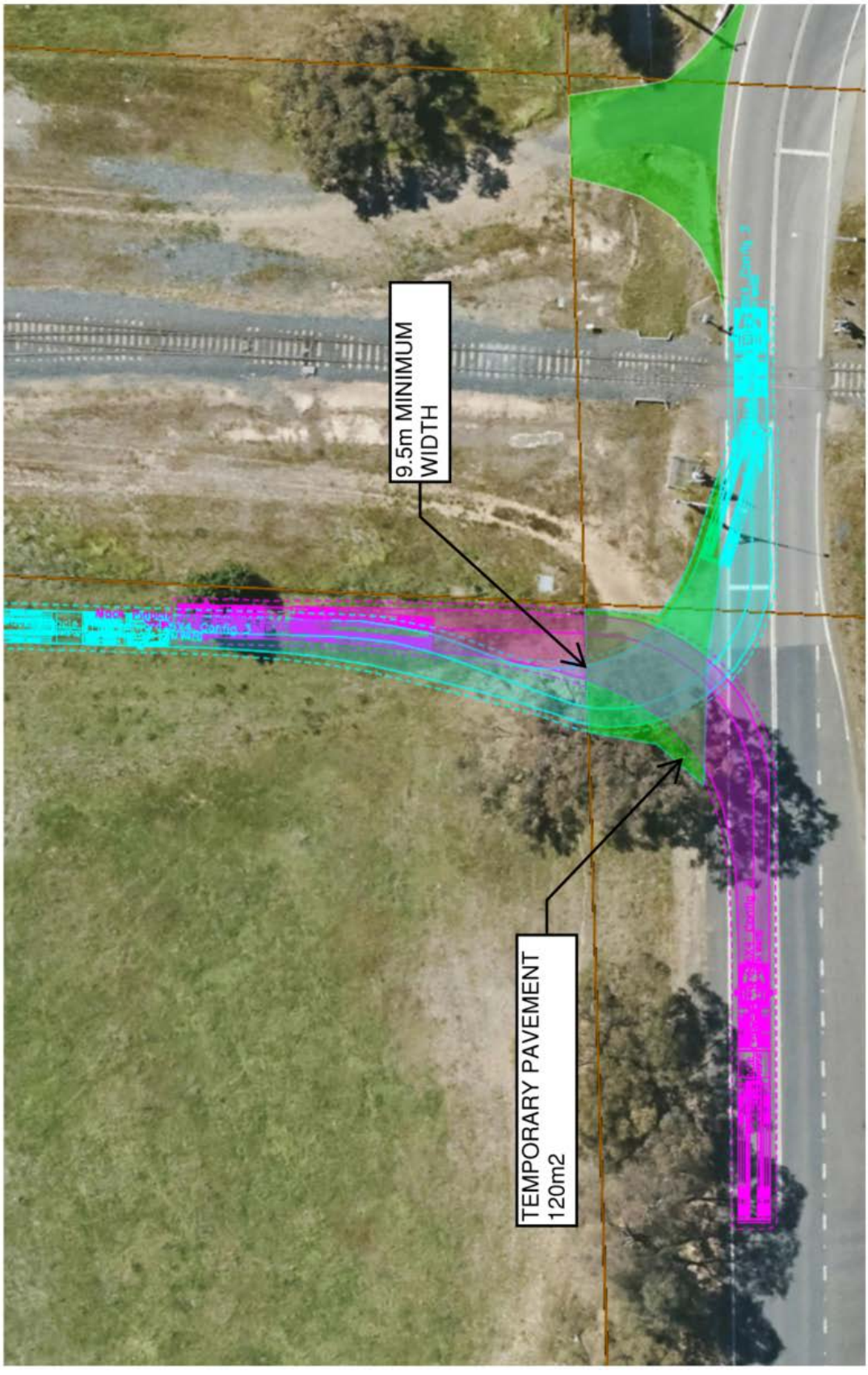
NOTES:

1. SISD FOR 60km/hr = 120m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = -3% (DOWNGRADE)
2. REACTION TIME (RT) = 1.5 sec
2. 1.10m = PRIVATE CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 100km/hr POST SPEED.

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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 10 of 15
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 10.3 - TP		**Checked**	-



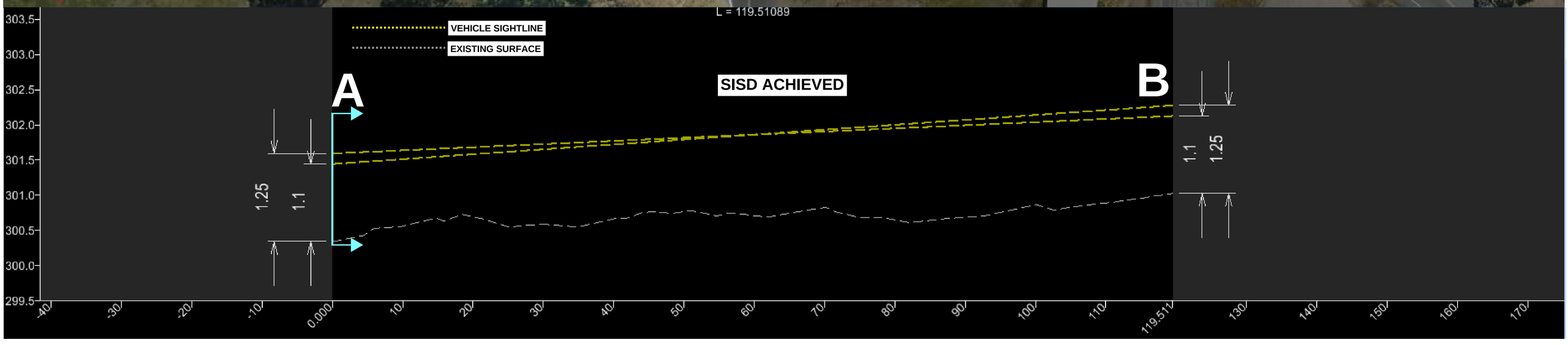
P0203_I2S Temp Road Turnouts - BGW Hibernia St
SITE 10 - SAFE INTERSECTION SIGHT DISTANCE (SISD)
SKETCH

SCALE - N.T.S

REV A - 250709 - DKB - FOR INFORMATION

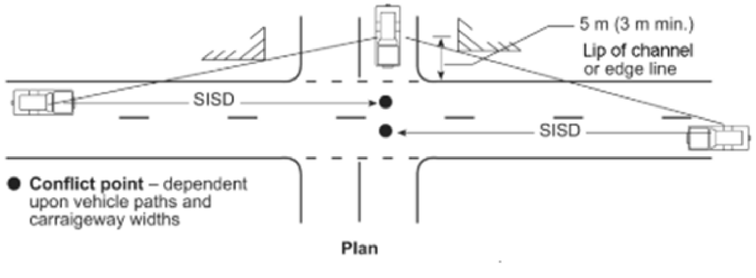
SITE 10 - HIBERNIA STREET
GATE 10.3 (LEFT OUT)

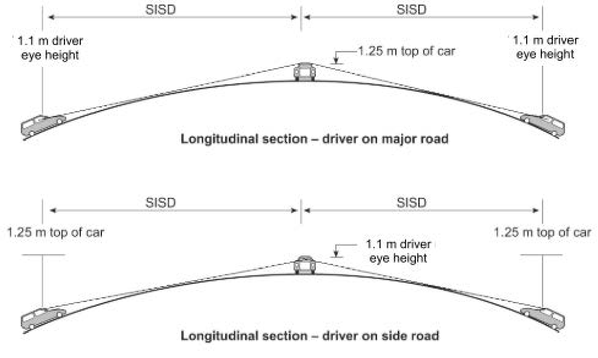




Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Figure 3.2: Safe intersection sight distance (SISD)





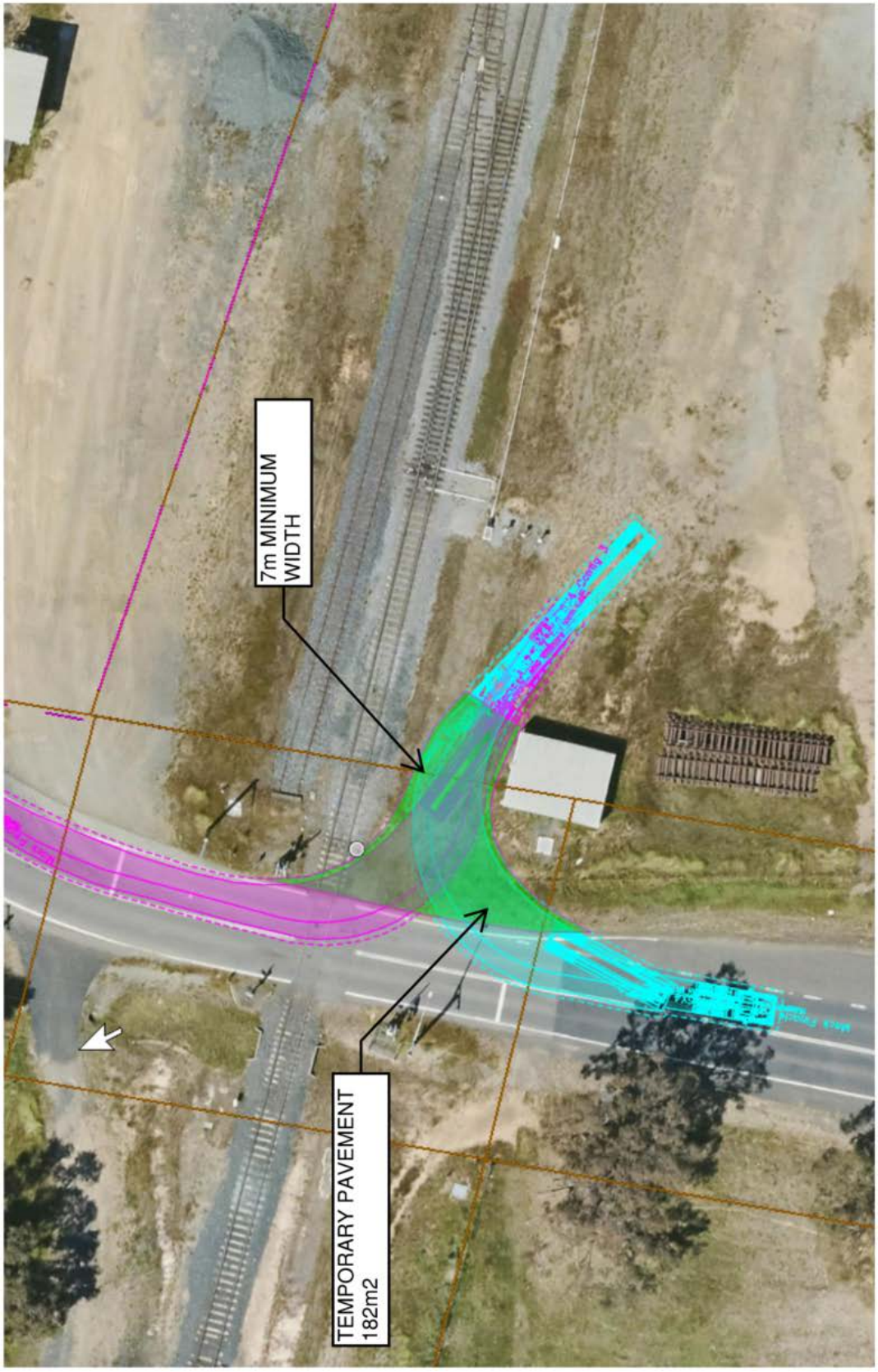
NOTES:

1. SISD FOR 60km/hr = 120m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = -1.5% (DOWNGRADE)
2. REACTION TIME (RT) = 1.5 sec
2. 1.10m = PRIVATE CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 100km/hr POST SPEED.

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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 11 of 15
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 10.4 - TP		**Checked**	-



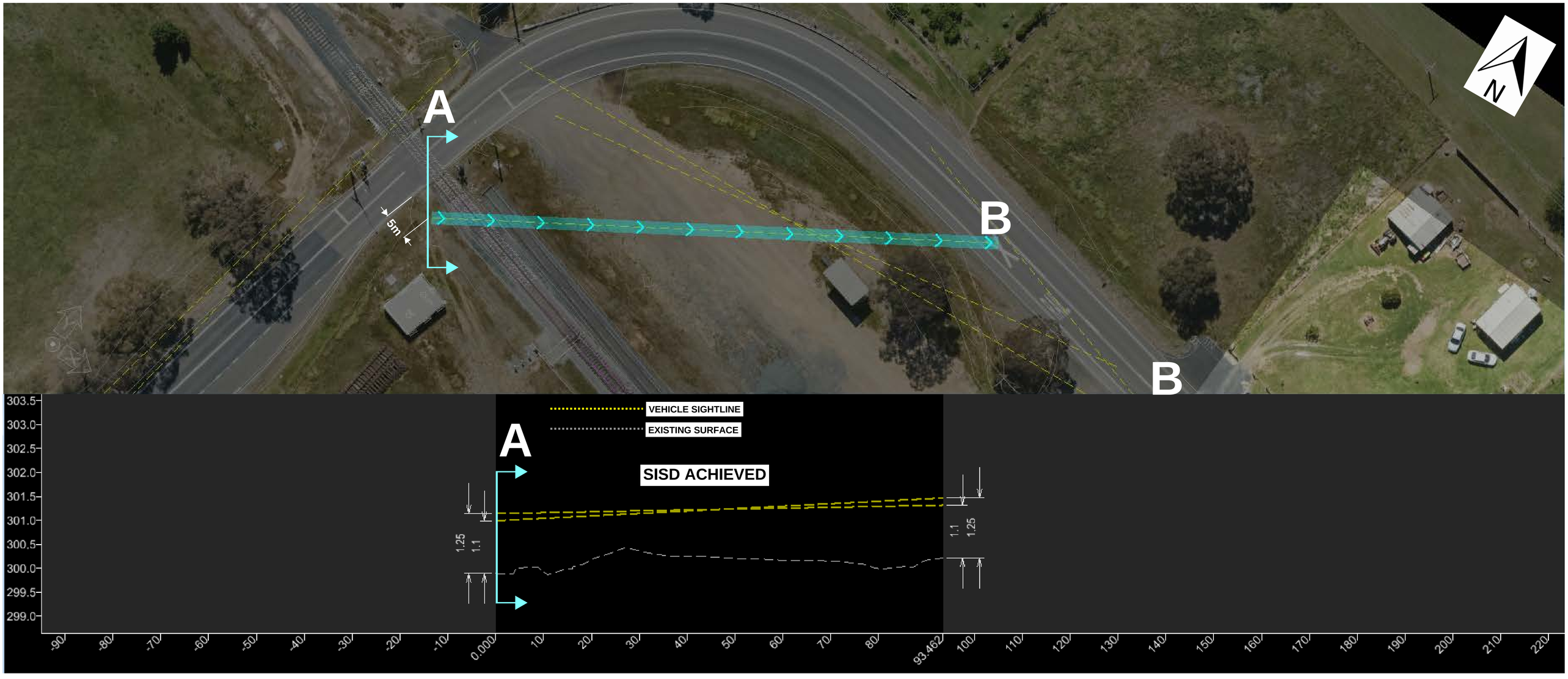
P0203_I2S Temp Road Turnouts - BGW Hibernia St

SITE 10 - SAFE INTERSECTION SIGHT DISTANCE (SISD) SKETCH

SCALE - N.T.S

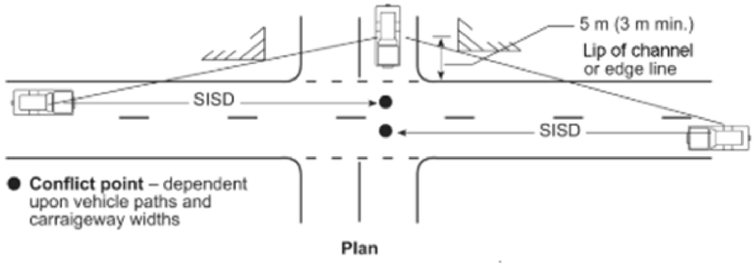
REV A - 250709 - DKB - FOR INFORMATION

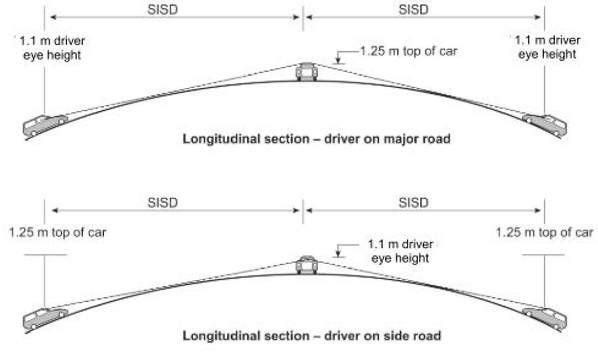
SITE 10 - HIBERNIA STREET
GATE 10.4 (LEFT OUT)



Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Figure 3.2: Safe intersection sight distance (SISD)





NOTES:

1. SISD FOR 60km/hr = 120m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = -2.5% (DOWNGRADE)
2. REACTION TIME (RT) = 1.5 sec
2. 1.10m = PRIVATE CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 100km/hr POST SPEED.

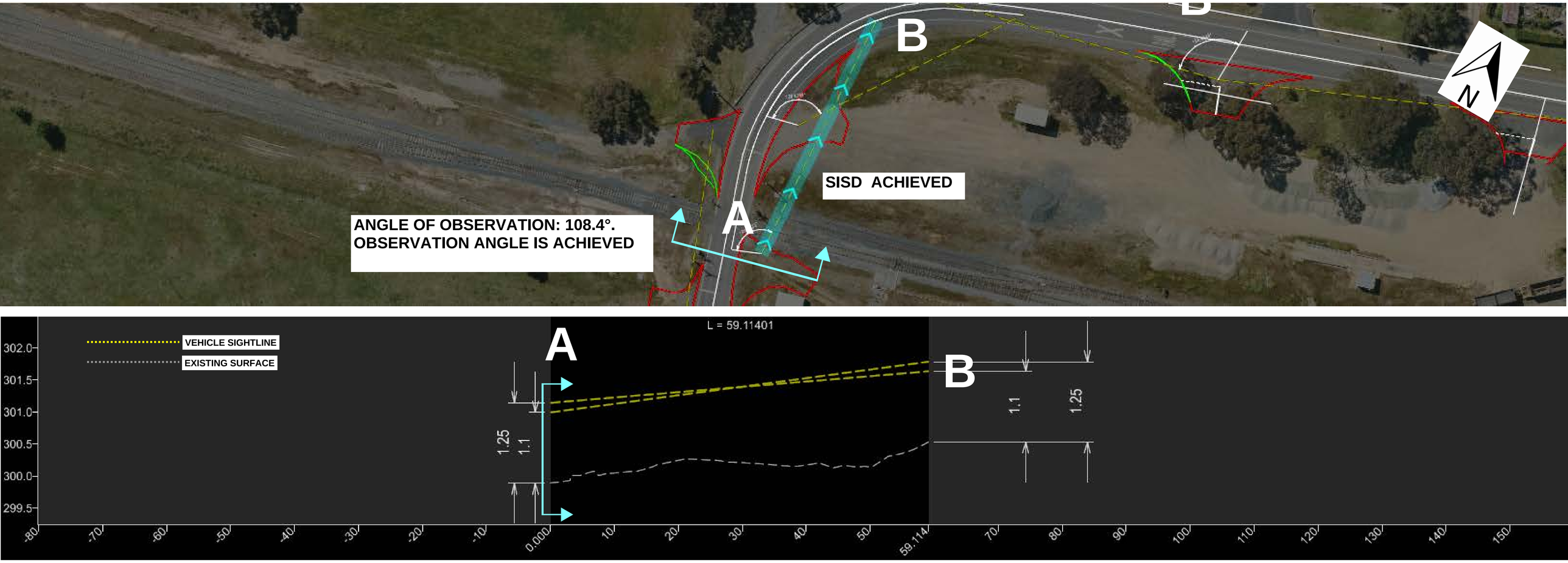
P0203_I2S Temp Road Turnouts - BGW Hibernia St
SITE 10 - SAFE INTERSECTION SIGHT DISTANCE (SISD) SKETCH

SCALE - N.T.S

REV A - 250922 - AP - FOR INFORMATION

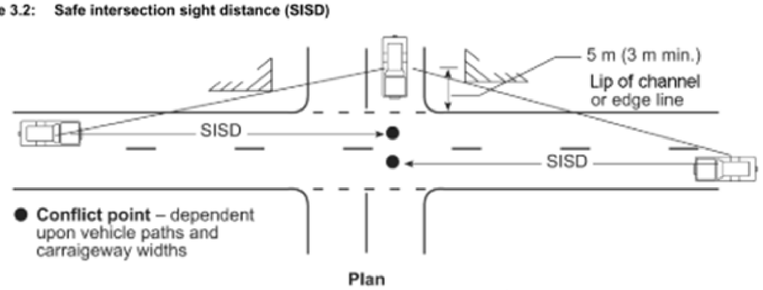
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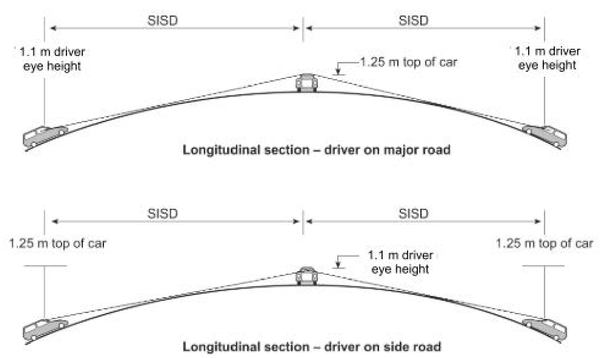
SITE 10 - HIBERNIA STREET
GATE 10.4 (LEFT OUT)



Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Figure 3.2: Safe intersection sight distance (SISD)





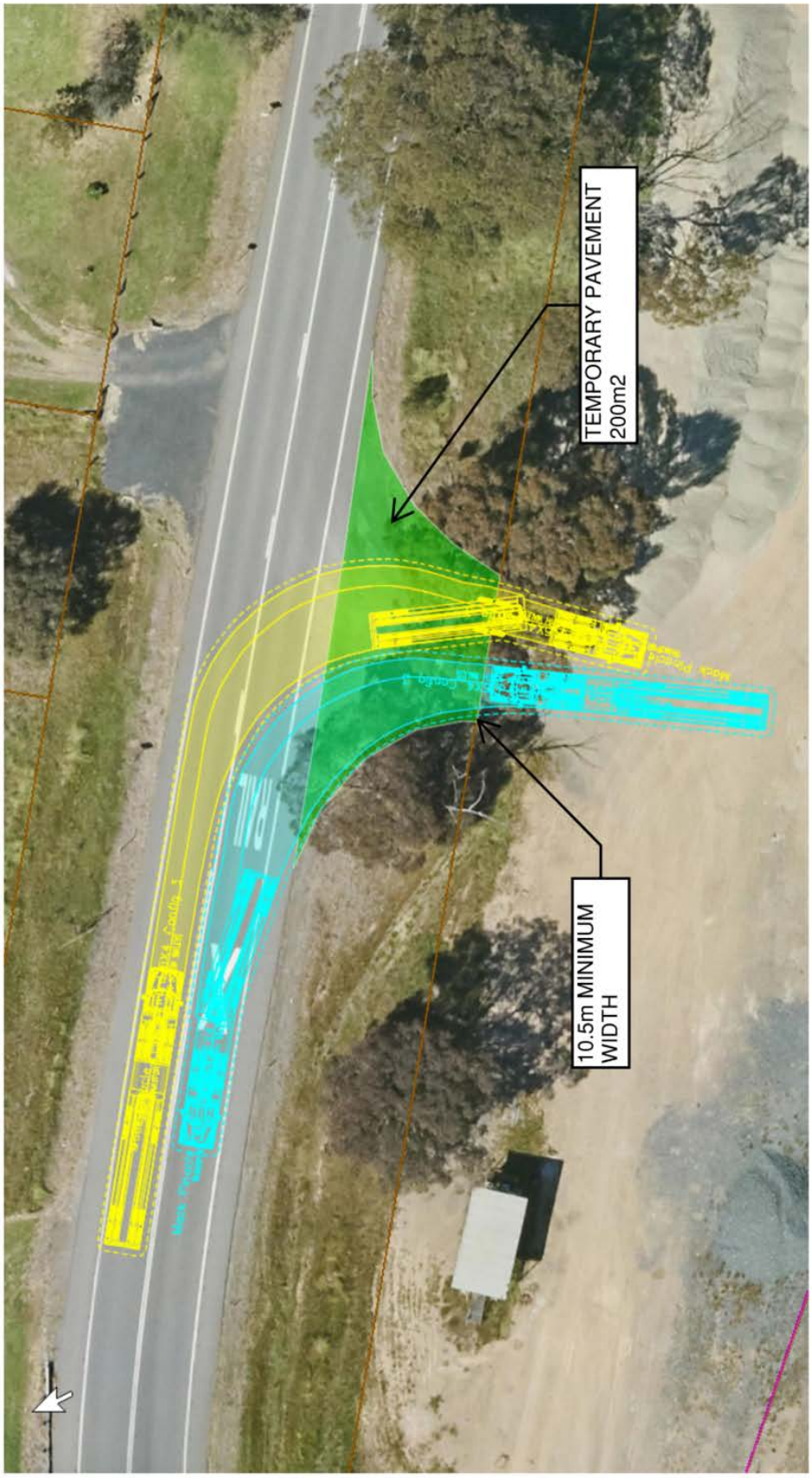
NOTES:

1. SISD FOR 40km/hr = 70m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = -0.37% (DOWNGRADE)
2. REACTION TIME (RT) = 1.5 sec
2. 1.10m = PRIVATE CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 40km/hr POST SPEED.

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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 12 of 15
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 10.5-1 - TP		**Checked**	-



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		Date	08/07/2025
Client John Holland	Project BJF-11	Sheet	Sheet 13 of 15
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		Designed	-
Description Gate 10.5-2 - TP		Checked	-



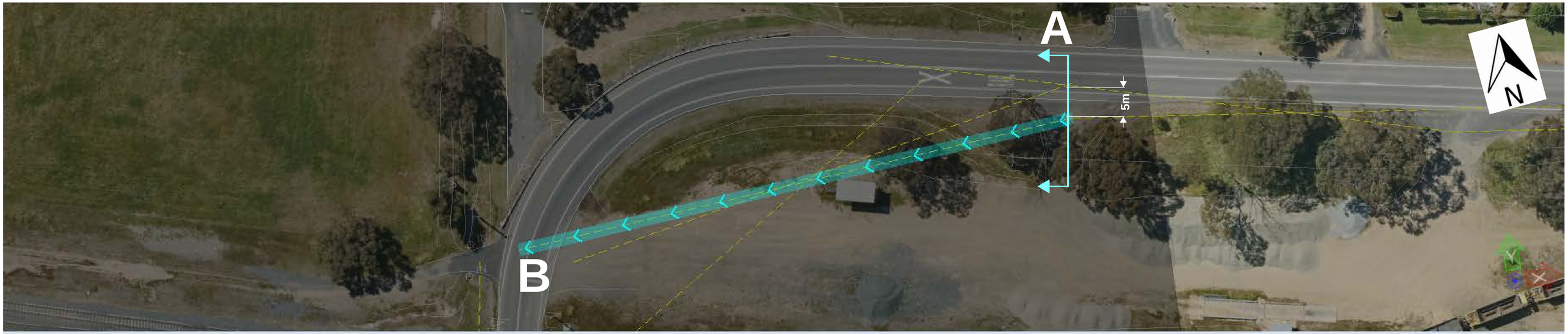
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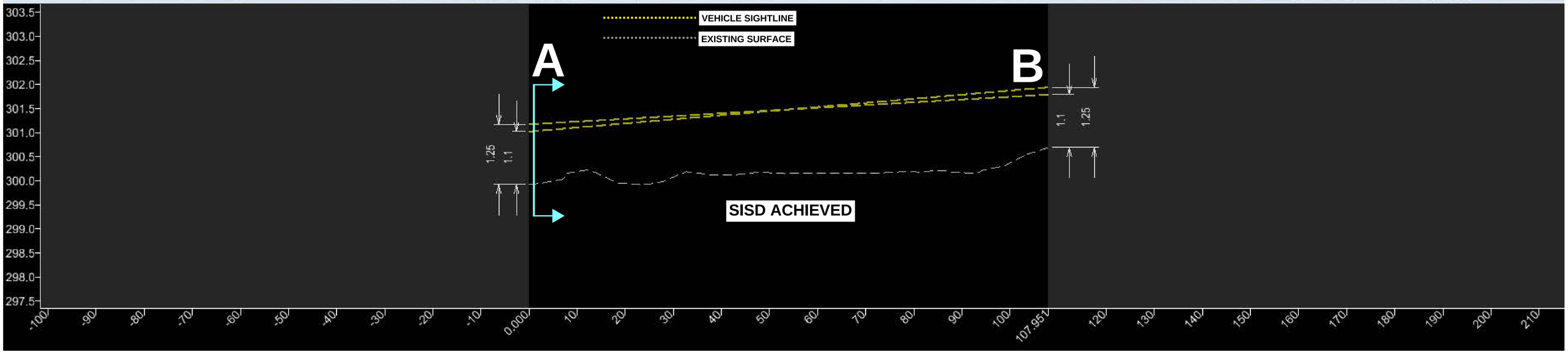
SITE 10 - SAFE INTERSECTION SIGHT DISTANCE (SISD) SKETCH

SCALE - N.T.S

REV A - 250709 - DKB - FOR INFORMATION

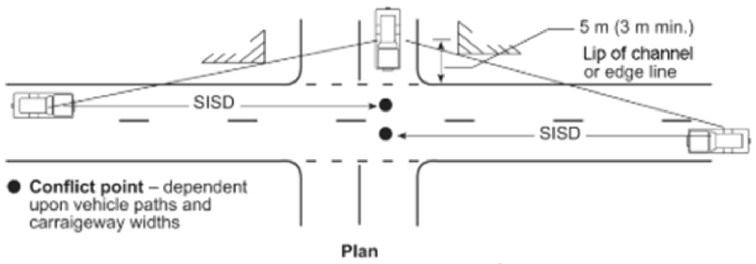
SITE 10 - HIBERNIA STREET
GATE 10.5 (RIGHT OUT)

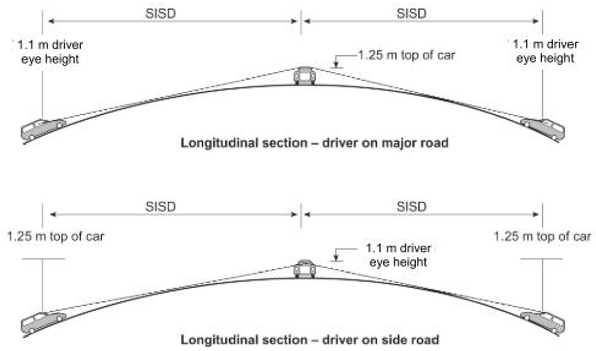




Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Figure 3.2: Safe intersection sight distance (SISD)





NOTES:

1. SISD FOR 60km/hr = 120m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = -1.5% (DOWNGRADE)
2. REACTION TIME (RT) = 1.5 sec
2. 1.10m = PRIVATE CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 100km/hr POST SPEED.

P0203_I2S Temp Road Turnouts - BGW Hibernia St

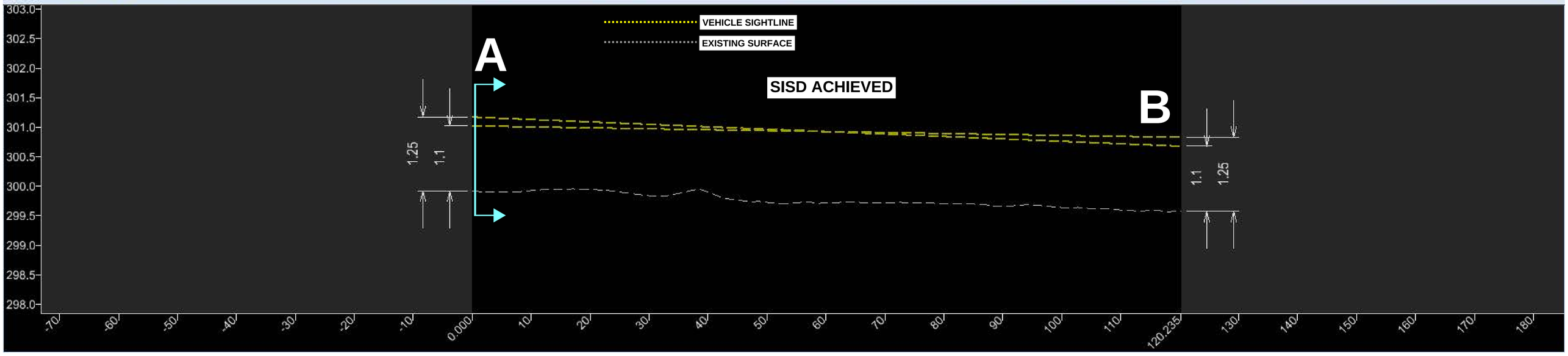
SITE 10 - SAFE INTERSECTION SIGHT DISTANCE (SISD) SKETCH

SCALE - N.T.S

REV A - 250709 - DKB - FOR INFORMATION

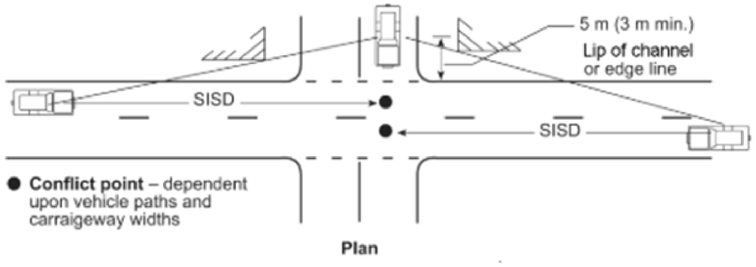
SITE 10 - HIBERNIA STREET
GATE 10.5 (LEFT OUT)

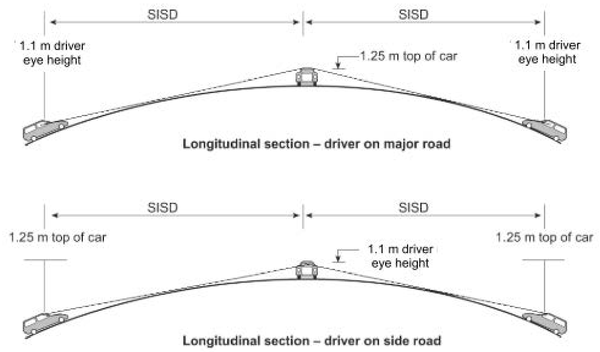




Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Figure 3.2: Safe intersection sight distance (SISD)





NOTES:

1. SISD FOR 60km/hr = 120m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = -1.5% (DOWNGRADE)
2. REACTION TIME (RT) = 1.5 sec
2. 1.10m = PRIVATE CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 100km/hr POST SPEED.

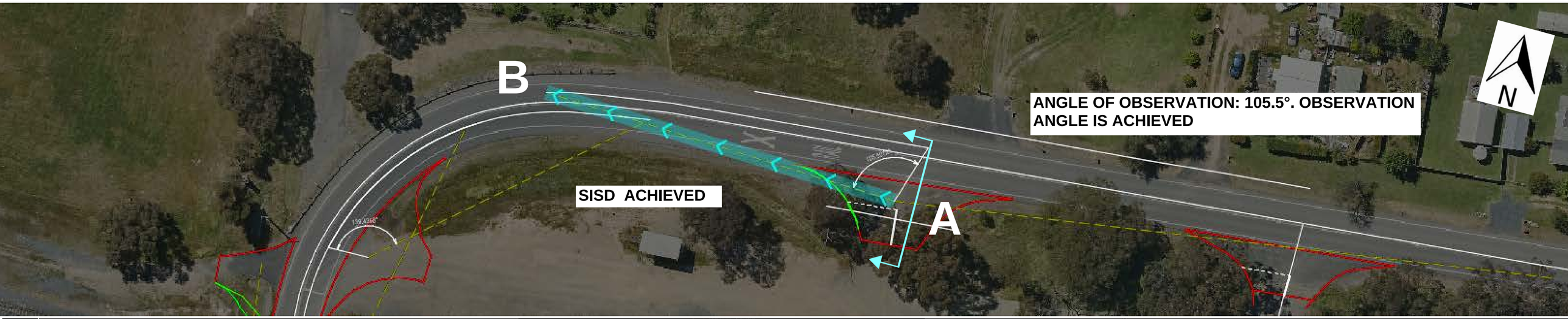
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SITE 10 - SAFE INTERSECTION SIGHT DISTANCE (SISD) SKETCH

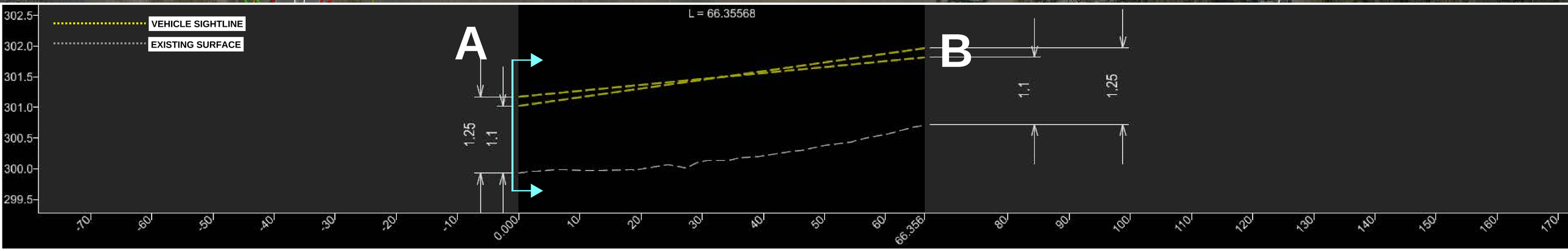
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D-TAL

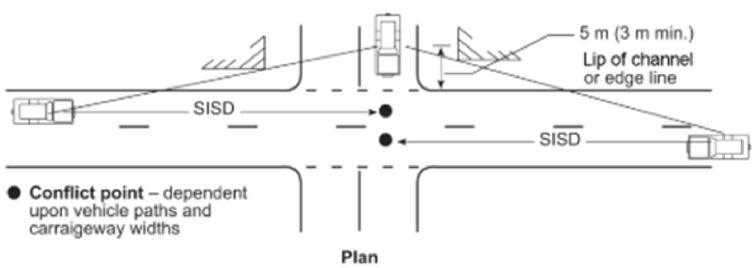
SITE 10 - HIBERNIA STREET
GATE 10.5 (RIGHT OUT)

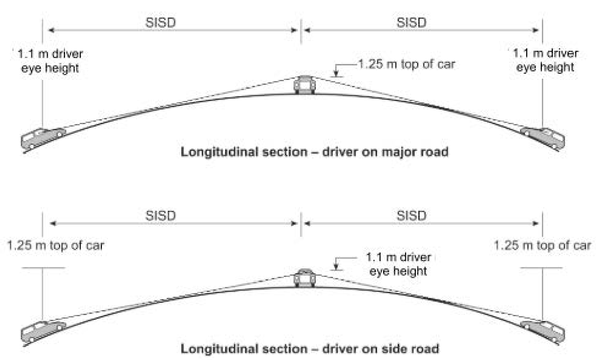




Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Figure 3.2: Safe intersection sight distance (SISD)





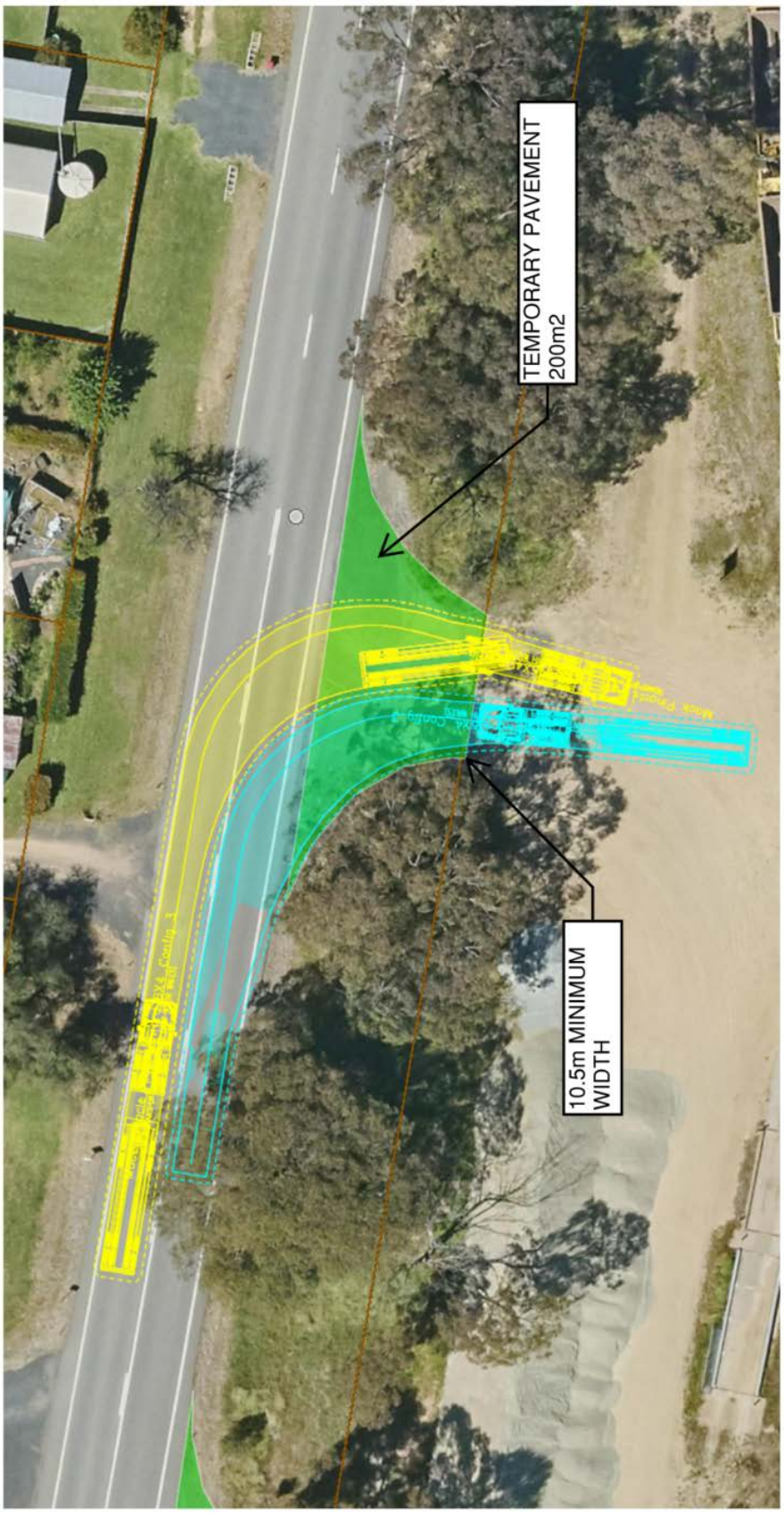
NOTES:

1. SISD FOR 40km/hr = 70m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = -1.5% (DOWNGRADE)
2. REACTION TIME (RT) = 1.5 sec
2. 1.10m = PRIVATE CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 40km/hr POST SPEED.

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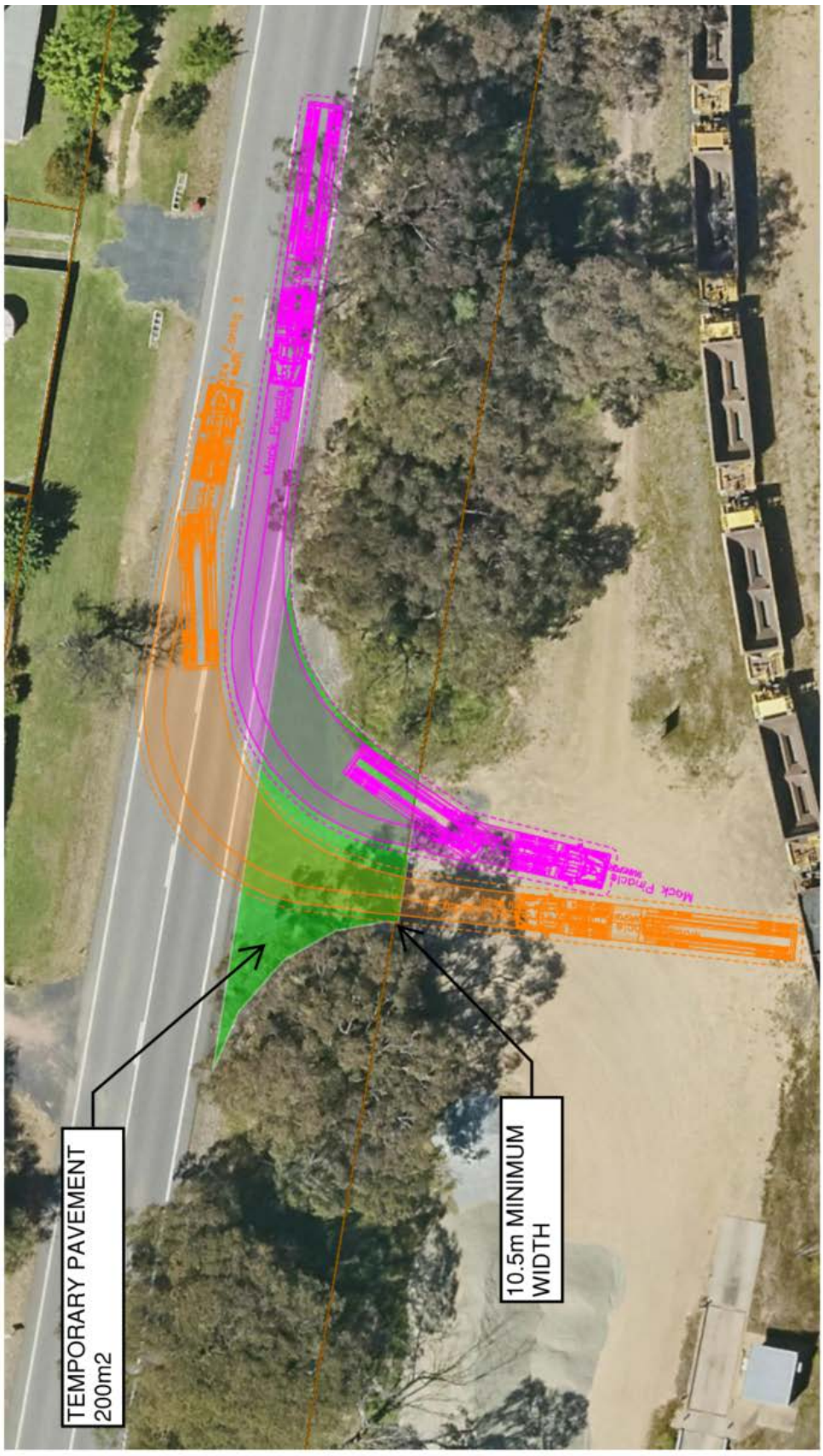
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Client John Holland	Project BJF-11	Sheet	Sheet 14 of 15
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		Designed	-
Description Gate 10.6-1 - TP		Checked	-



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Client John Holland	**Project** BJF-11	**Date**	08/07/2025
		Sheet	Sheet 15 of 15
Job TW-1068 Temp Road Turnouts - BGW Hibernia St		**Designed**	-
Description Gate 10.6-2 - TP		**Checked**	-



P0203_I2S Temp Road Turnouts - BGW Hibernia St

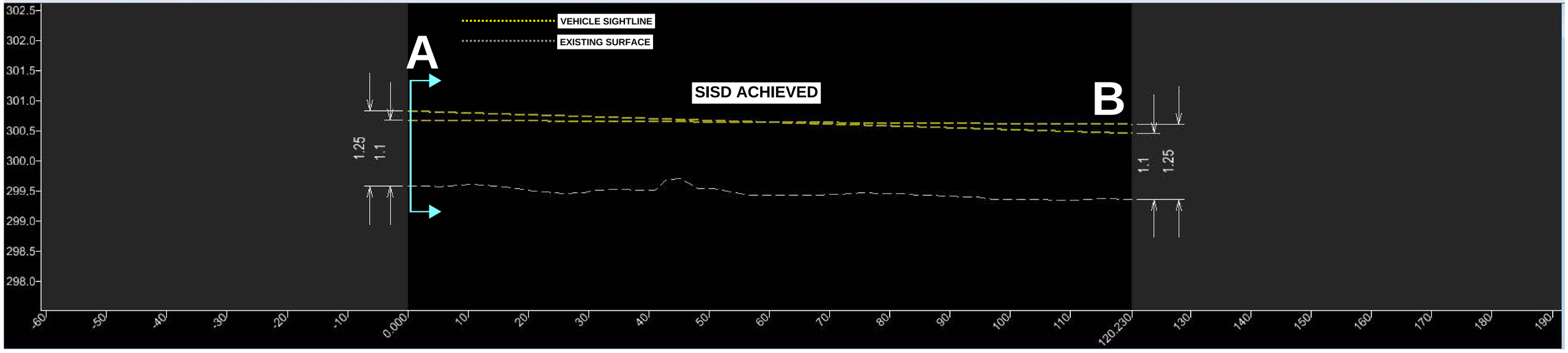
SITE 10 - SAFE INTERSECTION SIGHT DISTANCE (SISD) SKETCH

SCALE - N.T.S

REV A - 250709 - DKB - FOR INFORMATION

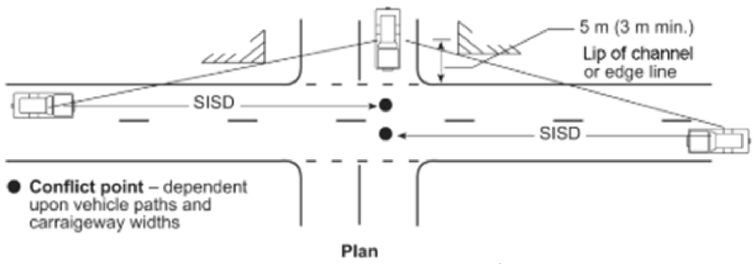
SITE 10 - HIBERNIA STREET
GATE 10.6 (LEFT OUT)

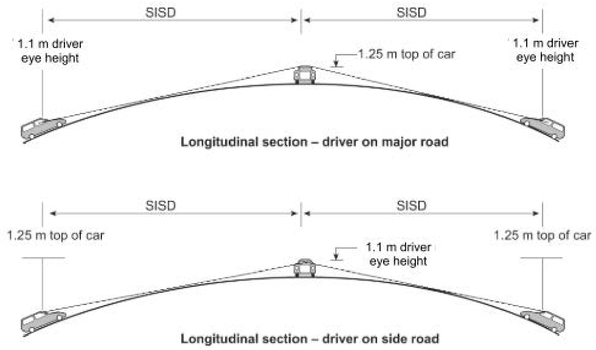




Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

Figure 3.2: Safe intersection sight distance (SISD)





NOTES:

1. SISD FOR 60km/hr = 120m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = -1.5% (DOWNGRADE)
2. REACTION TIME (RT) = 1.5 sec
2. 1.10m = PRIVATE CAR DRIVER EYE HEIGHT.
3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 100km/hr POST SPEED.

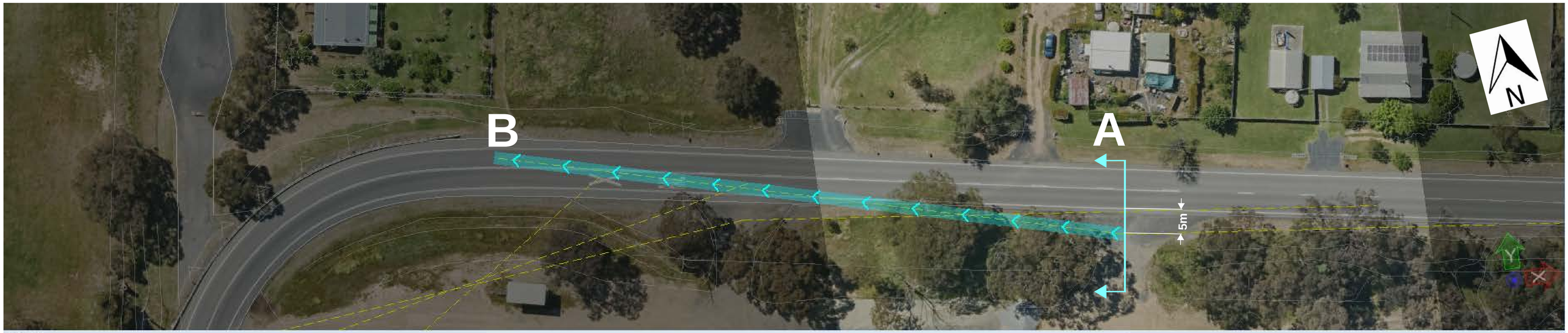
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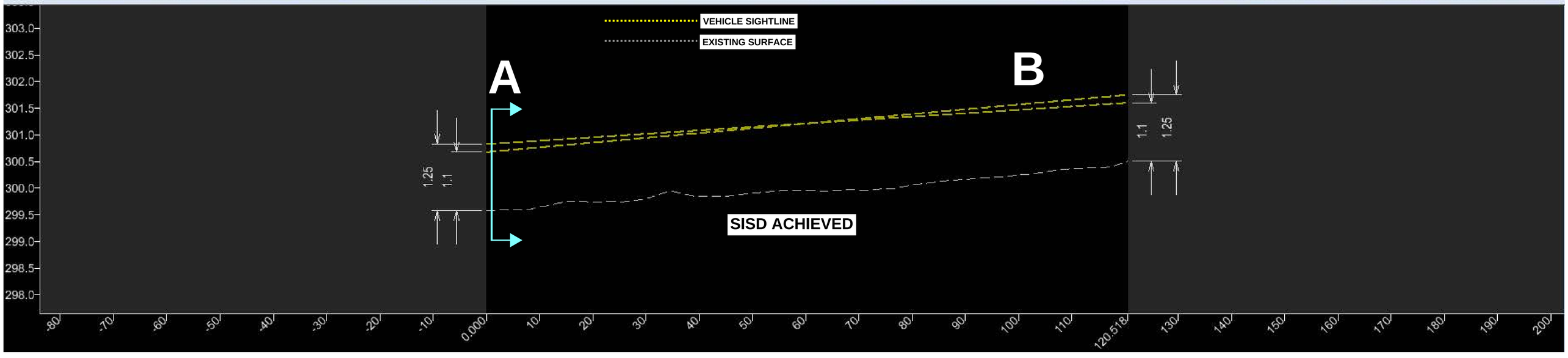
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SCALE - N.T.S

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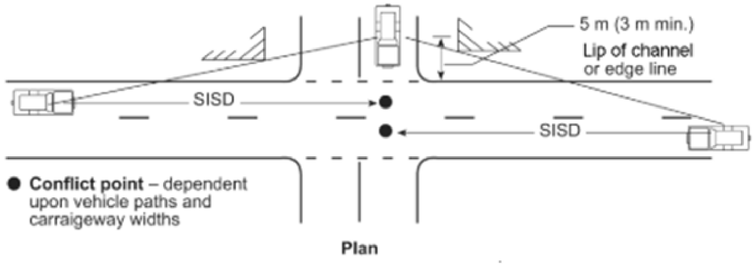
SITE 10 - HIBERNIA STREET
GATE 10.6 (RIGHT OUT)

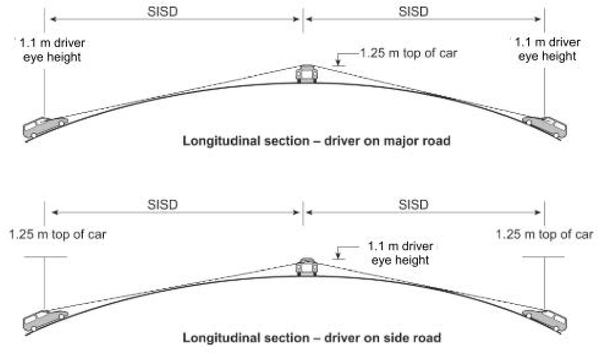




Guide to Road Design Part 4A: Unsignalised and Signalised Intersections

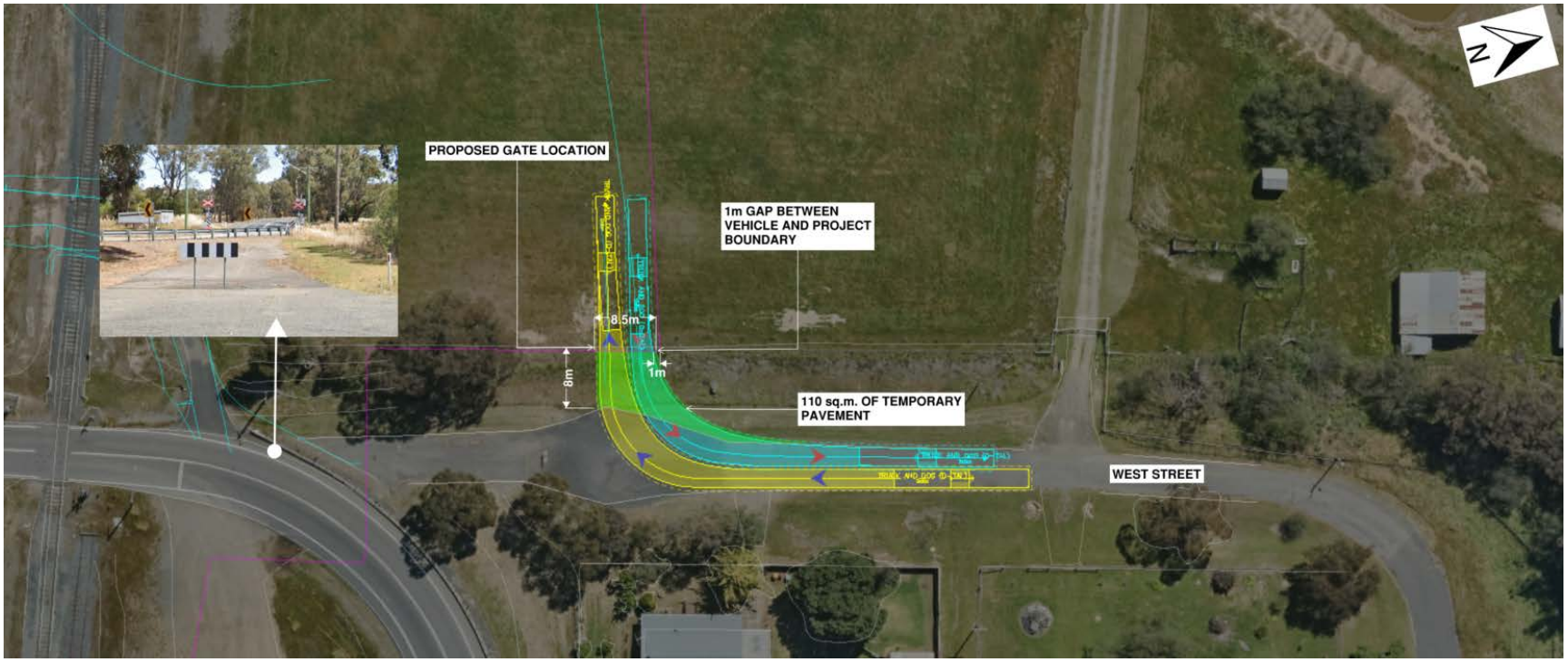
Figure 3.2: Safe intersection sight distance (SISD)





NOTES:

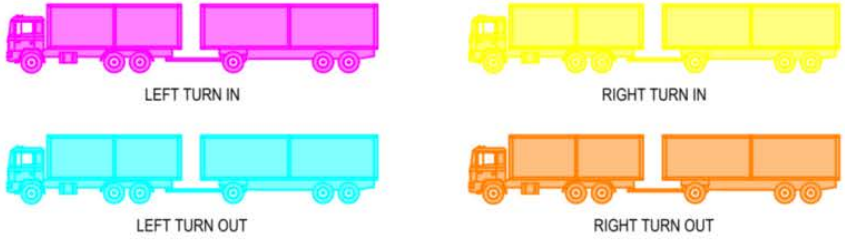
1. SISD FOR 60km/hr = 120m (REFER NOTE 2)
2. GRADE CORRECTION APPLIED = -1.5% (DOWNGRADE)
2. REACTION TIME (RT) = 1.5 sec
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3. 1.25m = TOP OF PRIVATE CAR.
4. 2.40m = TRUCK DRIVER EYE HEIGHT.
5. A = POSITION OF EXIT VEHICLE FROM THE INTERSECTION.
6. B = POSITION OF INCOMING TRAFFIC AT 100km/hr POST SPEED.



LEGEND

IN

OUT

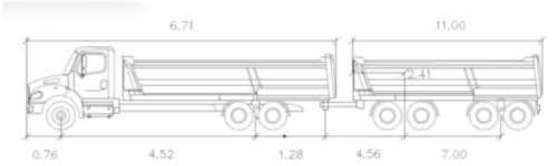


PROJECT BOUNDARY

TEMPORARY PAVEMENT

PERMANENT DESIGN STRINGS

EXISTING CADASTRAL



Mack Pinacle Axle Forward 6X4_Config 3

meters

First Unit Width	2.44	Lock to Lock Time	6.0
Trailer Width	2.44	Steering Angle	24.2
First Unit Track	2.41	Articulating Angle	70.0
Trailer Track	2.40		

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Client

Job

Description

Project

Date	Sheet	Designed	Checked

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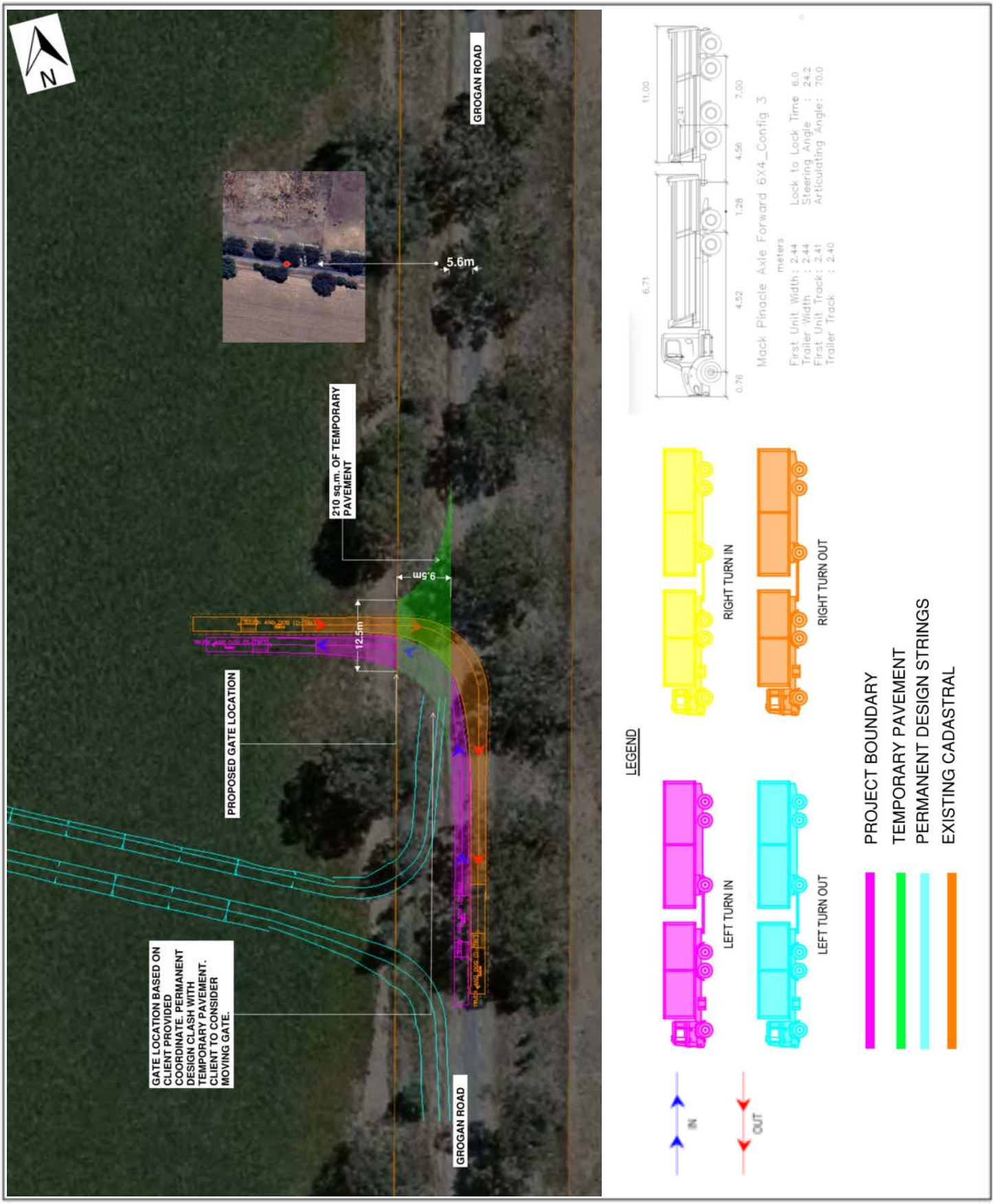
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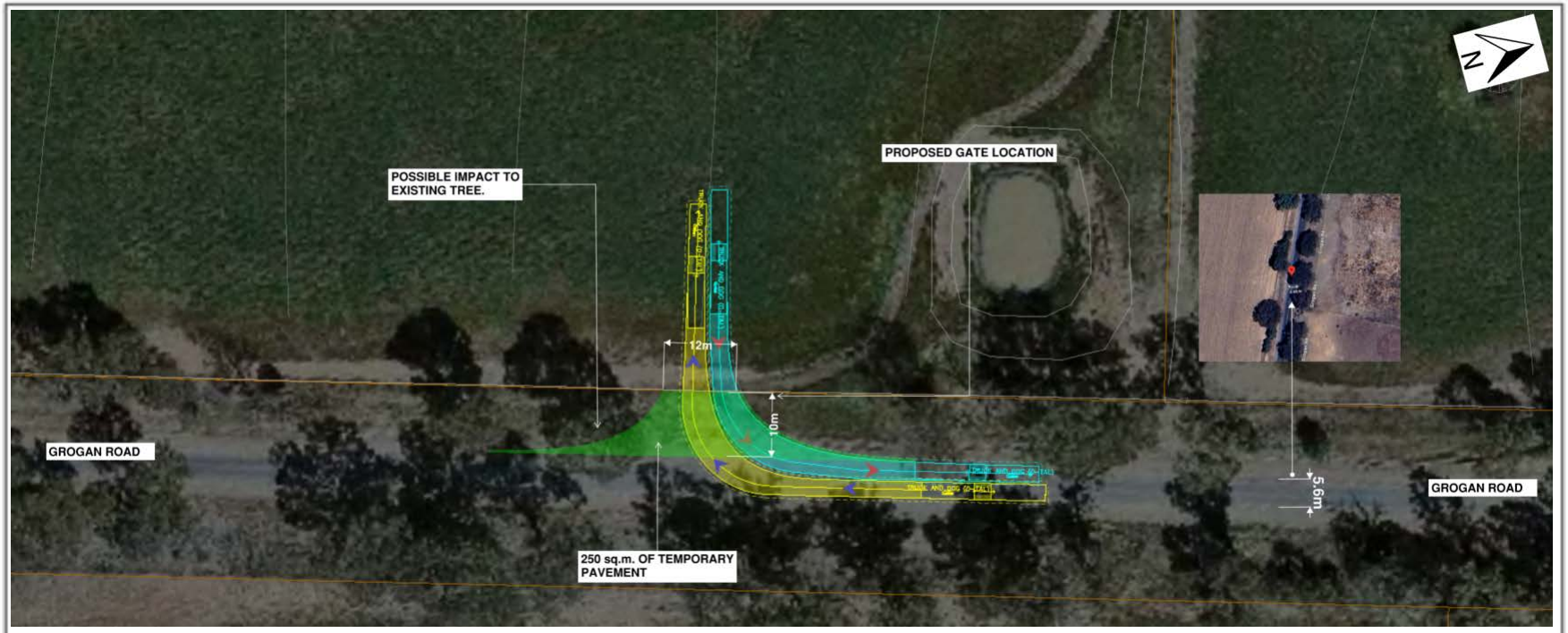
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		Sheet	Sheet 3 of 5
Job TW-1070 Temp Road Turnouts - Cootamundra Gundagai Council-1		**Designed**	-
Description Gate 11 - SSD Northbound and Southbound		**Checked**	-



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Client John Holland	**Project** BJF-13	**Date**	29/07/2025
		Sheet	Sheet 4 of 5
Job TW-1070 Temp Road Turnouts - Cootamundra Gundagai Council-1		**Designed**	-
Description Gate 11 - TP Left In Right Out		**Checked**	-





LEGEND

IN

OUT

LEFT TURN IN

RIGHT TURN IN

LEFT TURN OUT

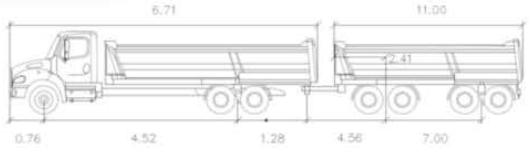
RIGHT TURN OUT

PROJECT BOUNDARY

TEMPORARY PAVEMENT

PERMANENT DESIGN STRINGS

EXISTING CADASTRAL



Mack Pinacle Axle Forward 6X4_Config 3

meters

First Unit Width	2.44	Lock to Lock Time	6.0
Trailer Width	2.44	Steering Angle	24.2
First Unit Track	2.41	Articulating Angle	70.0
Trailer Track	2.40		

WITT Consulting

Client

Job

Description

Project

Date

Sheet

Designed

Checked

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WittC-Design Sketch Sheet 1.0

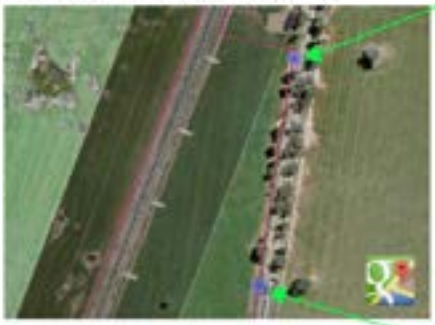
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Client John Holland	**Project** BJF-13	**Date**	29/07/2025
		Sheet	Sheet 5 of 10
Job TW-1070 Temp Road Turnouts - Cootamundra Gundagai Council-1		**Designed**	-
Description Gate 12 - SSD Northbound and Southbound		**Checked**	-



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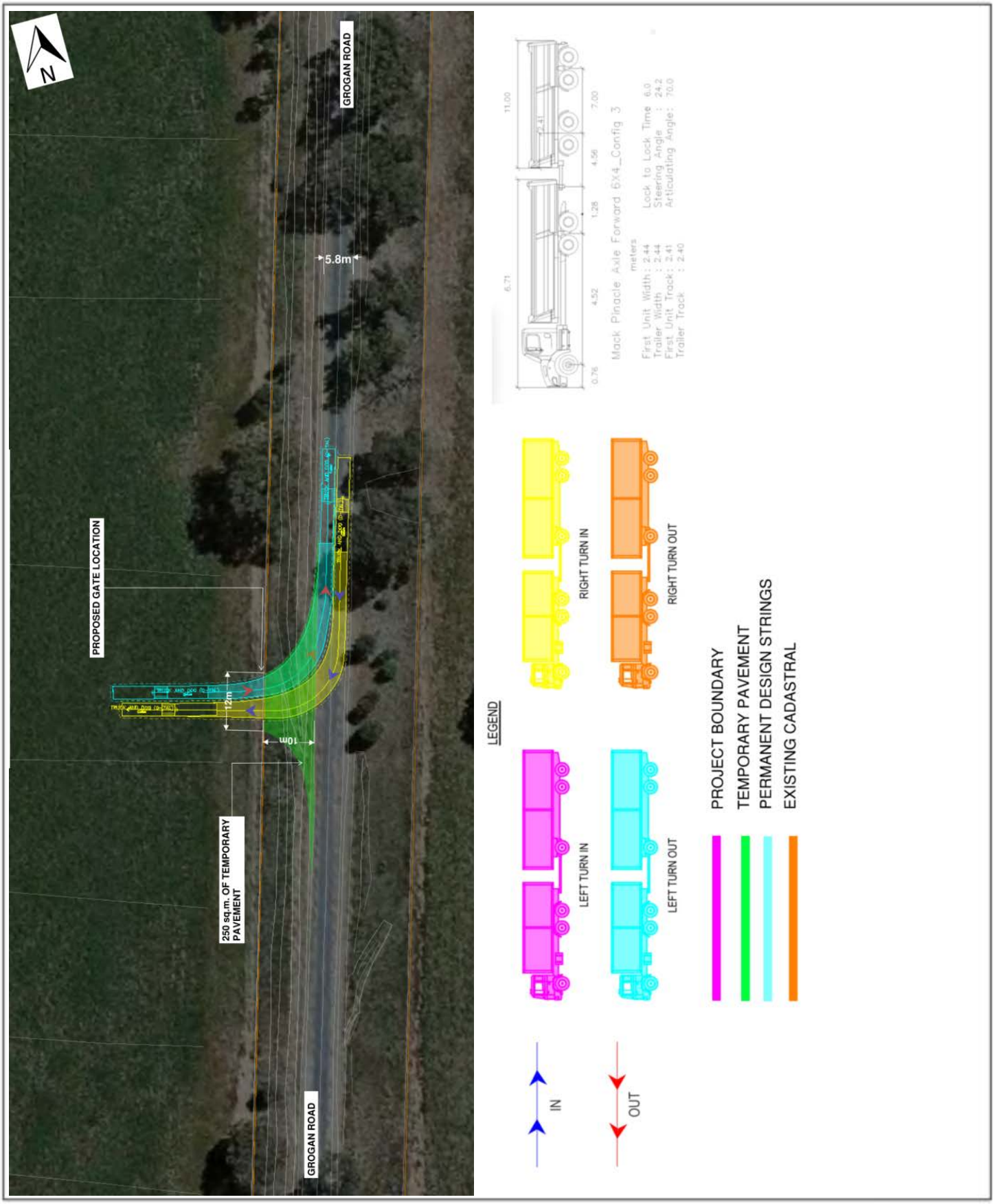
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Job TW-1070 Temp Road Turnouts - Cootamundra Gundagai Council-1		**Designed**	-
Description Gate 12 - TP Grogan Road		**Checked**	-





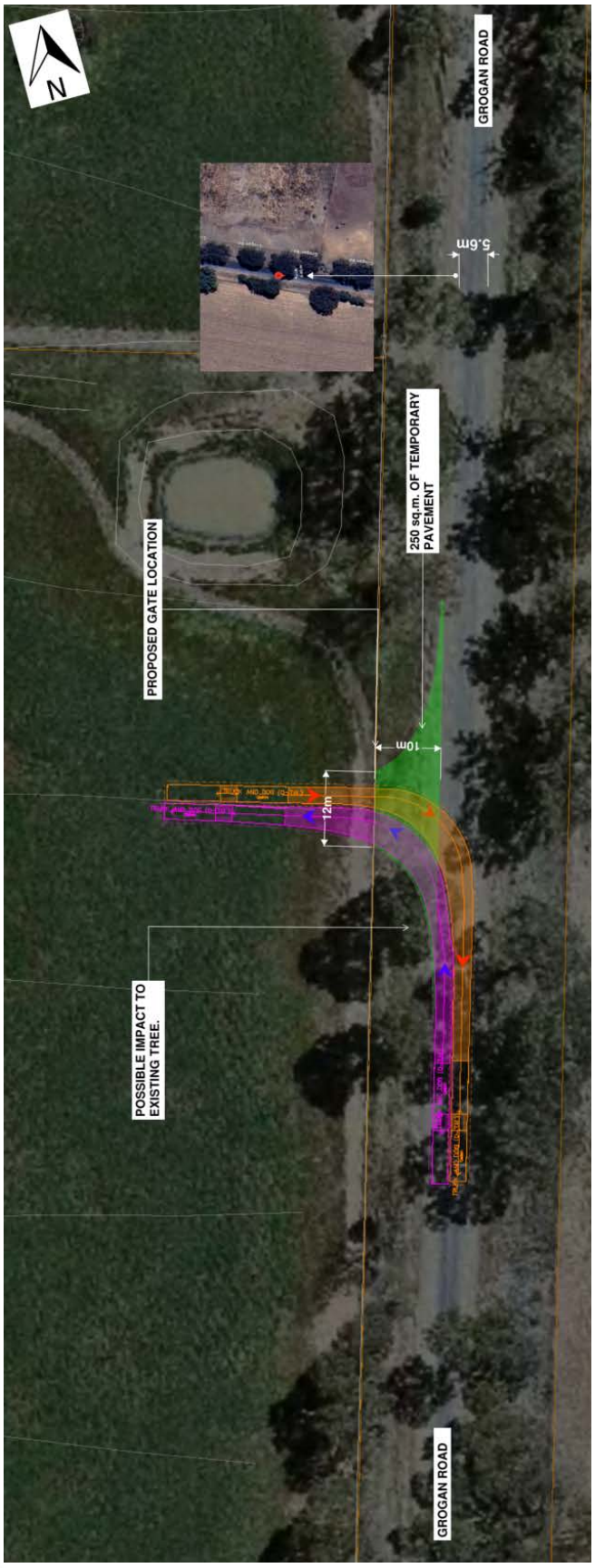
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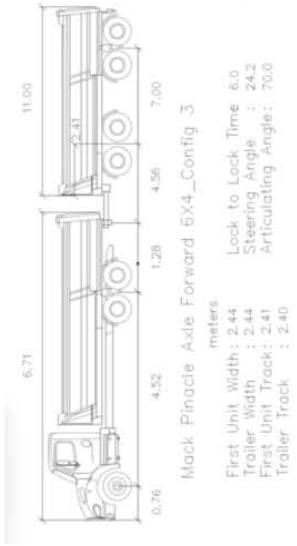
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Job TW-1070 Temp Road Turnouts - Cootamundra Gundagai Council-1		**Sheet**	Sheet 8 of 10
		Designed	-
Description Gate 12.2 - TP Left Out Right In		**Checked**	-



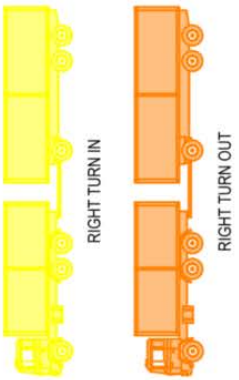
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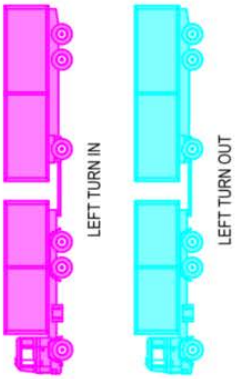
Client John Holland	**Project** BJF-13	**Date**	29/07/2025
Job TW-1070 Temp Road Turnouts - Cootamundra Gundagai Council-1		**Sheet**	Sheet 9 of 10
		Designed	-
Description Gate 12.4 - TP Left In Right Out		**Checked**	-



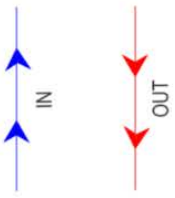


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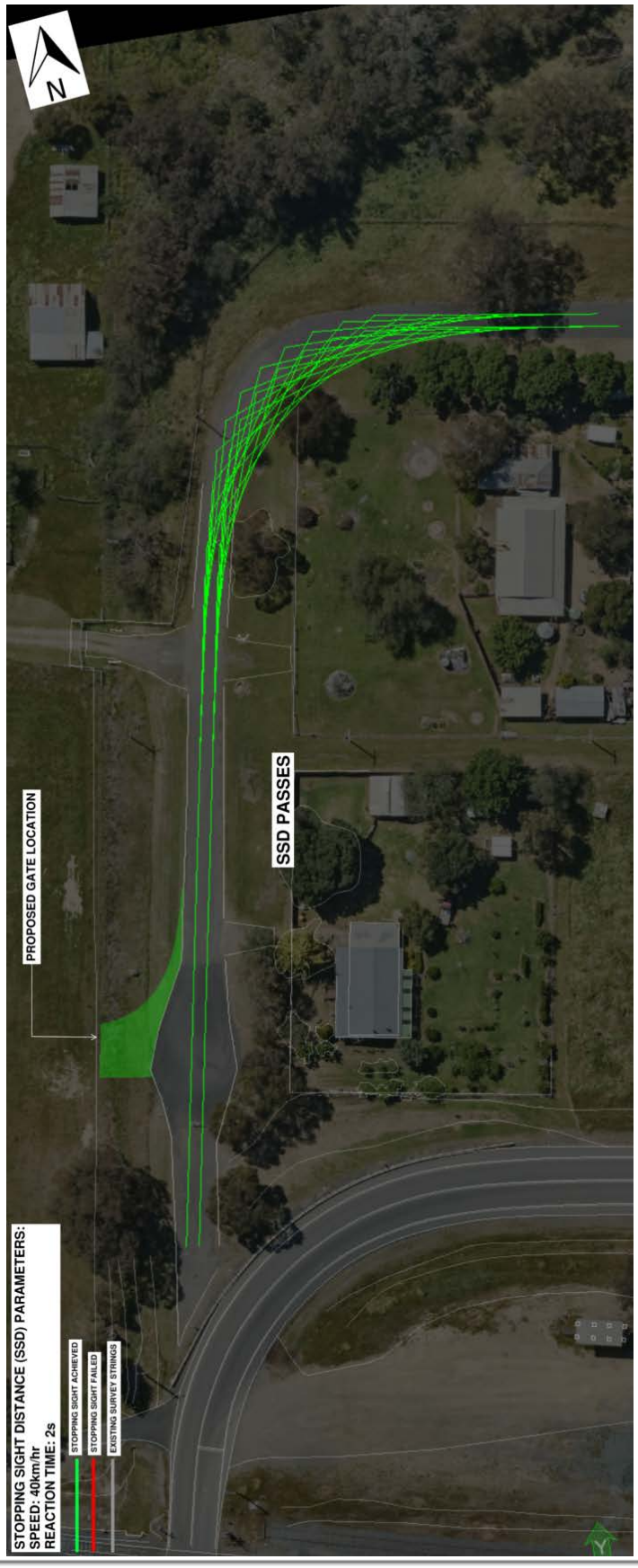


PROJECT BOUNDARY
TEMPORARY PAVEMENT
PERMANENT DESIGN STRINGS
EXISTING CADASTRAL



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Client John Holland	**Project** BJF-13	**Date**	29/07/2025
Job TW-1070 Temp Road Turnouts - Cootamundra Gundagai Council-1		**Sheet**	Sheet 2 of 3
		Designed	-
Description Gate 13 - SSD Northbound and Southbound		**Checked**	-



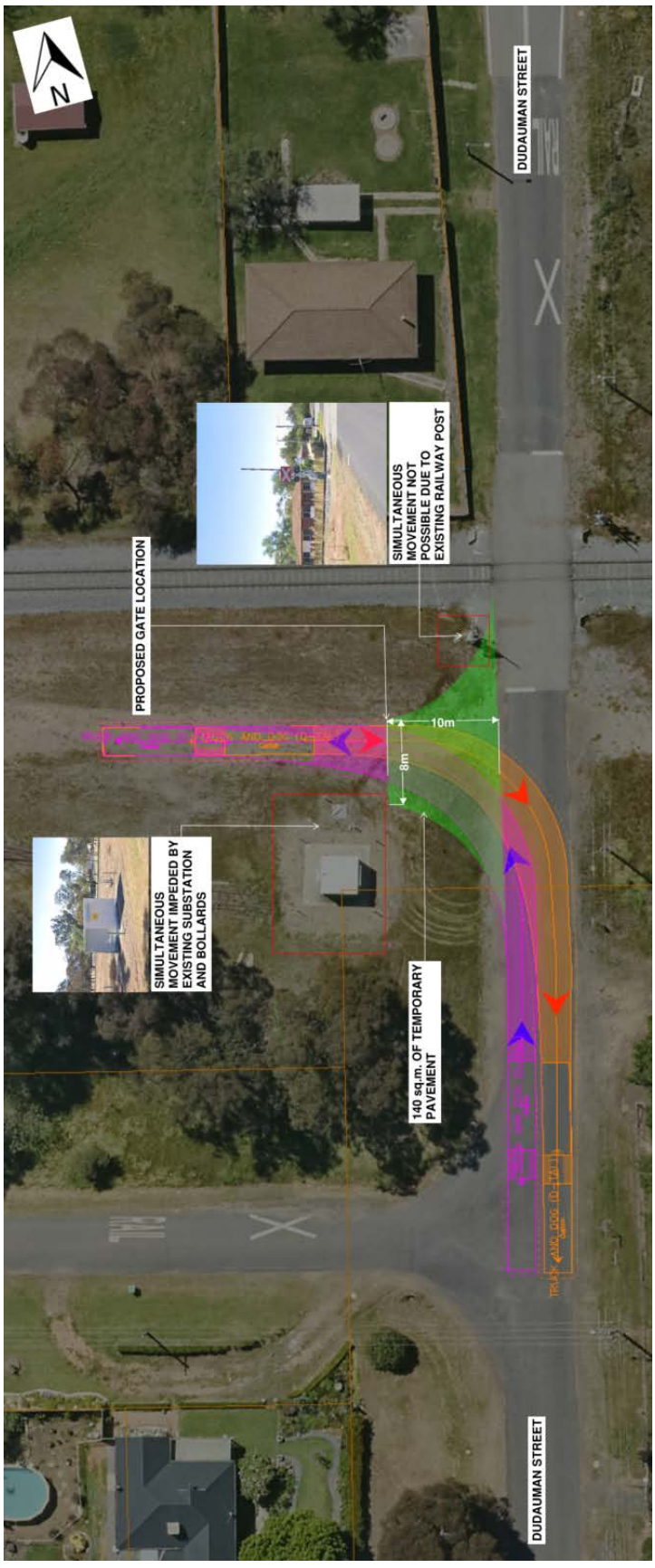
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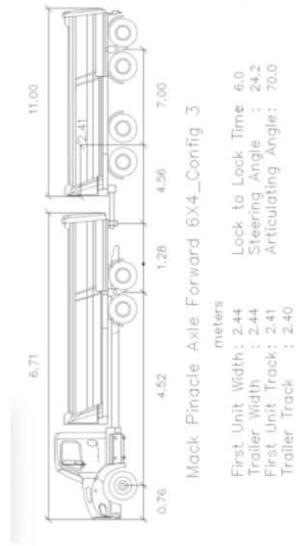
Client John Holland	**Project** BJF-13	**Date**	29/07/2025
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Job TW-1070 Temp Road Turnouts - Cootamundra Gundagai Council-1		**Designed**	-
Description Gate 14 - SSD Northbound and Southbound		**Checked**	-

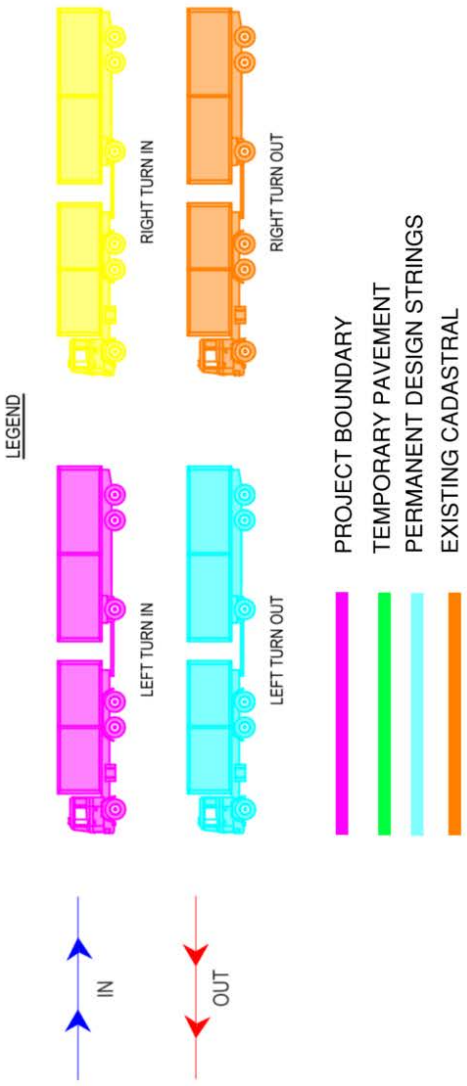


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Client John Holland	**Project** BJF-13	**Date**	29/07/2025
		Sheet	Sheet 4 of 5
Job TW-1070 Temp Road Turnouts - Cootamundra Gundagai Council-1		**Designed**	-
Description Gate 14 - TP Left In Right Out		**Checked**	-







Appendix H – Consultation Summary

This Consultation Summary has been prepared to meet the requirements of the Infrastructure Approval (CSSI-9406), in particular Condition of Approval (CoA) A10 outlines the requirements for undertaking and documenting consultation undertaken during the preparation of approval documents or monitoring programs required under relevant CoA for those documents.

The key stakeholders to be consulted include:

- Junee Shire Council (JSC);
- Cootamundra Gundagai Regional Council (CGRC);
- TfNSW, and Martinus (for cumulative impacts with adjacent project A2I).

Ongoing consultation has already been taken to discuss potential impacts on high level. All other necessary traffic-related consultations with more specific impacts and scopes will be conducted during the TTLG meetings or through email prior to the work commencement (i.e. with emergency services, local bus services, local schools, etc.). The consultation regarding the traffic monitoring program will be ongoing with LGAs and TfNSW as per CoA C27.

Consultation Process

Consultation with stakeholders and agencies was undertaken using the following means:

- Formal correspondence (DPHI Portal Notification);
- Formal correspondence (standard email);
- Phone calls; and
- Meetings (meeting minutes and presentations).

Agency Consultation

The Consultation Summary Report will cover all consultations undertaken with each of the stakeholders and agencies. It contains and consultation log that identifies the following:

- Consultation dates (actual and attempted);
- Form of consultation;
- Whether responses and/or comments were received; and
- Summary of the issues raised, including ow they have been addressed.

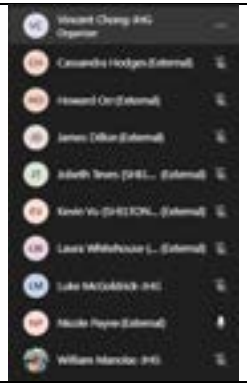
Table below provides a summary of engagement between relevant agencies. And the issues raised are demonstrated in the comment sheets provided at this CTTAMP.

Agency	Date Raised	Comment Raised/ How Addressed	Where Addressed	Status
TfNSW & Martinus	25/02/2025	Joint session with Martinus and John Holland to run through lessons learnt from N2NS and general CTTAMP expectations/ must have from TfNSW.	Meeting & Presentation	Closed
CGRC	24/03/2025	Workshop to run through key traffic impact in the area.	Presentation	Closed
JSC	27/03/2025	Workshop to run through key traffic impact in the area.	Presentation	Closed
TfNSW	27/03/2025	Workshop to run through key focus of the CTTAMP.	Meeting	Ongoing
CGRC	30/04/2025	Issuing of the first draft CTTAMP for review to CGRC	Aconex	Closed
JSC	30/04/2025	Issuing of the first draft CTTAMP for review to JSC	Aconex	Closed
TfNSW	30/04/2025	Issuing of the first draft CTTAMP for review to TfNSW	Aconex	Ongoing
CGRC	22/05/2025 24/06/2025 15/07/2025	Discussion of construction impacts on CGRC and platform to raise any questions	Monthly Meeting	Ongoing
JSC	29/05/2025 26/06/2025	Discussion of construction impacts on JSC and platform to raise any questions	Monthly Meeting	Ongoing

The evidence of the consultation records with LGAs, TfNSW, and Martinus have been included below. The issues are included in separate comment sheets, which are addressed in this document.

Illabo to Stockinbingal D&C

TfNSW Fortnightly Meeting

Date:	28/08/2025	**Location:**	Microsoft Teams
Time:	9:30 – 10:00	**Chaired By:**	Vincent Chong
Attendees:			
Apologies:	• Kiran Sapkota (IRPL)(KS) • Ceitidh Mackenzie (TfNSW)(CM) • Paul Badra (IRPL)(PB) • Steph Raad (JHG)(SR) • Francisca Lew (IRPL) FL • Belinda Randon (BR) • Jacob Harty (TfNSW)(JH) • Sarah Parton (TfNSW)(SP) • Mantahn Kansara (TfNSW) MK • Gimhani Dissanayake (IRPL)(GD)		

#	Comment/Action	Action By	Due Date
1.	**General**		
1.1.	Introduction across the wider group	Note	
1.2.	Communication protocol: Main point of contact: Cassandra Hodges (IRPL)	Note	
1.3.	Confirmation that last week's Meeting Minutes have been received and accepted	Note	
2.	**Planning & Approvals**		
2.1.	**CTTAMP**		

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2.2.	**BGW WAD** • 27/02 CH to send MS an Aconex to request outstanding PS200/300s. Include MoM from session held on the 13/02. Note – TfNSW cannot initiate an Aconex correspondence, IRPL to initiate. • 13/03 - JH response to BGW comments has been received by TfNSW, TFNSW seeking clarificaiton on the location of the speed sign • 08/05 – With Damien Pfeiffer for formal transmission to IRPL. Design to progress into the next stage – developer works. • 19/06 – WADs been executed. Propose kick-off meeting, MS to send out invite. • ~~Major WADS deliverables checklist – TFNSW / IRPL checklist TBC with Damien~~ • TFNSW (MS) to provide revised D&C Specifications 03/07 - Propose kick-off meeting pending CGRC availability. MS to provide Agenda 21/07 – Kick-off meeting to be arranged for this week, latest next week • M3/E8 Design + Digital to be issued formally to IRPL today • Survey control network established last week, to be issued to TFNSW along with Detailed survey and verification strings 31/07 – Ongoing 14/08 – Ongoing – Survey model was sent through email, pending doc control. Survey comments will be provided separately to the initial submission (at a later date). Awaiting clarity on RIR from CGRC – to be submitted with Stage 2	MS/JT SR	

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2.5.			
2.6.	**CoA E105 - TfNSW Consultation on all new modified roads (owned by others)** DPHI advised The original of the condition E105 as follow: *The intention is for TfNSW to be consulted on the road over rail bridge at Old Cootamundra Road as it's a significant new structure crossing the road network. But DPHI notes it is crossing a local road and Council will be the relevant road authority for final endorsement.* 28/08 - JH & IRPL consulted TfNSW if interested to review other roads owned by councils, TfNSW will assess the potential applicable design package list, and confirm if TfNSW review is required. - IRPL CH to issue list of packages potentially applicable (i.e M1, M2, E3, E5, E9)	CH	29/08
3.	**Major WAD – Design**		
3.1.	**PS200/PS300**		

#	Comment/Action	Action By	Due Date
	PS200 & PS300 requirement currently in draft, Austroads guidelines 27/02 – PS200/300 session held with TfNSW on 13/2. CH to provide TfNSW a copy of the MoM 13/03 – All PS200/PS300 have been received (draft form) except Urban Design 08/05 – Provide TFNSW with a copy of the IRPL Urban design requirements considered in the BGW design. • JH to review PS200 and raise RFI to IRPL/TFNSW. 19/06 – JH seeking clarification from TFNSW regarding the PS200 (April-25) • JH to continue to work towards the PS300 (2023) version • SR - Resend clarifications sheet to TFNSW 03/07 – JH looking to submit to IRPL Stage 1 by Friday 11th July. • Retained Infrastructure Report (RIR) – To be provided in Stage 2 – TFNSW to confirm what assets are to be included in the report. TfNSW are aiming to provide a response to JH by Thursday next week. • Stage 1 submission to meet TfNSW requirements, redactions permissible on existing I2S plans. Plans to be up-revved for Stage 2 submission • Independent verification is only required by TfNSW prior to submission of Stage 2 per the MFD 21/07 – IRPL issued RFI (IR2200-RFI-000051), TfNSW to review and advise HSiD session will be attended by CGRC, looking to resolve the RIR content during the session 14/8 – HsiD session was held, CHRC not in attendance. Next workshop planned for 21/8 – to cover RSA, Project Risk and Constructability/Staging. Refer to M3 Design Report Appendix I.2 for sighting checks and M3 Appendix M.8 RSA – for issues relating to Berryman's existing driveway access off BGW. 21/08 – All workshops have been held and completed as part of Stage 1. Noting outstanding deliverable on Survey files, and comment workshops with respective SMEs	JT/MS	
3.2.	**Design Stages** • Stage 1 – concept (work to PS200) • Stage 2 – detail (work to PS300) 27/02 – Design gate alignment per the below as agreed in the Draft Specification meeting held on the 13/02 • 30% for concept (stage 1) (IRPL PDD) • 70% for detailed design (stage 2) (IRPL DDD) • 100% Final (IRPL IFC)	Note	
3.3.	**Documentation & Handover**		

#	Comment/Action	Action By	Due Date
	27/02 - HO advised that a session with TfNSW SMEs will be held to align handover deliverables expectations regarding DE 13/03 – TfNSW DE Manager to run a session to run through all the documents provided. JH/IRPL to advise if/when session is required. 08/05 – SR to follow up with DE and advise TFNSW if required 19/06 – Follow up with DE Team if required 03/07 – DE Inception meeting to be held 04/07 21/07 – No new items raised 31/07 – L2 Maintenance Responsibility Plan – TfNSW will not provide formal commentary. TfNSW will only review the Asset list only info required to accommodate the HSiD session to be held next Tuesday (05/08). 14/08 – Previous note was actioned. Further discussion between TfNSW and asset managers to be undertaken. Page turn to be undertaken and incorporated into Stage 2. 21/08 – As covered above Re throw screen, and ongoing discussion with CGRC/TfNSW/ARTC&IRPL 28/08 – Closed. L2 feedback has been sought. Throw Screen asset ownership closed, refer 3.5		
3.4.	**Upcoming Submission Dates** • **M3 Road–** Target 04/04 • **E8 BGW Bridge** - Target 28/03 27/02 - TfNSW PS deliverables need to be submitted with the design for all future submissions for TfNSW review 08/05 – Submission dates to be reviewed after WAD is administered. 19/06 – TBC 03/07 – JH to submit to IRPL by 11th July 21/07 – Refer to item 2.2 31/07 – Stage 1 submitted – Stage 2 submissions ETA date to be provided. 14/08 – Stage 2 to be submitted once Stage 1 comments are closed in the review sheet. One submission of stage 1 expected. ETA ~9/9 for stage 2. 28/08 – Stage 1 draft response to be sent by end of next week 05/09. - Comment workshop to be held on 15/09. - Stage 2 submission after workshop held, either end of same week or following week.	Note	
3.5.	**Outstanding Concessions** 27/02 - Need to be resolved ahead of WAD execution		

#	Comment/Action	Action By	Due Date
	• 2.5m Shoulders – opportunity to reduce the footprint. Current design adopts 3m should (compliant solution) • Horizontal curves – could have potential on the alignment and is currently non-confirming Discussion on Tuesday to be had with TfNSW SMEs to establish a path forward 13/03 – JH no longer proceeding with any concessions. Pending closure of strategic design comments from TfNSW. 08/05 – Closed.	Closed	
4.	**Minor WADS**		
4.1.	12/12 TfNSW working with IRPL on this. Nature of the works and the risk level is what determines if scope items are deemed Major or Minor WAD. 13/03 – IRPL have identified a number of inconsistencies with the Minor WAD templates and MFD. • CH to send MS/HO a copy of the template to confirm it is the right revision. 08/05 – Roads Act Submission Form (12/12/2024) • TFNSW require some time to review the CTTAMP ahead of a workshop – focus to be on the intersections • Placeholder – 20th May (JH require P6 - Construction Program to facilitate) **Temporary Diversion WAD** 19/06 – BGW Temporary Road Diversion Strategic Design submit to TFNSW 16/06 (informally). JH to submit formally via Aconex. • BGW Access gates Strategic design to be submit to TFNSW in the next 2-weeks 03/07 – TfNSW aiming to provide comment sheet by next week on the temporary diversion strategic design • IRPL/JH to review position on Minor/Major WAD and advise TfNSW 21/07 – TfNSW comments received 17/07, session to be arranged to close out he comments. SR to send list of SMEs required to attend 31/07 – CCO Workshop held. Remaining items open including. Follow up email of the workshop by 01/08 COB. Transmittal as per below list by early next week (ETA 05/08) - Updated Comment sheet - Updated drawings (where applicable) - Tier access action for the speed zone 08/08 – Revised version of M4 to address comments (updated drawings/memo/responses) was submitted by JH to IRPL on 8/8. Speed zoning queries expected to be resolved through updated submission. Expecting M4 to progress to minor WAD. JH to ensure comment responses are included with M4 re-submission 28/08 – M4 still with TfNSW SMEs. ETA mid-late (Thursday 04/09) next week. The proposed Posted Speed in accordance with TCAWS have been agreed in principle.	HO	

#	Comment/Action	Action By	Due Date
4.2.	**BGW / Hibernia Street Access Gates Minor WAD (M5)** 03/07 - BGW access gates strategic design to be issued to IRPL 7th July 21/07 – BGW access gates design with Doc Control. To be issued to IRPL within the week. 31/07 – JH submitted to M5 formally, currently with IRPL DC. (GD to follow with CH on if offline copy was previously shared) 14/08 – Still under review 28/08 – Comments received from TfNSW SME, TfNSW aim to issue comments back to IRPL/JH by 29/08 or 01/09.	HO	
5.	**Interfaces & review**	**Action By**	**Status**
5.1.	**HSiD** 27/02 – MS propose to use the TfNSW risk matrix for the subsequent HSiD. IRPL to review • Post HSiD presentation / actions to be provided to IRPL/TfNSW 13/03 – Ongoing. • Propose the next HsiD workshop week commencing 28th April • Meeting to be arranged by MS to discuss maintenance access • MS to Provide existing crash data to support risk assessment of road hazards via Link • TfNSW to complete there own site visit ahead of the SiD workshop • Asset ownership with IRPL to close out (sed basins are pending) • MS to confirm the relevant SMEs are available for face-to-face 08/05 – On hold pending WAD 19/06 – Pending Stage 1 submission 03/07 – HSiD post Stage 1 submission – 2-weeks post submission. JH to set-up workshop 21/07 – HSiD placeholder sent to TFNSW for the 5th August, pending receipt of design submission • TfNSW to confirm availability and confirm preference for in person or online • Seeking confirmation from TfNSW regarding proposed facilitator • Note: IRPL/JH are not expecting CCB for WAD packages • TfNSW to advise on the Residual Risk transfer process 31/07 – HSID date confirmed 5th Aug. • Mascot office venue confirmed & added to meeting invite. Hybrid option available. • Facilitator confirmed Lay Hoon Lee • Briefing pack attached to meeting invite	Closed.	

<table>
<tr><th>#</th><th>Comment/Action</th><th>Action By</th><th>Due Date</th></tr>
<tr><td></td><td>14/8 – Closed. HSiD Workshop was undertaken.</td><td></td><td></td></tr>
<tr><td>5.2.</td><td>Workshops / Meetings
03/07 -TfNSW preference to hold workshops 2-weeks post submission of Stage 1 deliverables to TfNSW
• Constructability workshop – preference to have it after the HSiD
21/07 – Propose the 12th August for Construction Integration Workshop. Invite to be issued to TFNSW. TFNSW to confirm preference for online versus in person.
• TfNSW to set up a meeting with IRPL / JH / IV to run through HWPs
• Risk Management Workshop to be arranged post HSiD and Construciton Integration

31/07 – Upcoming workshops as discussed and agreed
Note: 20th August Comments Due back
<table>
<tr><th>Workshop</th><th>Date & Status</th></tr>
<tr><td>Design Preso. (M3 & E8)</td><td rowspan="2"><s>4th August (To be confirmed by TFNSW)</s> – To be done at the start of HSID
5th August (Confirmed by TFNSW)</td></tr>
<tr><td>HSiD</td></tr>
<tr><td>Risk Management (Noah)
(include RSA comments)</td><td rowspan="2">21st August (Invite was sent to TFNSW)
(invite the same attendees, TfNSW/IRPL forward as required)
- Combined session Risk Mgmt and Constr W/S,
- Workshop to include Temporary Diversion of BGW (M4)</td></tr>
<tr><td>Construction Integration</td></tr>
</table>
28/08 – Closed. All aforementioned workshops have been held.</td><td>Closed.</td><td></td></tr>
<tr><td>5.3.</td><td></td><td></td><td></td></tr>
<tr><td>6.</td><td>Open Design items</td><td></td><td></td></tr>
<tr><td>6.1.</td><td>Design Speed & Speed zones
12/12 Currently reviewing this again, position is to adopt the current speed
• Speed Zone Guideline is being reviewed in Feb 2025 – team would prefer to see what comes out of the review before making a decision.
27/02 – Design has adopted 110km/hr design speed. A risk was discussed in the SiD and the control proposed was a speed reduction, it was advised that speed reduction would be looked at post construction by TfNSW.</td><td>Closed</td><td></td></tr>
</table>

#	Comment/Action	Action By	Due Date
6.2.	**Asset Ownership / Maintenance** Query on asset ownership and who will be responsible for areas – to be further discussed following FDD stage submission 12/12 TfNSW waiting for IRPL to provide details regarding property boundaries / sub-division outcome 27/02 – Draft provided to JH, IRPL/ARTC to resolve one outstanding item regarding basins 13/02 – Ongoing • L2 Maintenance Responsibility Plan is due to IRPL 21/03. To be reviewed by TFNSW (TBC) • TFNSW to review and provide feedback on asset ownership - Outstanding items include throw screens, RSW wall abutments 08/05 – IRPL to issue L2 design package to TFNSW. Separate session to be arranged for TFNSW 19/05 19/06 – L2 package to be issued to TFNSW end of the month 03/07 – JH to submit L2 (Maintenance Responsibility Plan) package to IRPL early next week. 21/07 – Confirm L2 has been issued to TFNSW. 31/07 – TfNSW will not be provided formalised comments, comments will be provided post acceptance of design. But will provide preliminary comments and attend collaboration workshops as required for L2 to assist future revision. 14/08 -	RF/PB/GD	
6.3.	**Independent Verifier** 27/02 IRPL advised that IV reviews will commence from the next submission. Kick off meeting to be arranged 31/07 IV Review is only a mandatory requirement for Stage 2 Submission. TfNSW advised that a kick-off workshop will be required with the IV. Invite to be issued by TfNSW-MS to PV and IRPL 14/08 – Ongoing – kick-off meeting with IRPL and TFNSW 15/8. Comments from TfNSW will go to IV for 5 days, before returning to IRPL & TfNSW. 28/08 – IV Comment to issue back to JH by 01/09	MS	
6.4.	**Existing BGW Alignment (post construciton of new alignment)** 13/03 – HO to raise internally. Discussion to be had between TfNSW and IRPL. • CH to follow up from IRPL side • SR to review the latest SACM 08/05 – Ultimately becomes a council asset, Transfer of asset management function to be followed.	Closed	

#	Comment/Action	Action By	Due Date
6.5.	Throw Screen 28/08 – TfNSW confirmed that TfNSW will take ownership of the Throw Screen and Maintenance by TfNSW. Maintenance Agreement need to be agreed between the two parties. MS to send confirmation to CH to close this item out.	MS	28/08
7.	**RFIs**		
7.1.	**IR2200-RFID-000431 Request for TfNSW Design Templates** 27/02 – TfNSW design templates to be provided 13/03 – Templates provided	Closed	
7.2.	**JH-RFI-000180 Speed Reduction** 27/02 - Speed reduction RFI – IRPL to respond to JH 13/03 – Closed.	Closed	
7.3.	**JH Request for Region and Project Delivery Description** 13/03 – RFI to be issued to TfNSW 08/05 - SR to check	Closed	
7.4.	**JH-RFI-000178 BGW Growth Rates** • 13/03 - SR to check if RFI was issued to TfNSW • 08/05 – TFNSW responded to IRPL. IRPL to issue to JH	Closed	
7.5.	**JH-RFI-000189 - TfNSW bridge no. and drawing set numbers** 08/05 – TFNSW response to IRPL via Outlook. IRPL to issue to JH	Closed	
7.6.	**JH-RFI-000317– Retained Infrastructure Report** 21/07 – TfNSW to confirm details of retained infrastructure report 31/07 – On-hold To be discussed with CGRC during HSID 14/08 – Ongoing with CGRC 28/08 – CH to issue the email/approach as RFI response	CH	29/08
7.7.	**JH-RFI- (Drainage culverts as bridge structure / require structure number)**		

#	Comment/Action	Action By	Due Date
	28/08 – JH propose to the drainage culverts will remain in the same Design Report (i.e no additional design report), noting the design drawings will still be delivered as separate package as per TfNSW Spec.		
7.8.			
8.	**AOB**		
8.1.	Contact list to be updated for personnel in this meeting – to be updated in Teams chat	Note	
8.2.	**Planned Leave** SR on leave from 30th July – 5th September. All correspondence to include: - General + Design & Engineering: Vincent Chong-JHG vincent.chong@jhg.com.au - Construction/Constructability: William Manolas-JHG William.Manolas@jhg.com.au	Note	
8.3.	**Access to site** 03/07 – JH advised, at a minimum, project induction and for access to the Rail Corridor – RIW required. Full PPE required.	Note	

Design Package List

D7	Geotechnical & Hydrogeological Interpretive Report
D8	Geotechnical Monitoring
D9	Flood Assessment
E7	Drainage
E8	BGW Overbridge
L2	Maintenance Responsibility Plans
L5	Landscape
L9	Geotechnical Factual Report
M3	BGW Roads
M4	BGW Temporary Diversion
M5	BGW / Hibernia Street Access Gates

Meeting Minutes

Illabo to Stockinbingal D&C

TfNSW Fortnightly Meeting

Date:	11/09/2025	**Location:**	Microsoft Teams
Time:	9:30 – 10:00	**Chaired By:** **Minuted By:**	Steph Raad(JHG)(SR) Rachel Wootton (JHG)(RW)
Attendees:	• Gimhani Dissanayake (IRPL)(GD) • Raymond Fung (IRPL)(RF) • Vincent Chong (JHG)(VC) • Lay Lee Hoon (JHG)(LL) • David Pounder (JHG)(DP) •		• Luke McGoldrick (JHG)(LM) • Kevin Vu (TFNSW)(KV) • Eddie Lesui (JHG)(EL) • Howard Orr (TFNSW)(HO) • Melanie Shelton (TFNSW)(MS)
Apologies:	• Kiran Sapkota (IRPL)(KS) • Ceitidh Mackenzie (TfNSW)(CM) • Paul Badra (IRPL)(PB) • Steph Raad (JHG)(SR) • Francisca Lew (IRPL) FL		• Belinda Randon (BR) • Jacob Harty (TfNSW)(JH) • Sarah Parton (TfNSW)(SP) • Mantahn Kansara (TfNSW) MK • Gimhani Dissanayake (IRPL)(GD)

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Meeting Minutes

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2.2.	**BGW WAD** • 27/02 CH to send MS an Aconex to request outstanding PS200/300s. Include MoM from session held on the 13/02. Note – TfNSW cannot initiate an Aconex correspondence, IRPL to initiate. • 13/03 - JH response to BGW comments has been received by TfNSW, TFNSW seeking clarificaiton on the location of the speed sign • 08/05 – With Damien Pfeiffer for formal transmission to IRPL. Design to progress into the next stage – developer works. • 19/06 – WADs been executed. Propose kick-off meeting, MS to send out invite. • ~~Major WADS deliverables checklist – TFNSW / IRPL checklist TBC with Damien~~ • TFNSW (MS) to provide revised D&C Specifications 03/07 - Propose kick-off meeting pending CGRC availability. MS to provide Agenda 21/07 – Kick-off meeting to be arranged for this week, latest next week • M3/E8 Design + Digital to be issued formally to IRPL today • Survey control network established last week, to be issued to TFNSW along with Detailed survey and verification strings 31/07 – Ongoing 14/08 – Ongoing – Survey model was sent through email, pending doc control. Survey comments will be provided separately to the initial submission (at a later date). Awaiting clarity on RIR from CGRC – to be submitted with Stage 2	MS/JT SR	

Meeting Minutes

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	• **Note – RIR to be delivered as stand-alone deliverable separate from Design Docs submission, considering ongoing discussion with CGRC/TfNSW/IRPL. Further detail see item 2.4.** 28/08 – IV determination on Stage 1 by 01/09. JH requesting for Comments response workshop on • JH to submit draft response by next week prior 05/09. • Stage 1 comments workshop on the week 15/09. TfNSW MS to confirm either 2 separate session, or 1 session with 2 time slot • JH transmitting Survey model today 28/08. Survey workshop to be schedule once TfNSW confirm received. 11/09 – • TfNSW draft comment sheet sent by JH/IRPL, alignment workshop to be booked with SMEs once responses have been reviewed. IV comment sheet was received last week, responses underway. TfNSW suggest alignment workshop covers both TfNSW and IV comments together. JH to advise when IV draft responses will be provided. • Control survey files have been received by TfNSW, cadastral survey yet to be received (ACTION: IRPL to check if this has been issued). Survey workshop to be held once cadastral files (BGW only) have been reviewed.		
2.3.	**BGW Realignment - Strategic Design Review** 27/02 – TfNSW comments received 25/02. HO advise that WAD cannot be executed with outstanding concessions, currently 2 open items. Meeting with Lachlan to be held 04/03 to review and discuss a way forward. 13/03 – Oustanding concessions have been withdrawn. Pending acceptance from TfNSW. • CH advised Stage 1 design will be issued to TfNSW ahead of the WAD, seeking endorsement to proceed to stage 1 review in the absence of the WAD 08/05 – Closed. Refer to Item 2.2	Closed	
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Meeting Minutes

#	Comment/Action	Action By	Due Date
	Discussion on issues of what Crown land CGRC will be accepting. Clarification requested on L2 hatching/Crown land colouring in plans.		
2.5.			
2.6.	**CoA E105 - TfNSW Consultation on all new modified roads (owned by others)** DPHI advised The original of the condition E105 as follow: *The intention is for TfNSW to be consulted on the road over rail bridge at Old Cootamundra Road as it's a significant new structure crossing the road network. But DPHI notes it is crossing a local road and Council will be the relevant road authority for final endorsement.* 28/08 - JH & IRPL consulted TfNSW if interested to review other roads owned by councils, TfNSW will assess the potential applicable design package list, and confirm if TfNSW review is required. - IRPL CH to issue list of packages potentially applicable (i.e M1, M2, E3, E5, E9) 11/09 – IRPL has sent list of packages, TfNSW to review/compare condition requirements (where is consultation/endorsement required). Propose workshop to determine which packages this is applicable to (Friday 19/09 at the earliest). HO/CH to advise. IRPL/JH to provide further description of each package scope is provided to assist with determining requirements (i.e. scope section of each report).	SR/RF	12/09
3.	**Major WAD – Design**		
3.1.	**PS200/PS300** PS200 & PS300 requirement currently in draft, Austroads guidelines 27/02 – PS200/300 session held with TfNSW on 13/2. CH to provide TfNSW a copy of the MoM 13/03 – All PS200/PS300 have been received (draft form) except Urban Design 08/05 – Provide TFNSW with a copy of the IRPL Urban design requirements considered in the BGW design. • JH to review PS200 and raise RFI to IRPL/TFNSW. 19/06 – JH seeking clarification from TFNSW regarding the PS200 (April-25) • JH to continue to work towards the PS300 (2023) version • SR - Resend clarifications sheet to TFNSW 03/07 – JH looking to submit to IRPL Stage 1 by Friday 11th July. • Retained Infrastructure Report (RIR) – To be provided in Stage 2 – TFNSW to confirm what assets are to be included in the report. TfNSW are aiming to provide a response to JH by Thursday next week. • Stage 1 submission to meet TfNSW requirements, redactions permissible on existing I2S plans. Plans to be up-revved for Stage 2 submission • Independent verification is only required by TfNSW prior to submission of Stage 2 per the MFD		

Meeting Minutes

#	Comment/Action	Action By	Due Date
	21/07 – IRPL issued RFI (IR2200-RFI-000051), TfNSW to review and advise HSiD session will be attended by CGRC, looking to resolve the RIR content during the session 14/8 – HsiD session was held, CHRC not in attendance. Next workshop planned for 21/8 – to cover RSA, Project Risk and Constructability/Staging. Refer to M3 Design Report Appendix I.2 for sighting checks and M3 Appendix M.8 RSA – for issues relating to Berryman's existing driveway access off BGW. 21/08 – All workshops have been held and completed as part of Stage 1. Noting outstanding deliverable on Survey files, and comment workshops with respective SMEs 11/09 – As above, cadastral survey outstanding. PS300 series: Query if PS311 will be issued. TfNSW advise it will not be issued – covered by CoAs. PS213 (contamination): covered/provided in concept phase. PS301: deliverables reference 70%/100% submission stages, TfNSW advised I2S can proceed with 1 submission for detailed design.	JT/MS	
3.2.	**Design Stages** • Stage 1 – concept (work to PS200) • Stage 2 – detail (work to PS300) 27/02 – Design gate alignment per the below as agreed in the Draft Specification meeting held on the 13/02 • 30% for concept (stage 1) (IRPL PDD) • 70% for detailed design (stage 2) (IRPL DDD) • 100% Final (IRPL IFC)	Note	
3.3.	**Documentation & Handover** 27/02 - HO advised that a session with TfNSW SMEs will be held to align handover deliverables expectations regarding DE 13/03 – TfNSW DE Manager to run a session to run through all the documents provided. JH/IRPL to advise if/when session is required. 08/05 – SR to follow up with DE and advise TFNSW if required 19/06 – Follow up with DE Team if required 03/07 – DE Inception meeting to be held 04/07 21/07 – No new items raised 31/07 – L2 Maintenance Responsibility Plan – TfNSW will not provide formal commentary. TfNSW will only review the Asset list only info required to accommodate the HSiD session to be held next Tuesday (05/08).		

Meeting Minutes

#	Comment/Action	Action By	Due Date
	14/08 – Previous note was actioned. Further discussion between TfNSW and asset managers to be undertaken. Page turn to be undertaken and incorporated into Stage 2. 21/08 – As covered above Re throw screen, and ongoing discussion with CGRC/TfNSW/ARTC&IRPL 28/08 – Closed. L2 feedback has been sought. Throw Screen asset ownership closed, refer 3.5		
3.4.	**Upcoming Submission Dates** • **M3 Road–** Target 04/04 • **E8 BGW Bridge** - Target 28/03 27/02 - TfNSW PS deliverables need to be submitted with the design for all future submissions for TfNSW review 08/05 – Submission dates to be reviewed after WAD is administered. 19/06 – TBC 03/07 – JH to submit to IRPL by 11th July 21/07 – Refer to item 2.2 31/07 – Stage 1 submitted – Stage 2 submissions ETA date to be provided. 14/08 – Stage 2 to be submitted once Stage 1 comments are closed in the review sheet. One submission of stage 1 expected. ETA ~9/9 for stage 2. 28/08 – Stage 1 draft response to be sent by end of next week 05/09. - Comment workshop to be held on 15/09. - Stage 2 submission after workshop held, either end of same week or following week. 11/09 – Covered above. Stage 2 prescribed plans submission – some plans to be submitted along with development, will be under 20-day review period	Note	
3.5.	**Outstanding Concessions** 27/02 - Need to be resolved ahead of WAD execution • 2.5m Shoulders – opportunity to reduce the footprint. Current design adopts 3m should (compliant solution) • Horizontal curves – could have potential on the alignment and is currently non-confirming Discussion on Tuesday to be had with TfNSW SMEs to establish a path forward 13/03 – JH no longer proceeding with any concessions. Pending closure of strategic design comments from TfNSW. 08/05 – Closed.	Closed	
4.	**Minor WADS**		

Meeting Minutes

#	Comment/Action	Action By	Due Date
4.1.	12/12 TfNSW working with IRPL on this. Nature of the works and the risk level is what determines if scope items are deemed Major or Minor WAD. 13/03 – IRPL have identified a number of inconsistencies with the Minor WAD templates and MFD. • CH to send MS/HO a copy of the template to confirm it is the right revision. 08/05 – Roads Act Submission Form (12/12/2024) • TFNSW require some time to review the CTTAMP ahead of a workshop – focus to be on the intersections • Placeholder – 20th May (JH require P6 - Construction Program to facilitate) **Temporary Diversion WAD** 19/06 – BGW Temporary Road Diversion Strategic Design submit to TFNSW 16/06 (informally). JH to submit formally via Aconex. • BGW Access gates Strategic design to be submit to TFNSW in the next 2-weeks 03/07 – TfNSW aiming to provide comment sheet by next week on the temporary diversion strategic design • IRPL/JH to review position on Minor/Major WAD and advise TfNSW 21/07 – TfNSW comments received 17/07, session to be arranged to close out he comments. SR to send list of SMEs required to attend 31/07 – CCO Workshop held. Remaining items open including. Follow up email of the workshop by 01/08 COB. Transmittal as per below list by early next week (ETA 05/08) - Updated Comment sheet - Updated drawings (where applicable) - Tier access action for the speed zone 08/08 – Revised version of M4 to address comments (updated drawings/memo/responses) was submitted by JH to IRPL on 8/8. Speed zoning queries expected to be resolved through updated submission. Expecting M4 to progress to minor WAD. JH to ensure comment responses are included with M4 re-submission 28/08 – M4 still with TfNSW SMEs. ETA mid-late (Thursday 04/09) next week. The proposed Posted Speed in accordance with TCAWS have been agreed in principle. 11/09 – M4 comment sheet responses will be issued to TfNSW once submitted via Aconex (expected today 11/09).		
4.2.	**BGW / Hibernia Street Access Gates Minor WAD (M5)** 03/07 - BGW access gates strategic design to be issued to IRPL 7th July 21/07 – BGW access gates design with Doc Control. To be issued to IRPL within the week.		

#	Comment/Action	Action By	Due Date
	31/07 – JH submitted to M5 formally, currently with IRPL DC. (GD to follow with CH on if offline copy was previously shared) 14/08 – Still under review 28/08 – Comments received from TfNSW SME, TfNSW aim to issue comments back to IRPL/JH by 29/08 or 01/09. 11/09 – Comment sheet has been received by JH, responses will be issued to TfNSW mid next week.	JH	
5.	**Interfaces & review**	**Action By**	**Status**
5.1.	**HSiD** 27/02 – MS propose to use the TfNSW risk matrix for the subsequent HSiD. IRPL to review • Post HSiD presentation / actions to be provided to IRPL/TfNSW 13/03 – Ongoing. • Propose the next HsiD workshop week commencing 28th April • Meeting to be arranged by MS to discuss maintenance access • MS to Provide existing crash data to support risk assessment of road hazards via Link • TfNSW to complete there own site visit ahead of the SiD workshop • Asset ownership with IRPL to close out (sed basins are pending) • MS to confirm the relevant SMEs are available for face-to-face 08/05 – On hold pending WAD 19/06 – Pending Stage 1 submission 03/07 – HSiD post Stage 1 submission – 2-weeks post submission. JH to set-up workshop 21/07 – HSiD placeholder sent to TFNSW for the 5th August, pending receipt of design submission • TfNSW to confirm availability and confirm preference for in person or online • Seeking confirmation from TfNSW regarding proposed facilitator • Note: IRPL/JH are not expecting CCB for WAD packages • TfNSW to advise on the Residual Risk transfer process 31/07 – HSID date confirmed 5th Aug. • Mascot office venue confirmed & added to meeting invite. Hybrid option available. • Facilitator confirmed Lay Hoon Lee • Briefing pack attached to meeting invite 14/8 – Closed. HSiD Workshop was undertaken.	Closed.	

Meeting Minutes

#	Comment/Action	Action By	Due Date
5.2.	**Workshops / Meetings** 03/07 -TfNSW preference to hold workshops 2-weeks post submission of Stage 1 deliverables to TfNSW • Constructability workshop – preference to have it after the HSiD 21/07 – Propose the 12th August for Construction Integration Workshop. Invite to be issued to TFNSW. TFNSW to confirm preference for online versus in person. • TfNSW to set up a meeting with IRPL / JH / IV to run through HWPs • Risk Management Workshop to be arranged post HSiD and Construciton Integration 31/07 – Upcoming workshops as discussed and agreed *Note: 20th August Comments Due back* Workshop — Date & Status Design Preso. (M3 & E8) — ~~4th August (To be confirmed by TFNSW)~~ – To be done at the start of HSID HSiD — 5th August (Confirmed by TFNSW) Risk Management (Noah) (include RSA comments) — 21st August (Invite was sent to TFNSW) *(invite the same attendees, TfNSW/IRPL forward as required)* Construction Integration — - Combined session Risk Mgmt and Constr W/S, - Workshop to include Temporary Diversion of BGW (M4) 28/08 – Closed. All aforementioned workshops have been held.	Closed.	
5.3.			
6.	**Open Design items**		
6.1.	**Design Speed & Speed zones** 12/12 Currently reviewing this again, position is to adopt the current speed • Speed Zone Guideline is being reviewed in Feb 2025 – team would prefer to see what comes out of the review before making a decision. 27/02 – Design has adopted 110km/hr design speed. A risk was discussed in the SiD and the control proposed was a speed reduction, it was advised that speed reduction would be looked at post construction by TfNSW.	Closed	

Meeting Minutes

#	Comment/Action	Action By	Due Date
6.2.	**Asset Ownership / Maintenance** Query on asset ownership and who will be responsible for areas – to be further discussed following FDD stage submission 12/12 TfNSW waiting for IRPL to provide details regarding property boundaries / sub-division outcome 27/02 – Draft provided to JH, IRPL/ARTC to resolve one outstanding item regarding basins 13/02 – Ongoing • L2 Maintenance Responsibility Plan is due to IRPL 21/03. To be reviewed by TFNSW (TBC) • TFNSW to review and provide feedback on asset ownership - Outstanding items include throw screens, RSW wall abutments 08/05 – IRPL to issue L2 design package to TFNSW. Separate session to be arranged for TFNSW 19/05 19/06 – L2 package to be issued to TFNSW end of the month 03/07 – JH to submit L2 (Maintenance Responsibility Plan) package to IRPL early next week. 21/07 – Confirm L2 has been issued to TFNSW. 31/07 – TfNSW will not be provided formalised comments, comments will be provided post acceptance of design. But will provide preliminary comments and attend collaboration workshops as required for L2 to assist future revision. 11/09 – TfNSW L2 comments received. Action with JH to update L2 package based on IRPL/TfNSW comments and issue.	VC/SR	
6.3.	**Independent Verifier** 27/02 IRPL advised that IV reviews will commence from the next submission. Kick off meeting to be arranged 31/07 IV Review is only a mandatory requirement for Stage 2 Submission. TfNSW advised that a kick-off workshop will be required with the IV. Invite to be issued by TfNSW-MS to PV and IRPL 14/08 – Ongoing – kick-off meeting with IRPL and TFNSW 15/8. Comments from TfNSW will go to IV for 5 days, before returning to IRPL & TfNSW. 28/08 – IV Comment to issue back to JH by 01/09 11/09 – Covered above. TfNSW awaiting IRPL to submit CVs for IVs, IRPL to send to TfNSW this week.	RF	
6.4.	**Existing BGW Alignment (post construciton of new alignment)** 13/03 – HO to raise internally. Discussion to be had between TfNSW and IRPL.		

Meeting Minutes

#	Comment/Action	Action By	Due Date
	• CH to follow up from IRPL side • SR to review the latest SACM 08/05 – Ultimately becomes a council asset, Transfer of asset management function to be followed.	Closed	
6.5.	Throw Screen 28/08 – TfNSW confirmed that TfNSW will take ownership of the Throw Screen and Maintenance by TfNSW. Maintenance Agreement need to be agreed between the two parties. MS to send confirmation to CH to close this item out. 11/09 – Confirmation has been sent to CH via email, requirements for handover has been provided to IRPL.		
6.6.	**D9 Flood Assessment Maps** 11/09 – TfNSW requested flood maps are provided (particularly BGW area, but whole alignment also required). Flood maps have been issued as attachment in Aconex due to file size, IRPL to confirm this attachment has been transmitted to TfNSW. Flood maps to be retransmitted via Aconex (appendices separately), and IRPL to shared with TfNSW via Sharepoint in the meantime. To be transmitted to Development services also.	VC/RF	15/09
7.	**RFIs**		
7.1.	**IR2200-RFID-000431 Request for TfNSW Design Templates** 27/02 – TfNSW design templates to be provided 13/03 – Templates provided	Closed	
7.2.	**JH-RFI-000180 Speed Reduction** 27/02 - Speed reduction RFI – IRPL to respond to JH 13/03 – Closed.	Closed	
7.3.	**JH Request for Region and Project Delivery Description** 13/03 – RFI to be issued to TfNSW 08/05 - SR to check	Closed	
7.4.	**JH-RFI-000178 BGW Growth Rates** • 13/03 - SR to check if RFI was issued to TfNSW • 08/05 – TFNSW responded to IRPL. IRPL to issue to JH	Closed	
7.5.	**JH-RFI-000189 - TfNSW bridge no. and drawing set numbers** 08/05 – TFNSW response to IRPL via Outlook. IRPL to issue to JH	Closed	

Meeting Minutes

#	Comment/Action	Action By	Due Date
7.6.	**JH-RFI-000317– Retained Infrastructure Report** 21/07 – TfNSW to confirm details of retained infrastructure report 31/07 – On-hold To be discussed with CGRC during HSID 14/08 – Ongoing with CGRC 28/08 – CH to issue the email/approach as RFI response	CH	29/08
7.7.	**JH-RFI- (Drainage culverts as bridge structure / require structure number)** 28/08 – JH propose to the drainage culverts will remain in the same Design Report (i.e no additional design report), noting the design drawings will still be delivered as separate package as per TfNSW Spec. 11/09 – TfNSW have provided BGW structure number, culverts will also require numbers. Sitting with TfNSW to create/provide numbers.		
7.8.			
8.	**AOB**		
8.1.	Contact list to be updated for personnel in this meeting – to be updated in Teams chat	Note	
8.2.	**Planned Leave** SR on leave from 30th July – 5th September. All correspondence to include: - General + Design & Engineering: Vincent Chong-JHG vincent.chong@jhg.com.au - Construction/Constructability: William Manolas-JHG William.Manolas@jhg.com.au	Note	
8.3.	**Access to site** 03/07 – JH advised, at a minimum, project induction and for access to the Rail Corridor – RIW required. Full PPE required.	Note	

Design Package List

D7	Geotechnical & Hydrogeological Interpretive Report
D8	Geotechnical Monitoring
D9	Flood Assessment

E7	Drainage
E8	BGW Overbridge
L2	Maintenance Responsibility Plans
L5	Landscape
L9	Geotechnical Factual Report
M3	BGW Roads
M4	BGW Temporary Diversion
M5	BGW / Hibernia Street Access Gates

Junee Shire Council

Subject: Minutes of Meeting | JSC CTTAMP Consultation
Sent: 27/03/2025, 8:54:35 PM
From: Luke McGoldrick-JHG<Luke.McGoldrick@jhg.com.au>
To: Stephen Targett
Cc: Steph Raad-JHG; Harrison Heycott-JHG
Attachments: I2S - CTTAMP Consultation TfNSW 27032025.pdf

Hi Stephen,

Appreciate your time this week and following on from our initial I2S introduction meeting held on Wednesday 29th January 2025.

Please see minutes of meeting summarised below:

- Old Cootamundra Road Bridge is at the boundary of JSC and CGRC – interface may be required
- ST preference to use detours where justified. When planning the works, considerations also to be made around seasons
    - Harvest season (Nov – December)
    - Sewing season (March – April)
    - Livestock movements all year round
- Council has no concerns with upgraded intersections being kept in place after the project is completed.
- When workers are on the road, a speed reduction to 40km/hr is required. Post works (end of shift) speed to be posted at 60-80km/hr with after care TGS and signage required.
- Preference to group all S138 into 1 submission.
- Review duration for S138 is approximately 10 business days.
- JSC expressed interest in constructing the gates under lump sum arrangement.
- ST is interested in collectively reviewing the proposed HV route between the quarry and site access gates.

We will continue to work through the access gates and re-present once finalised.

I have also attached CTTAMP Presentation.

If you require anything else, please contact me at anytime.

Kind Regards,

Luke McGoldrick
Traffic Manager
Inland Rail | Illabo to Stockinbingal (I2S)
Rail and Transport

JOHN HOLLAND

Level 5, 15 Bourke Road
Mascot, NSW 2020

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E. luke.mcgoldrick@jhg.com.au
W. johnholland.com.au

Cootamundra-Gundagai Regional Council

Subject: RE: Minutes of Meeting | CGRC CTTAMP Consultation
Sent: 27/03/2025, 9:00:09 PM
From: Luke McGoldrick-JHG<Luke.McGoldrick@jhg.com.au>
To: david.brodie@cgrc.nsw.gov.au
Cc: Harrison Heycott-JHG; Steph Raad-JHG
Attachments: I2S - CTTAMP Consultation TfNSW 27032025.pdf

Hi David,

Please also see CTTAMP Presentation as promised.

Kind Regards,

Luke McGoldrick
Traffic Manager
Inland Rail | Illabo to Stockinbingal (I2S)
Rail and Transport

JOHN HOLLAND

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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.

From: Steph Raad-JHG <Steph.Raad@jhg.com.au>
Sent: Tuesday, 25 March 2025 10:39 AM
To: david.brodie@cgrc.nsw.gov.au
Cc: Luke McGoldrick-JHG <Luke.McGoldrick@jhg.com.au>; Harrison Heycott-JHG <Harrison.Heycott@jhg.com.au>
Subject: Minutes of Meeting | CGRC CTTAMP Consultation

Hi David,

Appreciate your time yesterday. Please see minutes of meeting summarised below

- Old Cootamundra Road Bridge
  - DB: preference was to utilise a side track or stop/go traffic. Detour was the least favourable option. When planning the works, considerations also to be made around seasons
  - Harvest season (Nov – December)
  - Sewing season (March – April)
  - Live stock movements all year round

- For intersection upgrades that are in proximity, preference is to put them under the same S138

- For all state roads, TfNSW own and maintain the area between the lanes (fog line to fog line), council look after the shoulders e.g. Hibernia St

- Council has no concerns with upgraded intersections being kept in place after the project is completed.

- Corby's Lane (Gate 7B)
  - 3-4 active farms use Corbys Lane for access
  - When planning the works, considerations also to be made around seasons
  - Access will need to be maintain during construction, likely need to be managed under traffic control

- Burley Griffin Way
  - Regarding Gate 8 – DB advised, it is unlikely TfNSW will approve a through movement across BGW. TfNSW will want to see sighting distances as trees line the road
  - DB noted that even existing driveways had issues getting the design across the line
  - In the past when BGW was closed and trucks detoured onto non-truck paths. Consider driver behaviour

- Speed reductions – longer term reduced speed reduction (over 1km for example) might be the better option that a 10km stretch, compliance by the locals will likely be an issue)

Actions

David: Provide the latest traffic count data for the following locations if available

- Old Cootamundra Road
- Burley Griffin Way
- Dudauman Rd

Harrison/Luke: Continue to work through the access gates and re-present to David / CGRC once finalised

Regards,

Stephanie Raad
Senior Design Coordinator
Inland Rail | Illabo to Stockinbingal (I2S)
JOHN HOLLAND
Level 5, 15 Bourke Rd,
Mascot NSW 2020
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W. johnholland.com.au

TfNSW & Martinus

Subject: RE: A2I Stage B CTTAMP and I2S CTTAMP workshop
Sent: 11/03/2025, 11:19:33 AM
From: Cassandra Hodges<chodges@inlandrail.com.au>
To: Nicole Payne; Howard Orr; Lachlann Croker; Maurice Morgan; Greg Minehan; David Looney; Kate Hardy; Paul Billingham; Malcolm Clark; Naomi Rowe; Aleks Stojanovski; James Gorrie; Luke McGoldrick-JHG; Steph Raad-JHG; Harrison Heycott-JHG
Cc: Kate Hardy; Paul Billingham; Malcolm Clark; Naomi Rowe
Attachments: TfNSW - Martinus Presentation 03.03.2025.pdf

Wagga presentation attached.

Cassandra Hodges
Project Manager

INLAND RAIL

0468 903 724
290 Clarinda Street, Parkes NSW 2870

inlandrail.com.au |

From: Cassandra Hodges
Sent: Tuesday, 11 March 2025 11:19 AM
To: Nicole Payne <Nicole.Payne@transport.nsw.gov.au>; Howard Orr <howard.orr@transport.nsw.gov.au>; Lachlann Croker <Lachlann.CROKER@transport.nsw.gov.au>; Maurice Morgan <Maurice.MORGAN@transport.nsw.gov.au>; Greg Minehan <greg.j.minehan@transport.nsw.gov.au>; David Looney <David.W.LOONEY@transport.nsw.gov.au>; Kate Hardy <KHardy2@ARTC.com.au>; Paul Billingham <paul.billingham@martinus.com.au>; Malcolm Clark <MClark@ARTC.com.au>; Naomi Rowe <Naomi.Rowe@martinus.com.au>; Aleks Stojanovski <aleks.stojanovski@martinus.com.au>; James Gorrie <james@rigore.com.au>; Luke McGoldrick-JHG <Luke.McGoldrick@jhg.com.au>; Steph Raad-JHG <Steph.Raad@jhg.com.au>; Harrison Heycott-JHG <Harrison.Heycott@jhg.com.au>
Cc: Kate Hardy <KHardy2@ARTC.com.au>; Paul Billingham <paul.billingham@martinus.com.au>; Malcolm Clark <MClark@ARTC.com.au>; Naomi Rowe <Naomi.Rowe@martinus.com.au>
Subject: RE: A2I Stage B CTTAMP and I2S CTTAMP workshop

Hi Everyone

Please see attached meeting notes from last week's A2I Stage B CTTAMP and I2S CTTAMP workshop. Apologies for the delay in sending these, I came down very unwell at end of last week.

Could you please review the minutes and send back to me any changes you wish to propose in track changes by no later than Tuesday 18 March 2025. Please review attendee list and position titles as I did not capture them all fully.

Also attached are the presentations given by each presenter (note there will be multiple emails due to file size).

Please forward to any of your attendees I have missed as their emails did not come up in the calendar invite so I do not have them.

Thanks
Cass

Cassandra Hodges
Project Manager

INLAND RAIL

0468 903 724
290 Clarinda Street, Parkes NSW 2870

Appendix I - Level Crossing Construction Staging

E2 LX PU5600 - Old Sydney Road

The new proposed passive LX is located at approx. 4.35km from Bethungra.

Access is to be always maintained for residents.

A temporary pavement side track will be constructed, which will facilitate the construction of earthworks formation, pavement, rail across roadway, LX infrastructure signage etc.

The construction program is shown below.

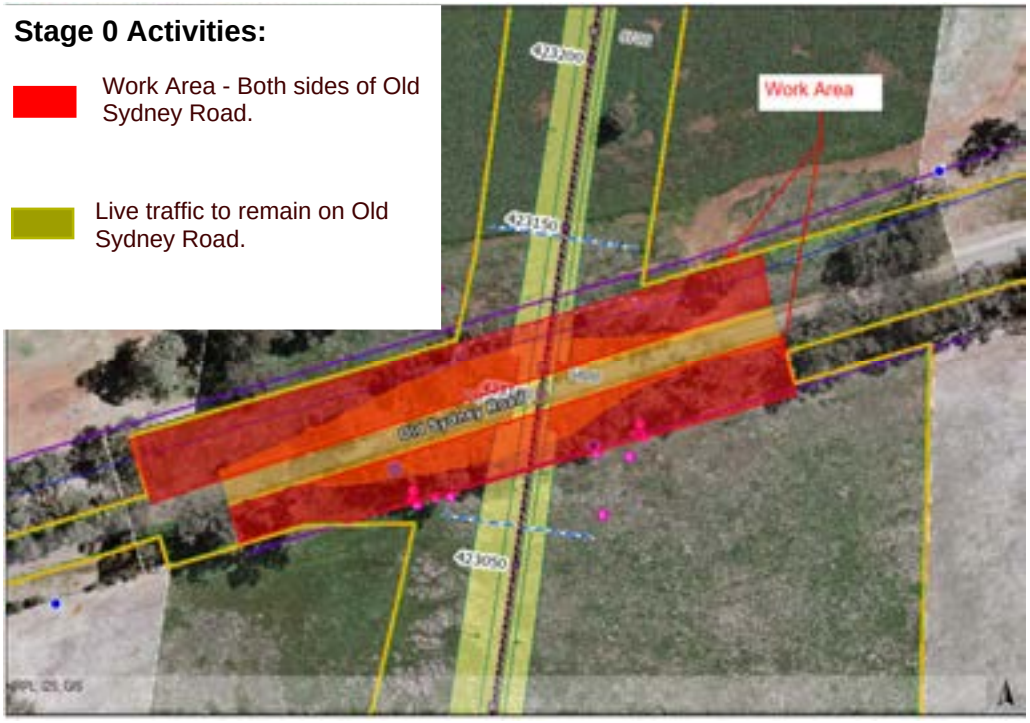
Activity ID	Activity Name	Planned Duration	Remaining Duration	Start	Finish
[redacted]	[redacted]	42	42	[redacted]	[redacted]
Civils		25	25	26-Mar-26	30-Apr-26
I.ON.81.14230	Section 2 - Public LX - Culvert ID : E2-RD-423080-1 - Clear and Grub	1	1	26-Mar-26	26-Mar-26
I.ON.65.18170	Section 2 - Public LX - Culvert ID : E2-RD-423080-1 - Trench Excavation / Site Prep	3	3	27-Mar-26	29-Mar-26
I.ON.65.18180	Section 2 - Public LX - Culvert ID : E2-RD-423080-1 - Place RCP Pipe	8	8	30-Mar-26	07-Apr-26
I.ON.65.18190	Section 2 - Public LX - Culvert ID : E2-RD-423080-1 - Place Precast Headwall & Precast Stitch Pours	8	8	08-Apr-26	15-Apr-26
I.ON.65.15410	Section 2 - Public LX - Culvert ID : E2-RD-423080-1 - Civil Works complete	0	0		20-Apr-26
I.ON.65.18790	Section 2 - Public LX - Culvert ID : E2-RD-423080-1 - Detailed backfill & Scour Protection	5	5	16-Apr-26	20-Apr-26
Roadworks		11	11	21-Apr-26	02-May-26
I.ON.31.6780	Section 2 - Public LX - PU5561 - Cut - 25cm - Soil	1	1	21-Apr-26	21-Apr-26
I.ON.31.6840	Section 2 - Public LX - PU5600 - Fill - PU5600 - 2450cm	3	3	22-Apr-26	24-Apr-26
I.ON.65.15150	Section 2 - Public LX - PU5600 - Pavement type A Unsealed (1005m²)	2	2	26-Apr-26	27-Apr-26
I.ON.65.15430	Section 2 - Public LX - PU5600 - Batter face area (1480 m²)	2	2	28-Apr-26	29-Apr-26
I.ON.65.15440	Section 2 - Public LX - PU5600 - Prime & Cure - Pavement type B sealed (550 m²)	2	2	30-Apr-26	01-May-26
I.ON.65.15450	Section 2 - Public LX - PU5600 - Seal /linemarking	1	1	02-May-26	02-May-26
Trackworks		3	3	03-May-26	05-May-26
I.ON.65.15160	Section 2 - Public LX - PU5600 - Place foundation Block and T-Kerbstone	1	1	03-May-26	03-May-26
I.ON.65.15170	Section 2 - Public LX - PU5600 - Place and compact ballast between foundation block (after road	1	1	04-May-26	04-May-26
I.ON.65.15180	Section 2 - Public LX - PU5600 - Tie-in works to foundation block	1	1	05-May-26	05-May-26
Ancillary		2	2	06-May-26	07-May-26
I.ON.65.15390	Section 2 - Public LX - PU5600 - Install fencing	1	1	06-May-26	06-May-26
I.ON.65.15400	Section 2 - Public LX - PU5600 - Install Signage	1	1	07-May-26	07-May-26
Electrical and Mechanical		1	1	08-May-26	08-May-26
I.ON.65.15420	Section 2 - Public LX - PU5600 - Install Gates	1	1	08-May-26	08-May-26
Commissioning		0	0	08-May-26	08-May-26
I.ON.65.15480	Section 2 - Public LX - PU5600 - Open	0	0		08-May-26

Construction Staging

Stage 0

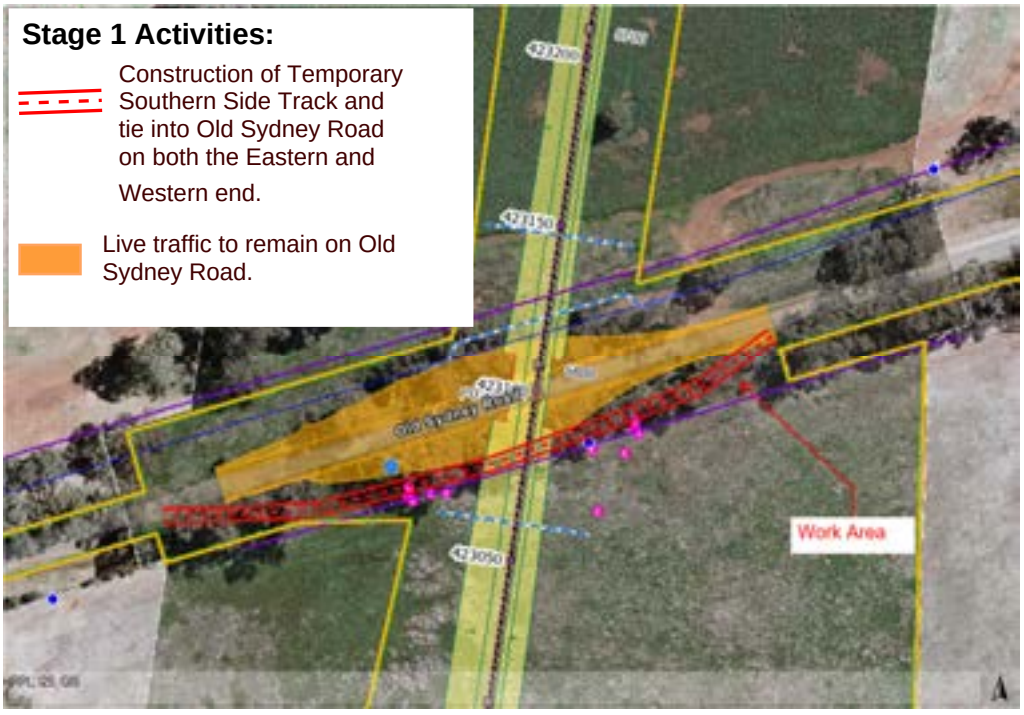
Comms Utility Relocation Works to be completed on both sides of Old Sydney Road.

Clear & grubbing offline, under traffic control where required



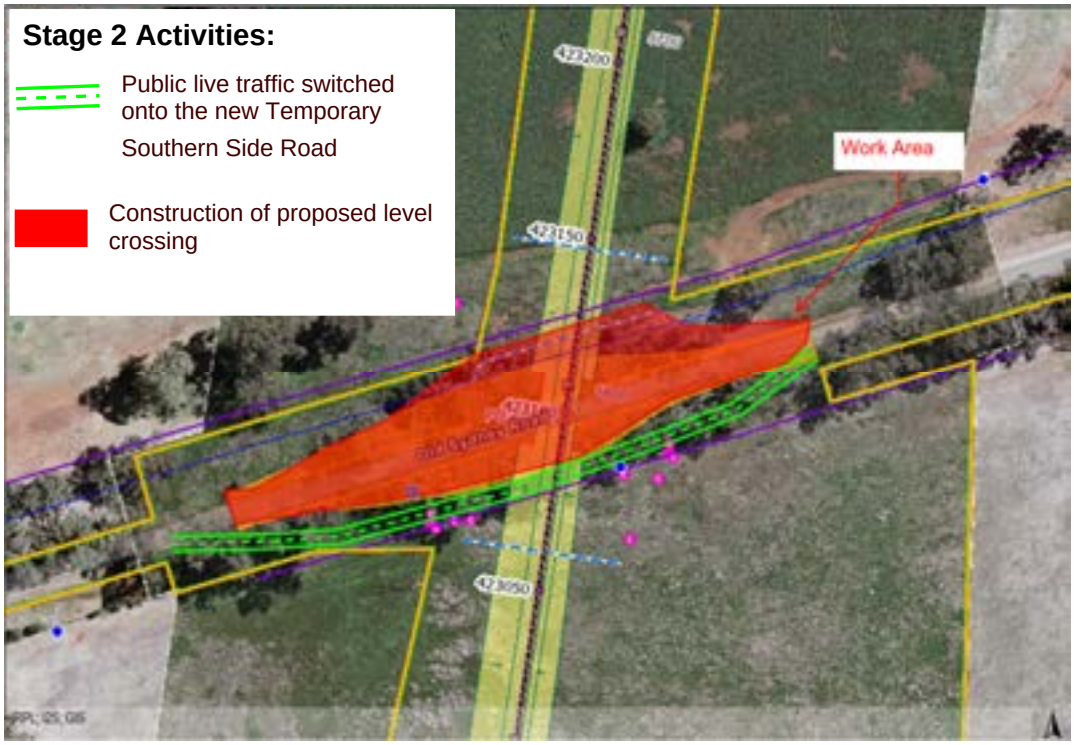
Stage 1

Construction of southern side track offline, noting traffic control required for tie ins with existing Old Sydney Road.



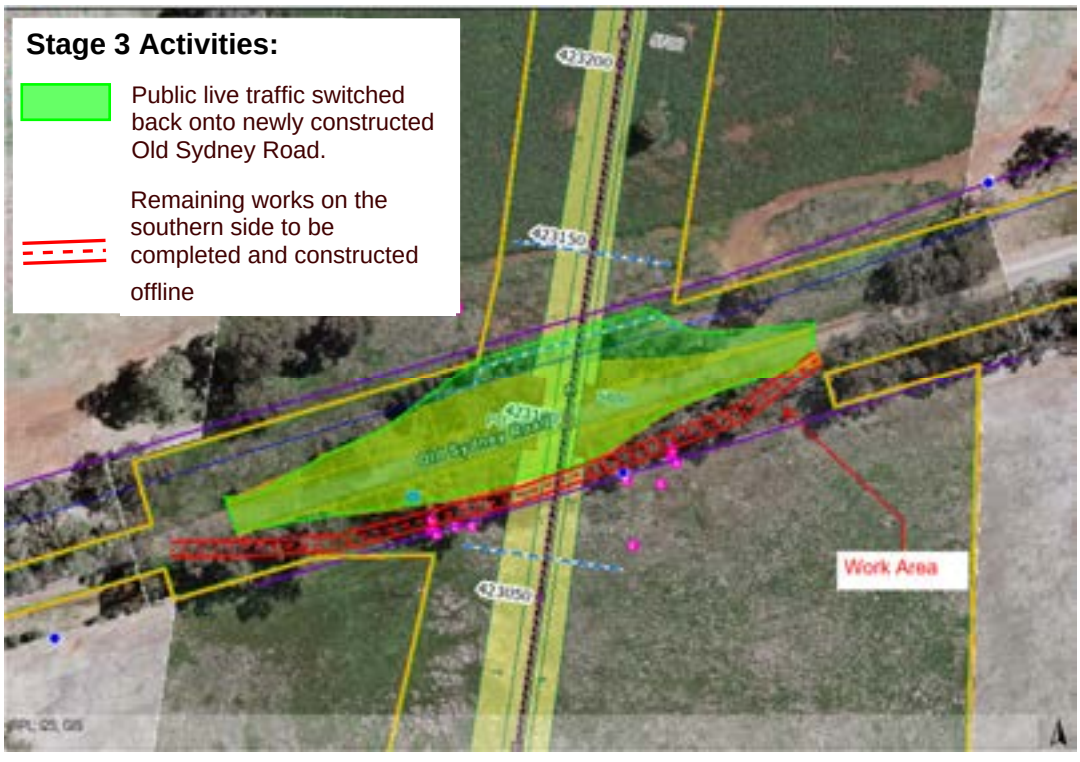
Stage 2

Public traffic to use southern side track (2 lanes), which allows for the ultimate works to be constructed predominantly offline. Speed will be reduced to ensure the safety of the traffic. Temporary lighting will also be installed if deemed necessary.



Stage 3

Public traffic switches onto newly constructed roadway, enabling the remaining works on the southern section to be constructed offline.



E2 LX PU8160 - Ironbong Road

The new proposed active LX is located at approx. 4.4km from Bethungra.

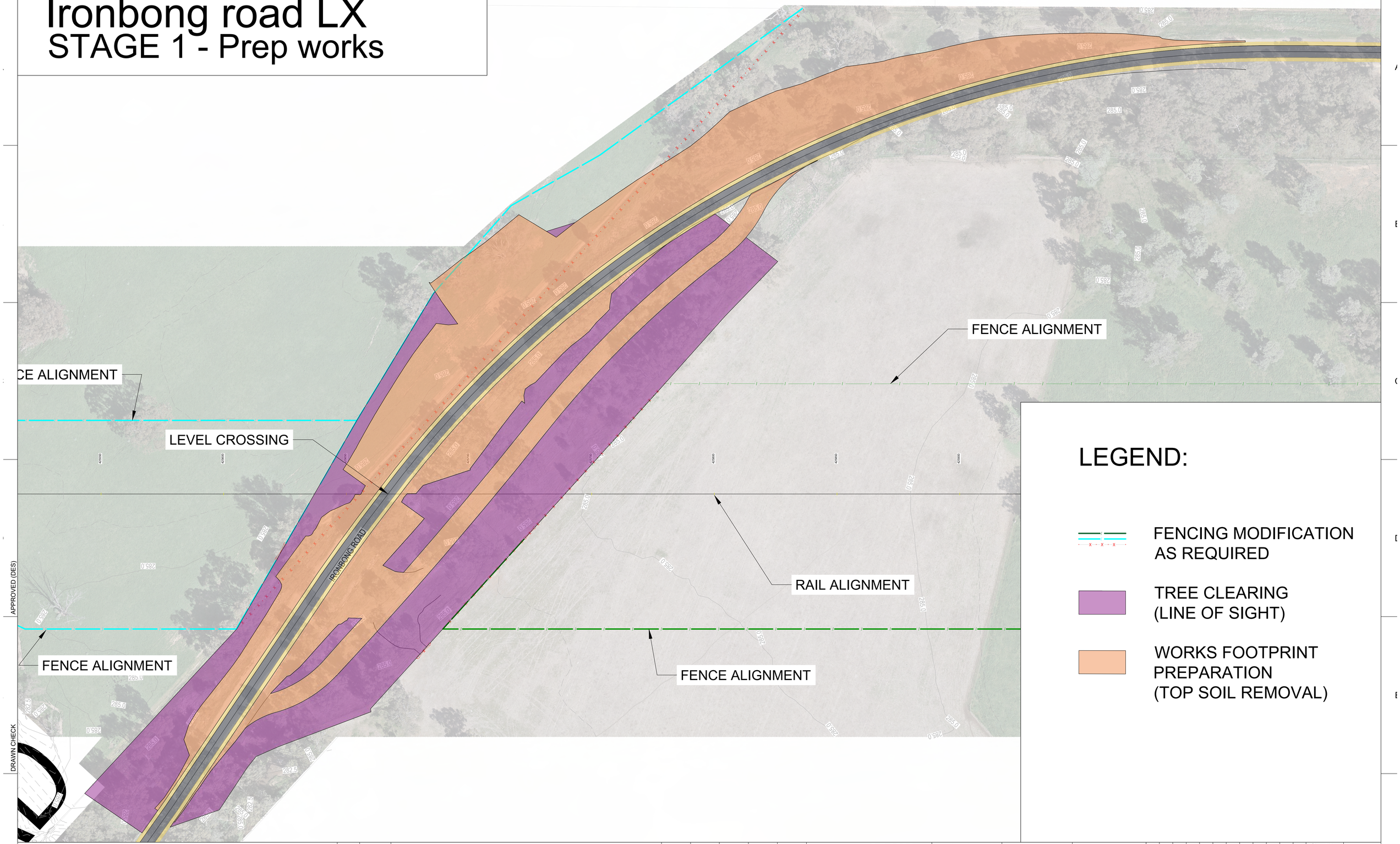
Access is to be always maintained for residents.

A temporary pavement side track will be constructed, which will facilitate the construction of earthworks formation, pavement, rail across roadway, LX infrastructure signage etc.

The construction program is shown below.

Activity ID	Activity Name	Planned Duration	Remaining Duration	Start	Finish
Civils		140	140	06-Dec-25	30-May-26
I.CN.11.14220	Section 2 - Public LX - PU8160 - Establish site access & egress with traffic management	1	1	06-Dec-25	06-Dec-25
I.CN.11.14370	Section 2 - Public LX - PU8160 - Construct Ironbong Road Diversion	12	12	06-Dec-25	18-Dec-25
I.CN.65.13200	Section 2 - Public LX - PU8160 - Local Cable Route (CSR) construction - pit and pipe	1	1	26-May-26	26-May-26
I.CN.65.13210	Section 2 - Public LX - PU8160 - ULR/URR construction - pit and pipe	1	1	27-May-26	27-May-26
I.CN.65.13220	Section 2 - Public LX - PU8160 - Installation of LX Hut foundations	1	1	28-May-26	28-May-26
I.CN.65.13230	Section 2 - Public LX - PU8160 - Installation of booms/lights foundations	1	1	29-May-26	29-May-26
I.CN.65.15230	Section 2 - Public LX - PU8160 - Civil Works complete	0	0		30-May-26
I.CN.65.13240	Section 2 - Public LX - PU8160 - Installation of Signage foundations	1	1	30-May-26	30-May-26
Roadworks		30	30	31-May-26	02-Jul-26
I.CN.65.15160	Section 2 - Public LX - PU8160 - Cut - 320cm - Soil - Earthworks to Raise Road	1	1	31-May-26	31-May-26
I.CN.65.15170	Section 2 - Public LX - PU8160 - Pavement type A Unsealed (2130m²)	2	2	01-Jun-26	02-Jun-26
I.CN.65.15260	Section 2 - Public LX - PU8160 - Batter face area (8185 m²)	6	6	03-Jun-26	09-Jun-26
I.CN.65.18070	Section 2 - Public LX - PU8160 - Prime & Cure - Pavement type B sealed (6870 m²)	6	6	10-Jun-26	16-Jun-26
I.CN.65.15270	Section 2 - Public LX - PU8160 - Seal /linemarking	2	2	17-Jun-26	18-Jun-26
I.CN.65.18080	Section 2 - Public LX - PU8160 - Reopen Ironbong Road (stage 1)	0	0		18-Jun-26
I.CN.31.6850	Section 2 - Public LX - PU8160 - Fill - PU8160 - 10,500cm	13	13	19-Jun-26	02-Jul-26
Trackworks		9	9	09-Jul-26	13-Jul-26
I.CN.65.15180	Section 2 - Public LX - PU8160 - Place Foundation Block and T-Kerbstone	1	1	09-Jul-26	09-Jul-26
I.CN.65.15190	Section 2 - Public LX - PU8160 - Place and compact ballast between foundation block (after road	1	1	10-Jul-26	10-Jul-26
I.CN.65.15200	Section 2 - Public LX - PU8160 - Tie-in works to foundation block	1	1	11-Jul-26	11-Jul-26
Ancillary		2	2	12-Jul-26	13-Jul-26
I.CN.65.15210	Section 2 - Public LX - PU8160 - Install fencing /Landscaping	1	1	12-Jul-26	12-Jul-26
I.CN.65.15220	Section 2 - Public LX - PU8160 - Install Signage	1	1	13-Jul-26	13-Jul-26
Electrical and Mechanical		13	13	12-Jul-26	26-Jul-26
I.CN.65.15770	Section 2 - Public LX - PU8160 - Termination of Main Cables	1	1	12-Jul-26	12-Jul-26
I.CN.65.15870	Section 2 - Public LX - PU8160 - Installation of Axle Counter GMUs and sensors	1	1	13-Jul-26	13-Jul-26
I.CN.65.15720	Section 2 - Public LX - PU8160- Installation of RIOs	1	1	14-Jul-26	14-Jul-26
I.CN.65.15730	Section 2 - Public LX - PU8160 - Installation of LX Hut	1	1	16-Jul-26	16-Jul-26
I.CN.65.15740	Section 2 - Public LX - PU8160 - Installation of Antenna/Comms	1	1	17-Jul-26	17-Jul-26
I.CN.65.15240	Section 2 - Public LX - PU8160 - Install Gates	1	1	18-Jul-26	18-Jul-26
I.CN.65.15250	Section 2 - Public LX - PU8160 - Installation of local cables	1	1	19-Jul-26	19-Jul-26
I.CN.65.15760	Section 2 - Public LX - PU8160 - Termination of Local Cables	1	1	20-Jul-26	20-Jul-26
I.CN.65.15750	Section 2 - Public LX - PU8160 - Cable Testing	1	1	21-Jul-26	21-Jul-26
I.CN.65.15780	Section 2 - Public LX - PU8160 - Connection of Power	1	1	22-Jul-26	22-Jul-26
I.CN.65.15790	Section 2 - Public LX - PU8160 - Finalise Installation of LX Hut (Relay/Equipment/tidy up/AC)	1	1	23-Jul-26	23-Jul-26
I.CN.65.15880	Section 2 - Public LX - PU8160 - Finalise Installation of LX Hut (Axle Counters	1	1	24-Jul-26	24-Jul-26
I.CN.65.15860	Section 2 - Public LX - PU8160 - LX Electrical and Mechanical Complete	1	1	26-Jul-26	26-Jul-26
ETW		20	20	27-Jul-26	18-Aug-26
I.CN.65.15290	Section 2 - Public LX - PU8160 - Set to Work Interfacing including SAT	1	1	27-Jul-26	27-Jul-26
I.CN.65.13250	Section 2 - Public LX - PU8160 - Set to Work RIOs including SAT	18	18	28-Jul-26	17-Aug-26
I.CN.65.15800	Section 2 - Public LX - PU8160- Set to Work Axle Counter System including SAT	1	1	18-Aug-26	18-Aug-26
Commissioning		4	4	19-Aug-26	22-Aug-26
I.CN.65.15840	Section 2 - Public LX - PU8160 - Final Testing / Commissioning	1	1	19-Aug-26	19-Aug-26
I.CN.11.13880	Section 2 - Public LX - PU8160 - Clear and Grub Reinstatement - Ironbong Road	3	3	20-Aug-26	22-Aug-26
I.CN.65.15300	Section 2 - Public LX - PU8160 - Open /Handover	0	0		22-Aug-26

Ironbong road LX
STAGE 1 - Prep works



LEGEND:

- FENCING MODIFICATION AS REQUIRED
- TREE CLEARING (LINE OF SIGHT)
- WORKS FOOTPRINT PREPARATION (TOP SOIL REMOVAL)

APPROVED (DES)

DRAWN CHECK

DRAWN

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
A3	24/09/25						
A2	02/09/25						
A1	16/07/25						

Used on / Next higher assembly

Scale

File name

Alternate DMS number

JOHN HOLLAND

INLAND RAIL

Designed S. ORDONNEAU

Checked S. ORDONNEAU

Ind. Rev. Company

Ind. Rev. Name

Ind. Review Signature

Approved By

Signed

Approval Date

Accepted By

Signed

Acceptance Date

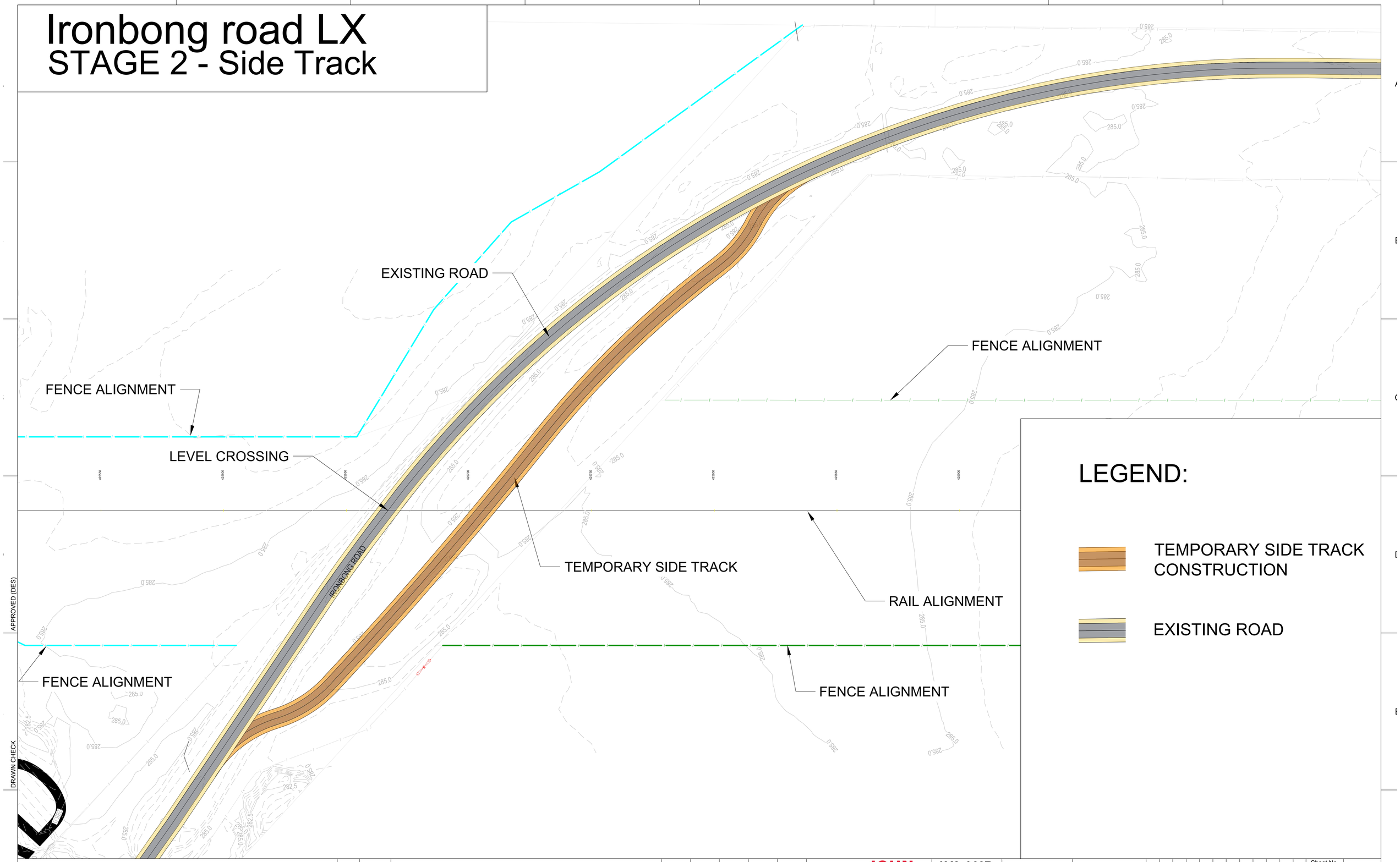
TITLE METHODS DRAWING
IRONBONG LX CONSTRUCTION

Sheet No. 1/5

Scale

SHEET SIZE A0

Ironbong road LX
STAGE 2 - Side Track



LEGEND:

TEMPORARY SIDE TRACK CONSTRUCTION

EXISTING ROAD

APPROVED (DES)

DRAWN CHECK

DRAWN

Used on / Next higher assembly	Scale
File name	Alternate DMS number

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
A3	24/09/25						
A2	02/09/25						
A1	16/07/25						

JOHN HOLLAND

INLAND RAIL

Designed	S. ORDONNEAU		
Checked	S. ORDONNEAU		
Ind. Rev. Company	Ind. Rev. Name		
Ind. Review Signature			

Approved By	Accepted By
Signed	Signed
Approval Date	Acceptance Date

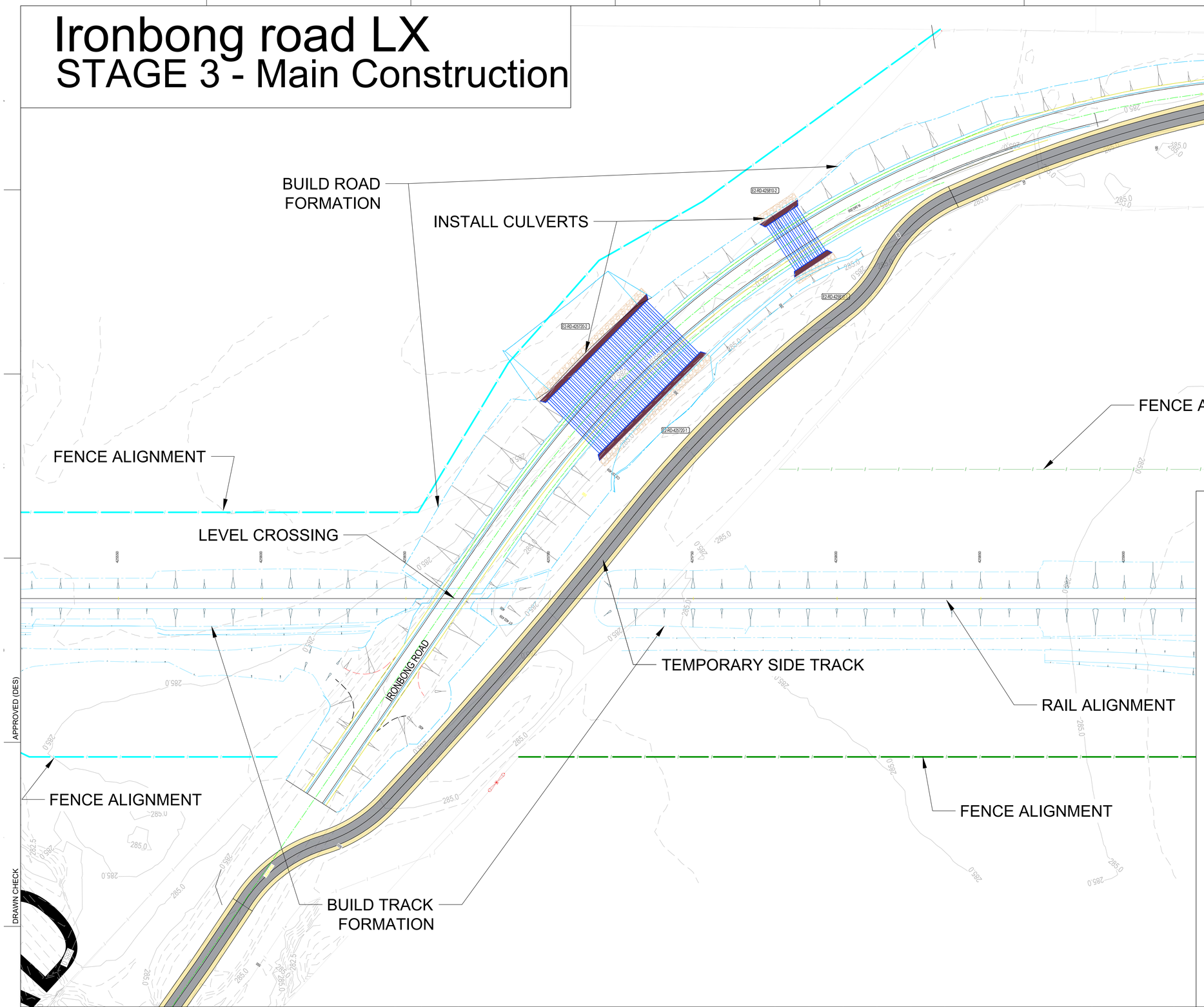
Sheet No. 2/5

Scale

SHEET SIZE A0

TITLE METHODS DRAWING
IRONBONG LX CONSTRUCTION

Ironbong road LX
STAGE 3 - Main Construction



ACTIVITIES LIST:

- remove existing roadway where necessary
- Install Culverts
- Build road formation (excluding at junction with traffiqued road section
- Build Track formation avoiding side track
- Pave roadway up to junctions

APPROVED (DES)

DRAWN CHECK

DRAWN

Used on / Next higher assembly	Scale
File name	Alternate DMS number

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
A3	24/09/25						
A2	02/09/25						
A1	16/07/25						

JOHN HOLLAND

INLAND RAIL

Designed	S. ORDONNEAU	
Checked	S. ORDONNEAU	
Ind. Rev. Company	Ind. Rev. Name	
Ind. Review Signature		

Approved By	Accepted By
Signed	Signed
Approval Date	Acceptance Date

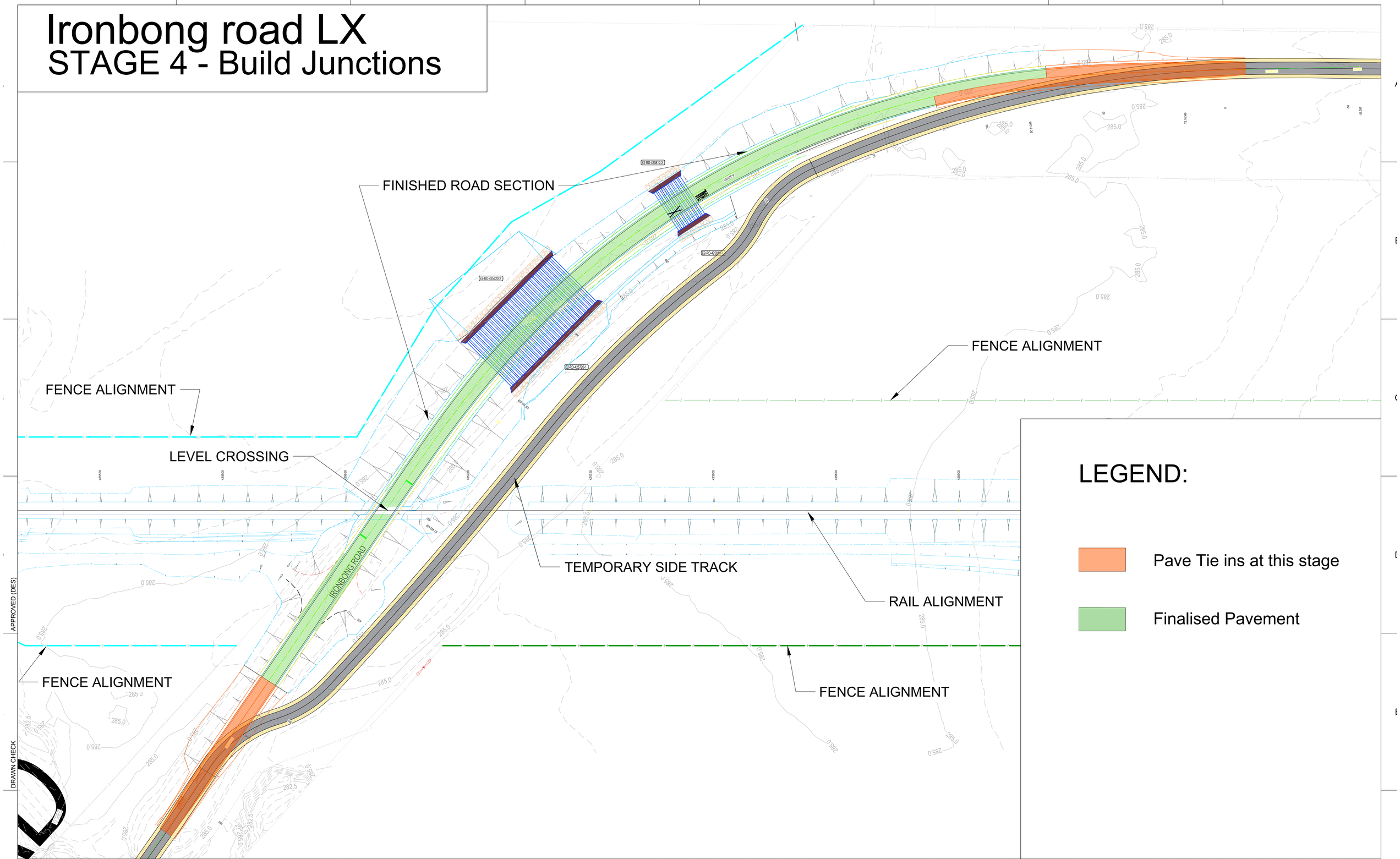
Sheet No. 3/5

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Scale

TITLE METHODS DRAWING
IRONBONG LX CONSTRUCTION

Ironbong road LX
STAGE 4 - Build Junctions



LEGEND:

- Pave Tie ins at this stage
- Finalised Pavement

APPROVED (DES)

DRAWN CHECK

DRAWN

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
A3	24/09/25						
A2	02/09/25						
A1	16/07/25						

Used on / Next higher assembly

Scale

File name

Alternate DMS number

JOHN HOLLAND

INLAND RAIL

Designed S. ORDONNEAU

Checked S. ORDONNEAU

Ind. Rev. Company

Ind. Rev. Name

Ind. Review Signature

Approved By

Signed

Approval Date

Accepted By

Signed

Acceptance Date

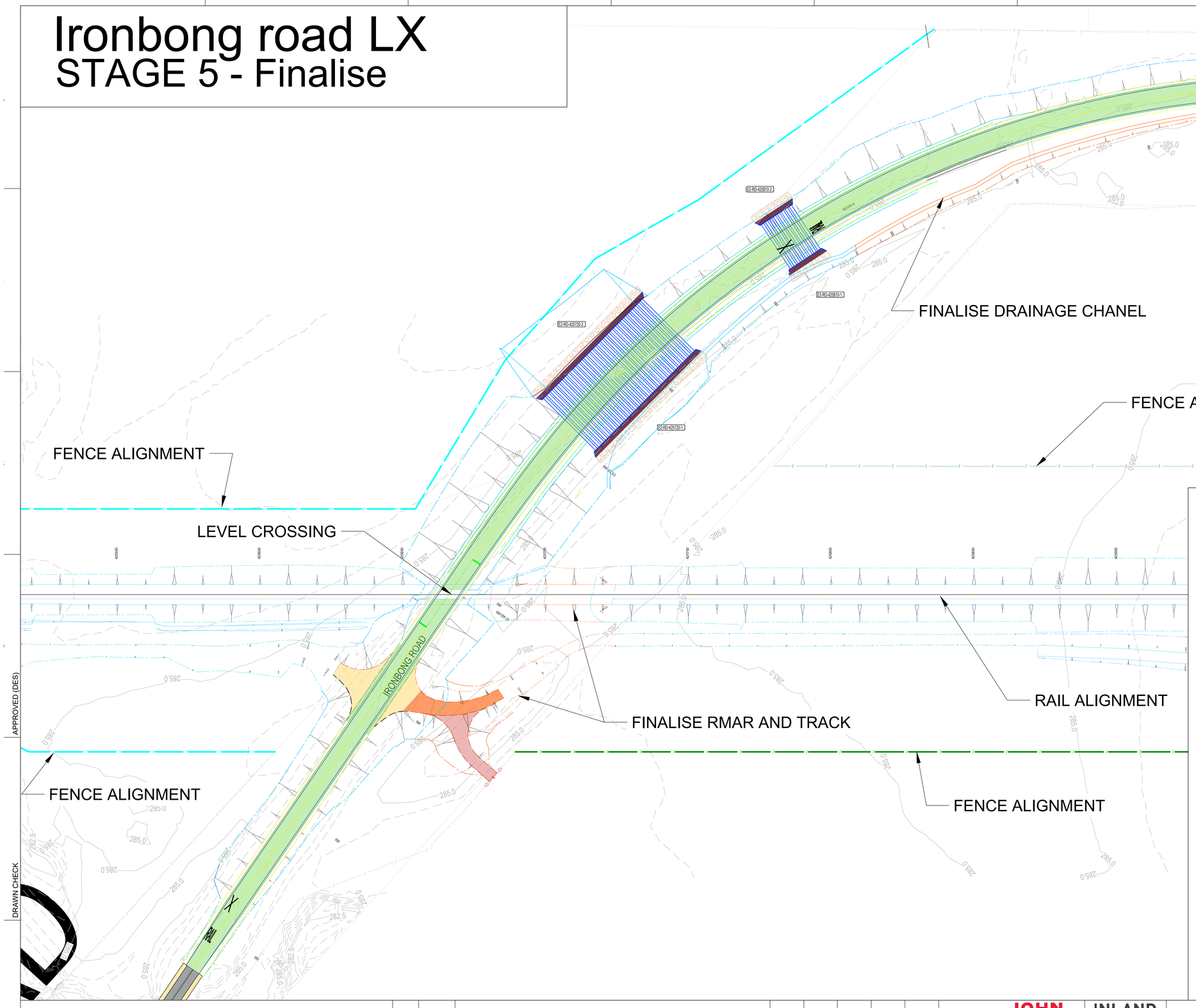
Sheet No. 4/5

Scale

SHEET SIZE A0

TITLE METHODS DRAWING
IRONBONG LX CONSTRUCTION

Ironbong road LX
STAGE 5 - Finalise



ACTIVITIES:

- Finalise drainage chanel where clashing with diversion
- Finalise Track and RMAR formation

Live Work Zones

APPROVED (DES)

DRAWN CHECK

DRAWN

Used on / Next higher assembly	Scale
File name	Alternate DMS number

Rev	Date	Revision Description	Designed	Checked	Ind. Rev.	Approved	Accepted
A3	24/09/25						
A2	02/09/25						
A1	16/07/25						

JOHN HOLLAND

INLAND RAIL

Designed	S. ORDONNEAU		
Checked	S. ORDONNEAU		
Ind. Rev. Company	Ind. Rev. Name		
Ind. Review Signature			

Approved By	Accepted By
Signed	Signed
Approval Date	Acceptance Date

Sheet No. 5/5

Scale

SHEET SIZE A0

TITLE METHODS DRAWING
IRONBONG LX CONSTRUCTION

E3 LX PU33780 - Corby's Ln

The new proposed passive LX is located at approx. Ch 451.27km.

Access is to be always maintained for residents.

A temporary pavement side track will be constructed, which will facilitate the construction of earthworks formation, pavement, rail across roadway, LX infrastructure signage etc.

The construction program is shown below.

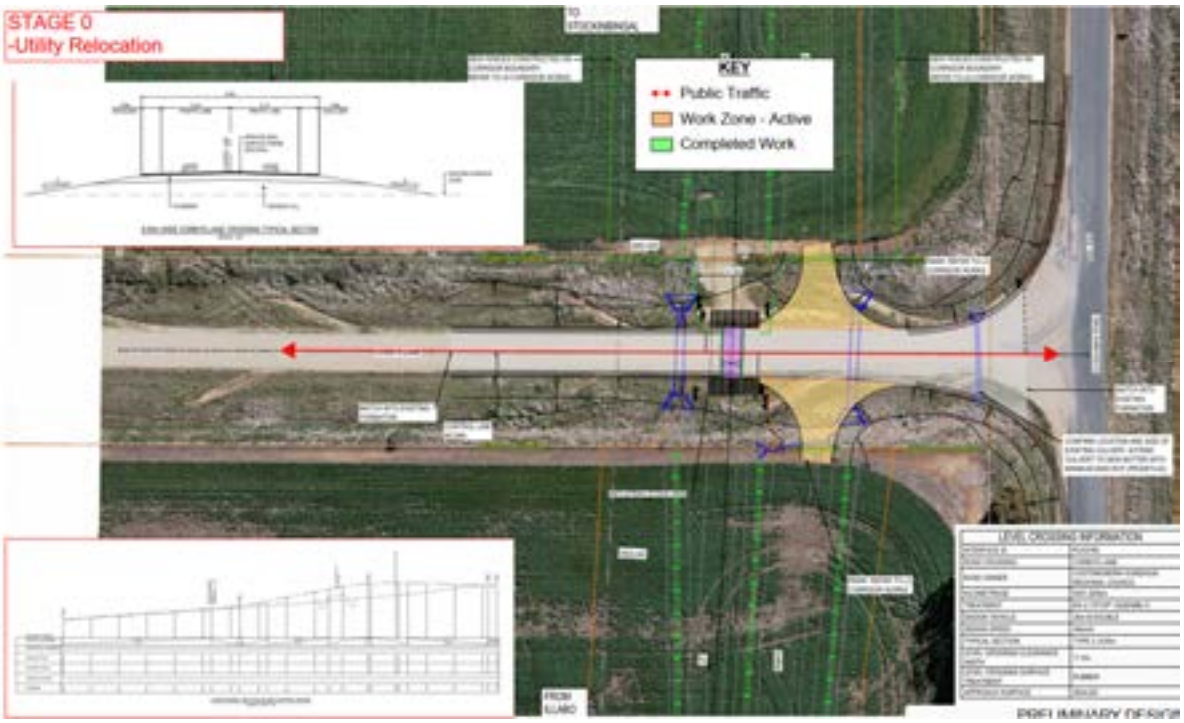
Activity ID	Activity Name	Planned Duration	Remaining Duration	Start	Finish
[redacted]					
Drills		1	1	19-Nov-25	19-Nov-25
LCN.11.14150	Section 5 - Public LX - PU33780 - Clear and Grub	1	1	19-Nov-25	19-Nov-25
Earthworks/Drainage		12	12	18-Dec-25	10-Jan-26
Culvert ID: E7-RD-451282-1 / Type : 1*1200mmRCP4 / Ch33774		3	3	18-Dec-25	20-Dec-25
LCN.65.13870	Section 5 - Public LX - PU33766 - Drainage - LX Culvert - Trench Excavation/ Culvert site prep	1	1	18-Dec-25	18-Dec-25
LCN.65.13880	Section 5 - Public LX - PU33766 - Drainage - Place RCP Pipe	1	1	19-Dec-25	19-Dec-25
LCN.65.13890	Section 5 - Public LX - PU33766 - Drainage - Detailed backfill	1	1	20-Dec-25	20-Dec-25
Culvert - LX-PU33780-02 - (1200 RCP - 15m)		3	3	21-Dec-25	23-Dec-25
LCN.65.17170	Section 5 - Public LX - PU33766 - Drainage - LX Culvert - Trench Excavation/ Culvert site prep	1	1	21-Dec-25	21-Dec-25
LCN.65.17180	Section 5 - Public LX - PU33766 - Drainage - Place RCP Pipe	1	1	22-Dec-25	22-Dec-25
LCN.65.17190	Section 5 - Public LX - PU33766 - Drainage - Detailed backfill	1	1	23-Dec-25	23-Dec-25
Culvert - LX-PU33780-03 - (450 RCP - 30m)		3	3	05-Jan-26	07-Jan-26
LCN.65.17200	Section 5 - Public LX - PU33766 - Drainage - LX Culvert - Trench Excavation/ Culvert site prep	1	1	05-Jan-26	05-Jan-26
LCN.65.17210	Section 5 - Public LX - PU33766 - Drainage - Place RCP Pipe	1	1	06-Jan-26	06-Jan-26
LCN.65.17220	Section 5 - Public LX - PU33766 - Drainage - Detailed backfill	1	1	07-Jan-26	07-Jan-26
Culvert - LX-PU33780-04 - (450 RCP - 11m)		3	3	08-Jan-26	10-Jan-26
LCN.65.17230	Section 5 - Public LX - PU33766 - Drainage - LX Culvert - Trench Excavation/ Culvert site prep	1	1	08-Jan-26	08-Jan-26
LCN.65.17240	Section 5 - Public LX - PU33766 - Drainage - Place RCP Pipe	1	1	09-Jan-26	09-Jan-26
LCN.65.17250	Section 5 - Public LX - PU33766 - Drainage - Detailed backfill	1	1	10-Jan-26	10-Jan-26
Roadworks		53	53	20-Nov-25	28-Jan-26
LCN.65.13900	Section 5 - Public LX - PU33780 - Earthworks	2	2	20-Nov-25	21-Nov-25
LCN.65.13910	Section 5 - Public LX - PU33780 - Pavement type A Unsealed (5m²)	1	1	22-Nov-25	22-Nov-25
LCN.65.13990	Section 5 - Public LX - PU33780 - Batter face area (460 m²)	2	2	23-Nov-25	24-Nov-25
LCN.65.14000	Section 5 - Public LX - PU33780 - Prime & Cure - Pavement type B sealed (930m²)	2	2	26-Jan-26	27-Jan-26
LCN.65.13970	Section 5 - Public LX - PU33780 - Civil Works complete	0	0		28-Jan-26
LCN.65.14010	Section 5 - Public LX - PU33780 - Seal /linemarking	1	1	28-Jan-26	28-Jan-26
Trackworks		3	3	04-Feb-26	07-Feb-26
LCN.65.13920	Section 5 - Public LX - PU33780 - Place Foundation Block and T-Kerbstone	1	1	04-Feb-26	04-Feb-26
LCN.65.13930	Section 5 - Public LX - PU33780 - Place and compact ballast between foundation block (after road	1	1	06-Feb-26	06-Feb-26
LCN.65.13940	Section 5 - Public LX - PU33780 - Tie-in works to foundation block	1	1	07-Feb-26	07-Feb-26
Ancillary		3	3	08-Feb-26	10-Feb-26
LCN.65.13950	Section 5 - Public LX - PU33780 - Install Fencing	1	1	08-Feb-26	08-Feb-26
LCN.65.13960	Section 5 - Public LX - PU33780 - Install Signage	1	1	09-Feb-26	09-Feb-26
LCN.65.13980	Section 5 - Public LX - PU33780 - Install Gates	1	1	10-Feb-26	10-Feb-26
Commissioning		0	0	10-Feb-26	10-Feb-26
LCN.65.14040	Section 5 - Public LX - PU33780 - Open	0	0		10-Feb-26

Construction Staging

Stage 0

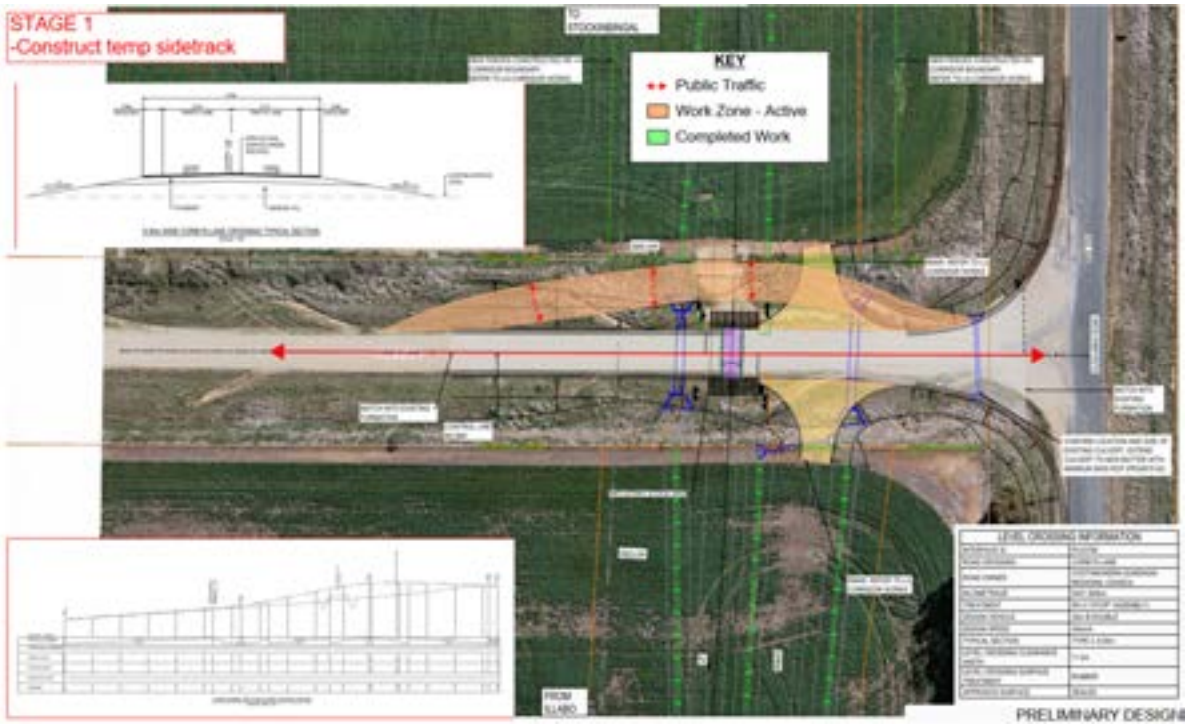
Comms Utility Relocation Works to be completed in Southern Verge of Corby's Ln.

Clear & grubbing offline, under traffic control where required



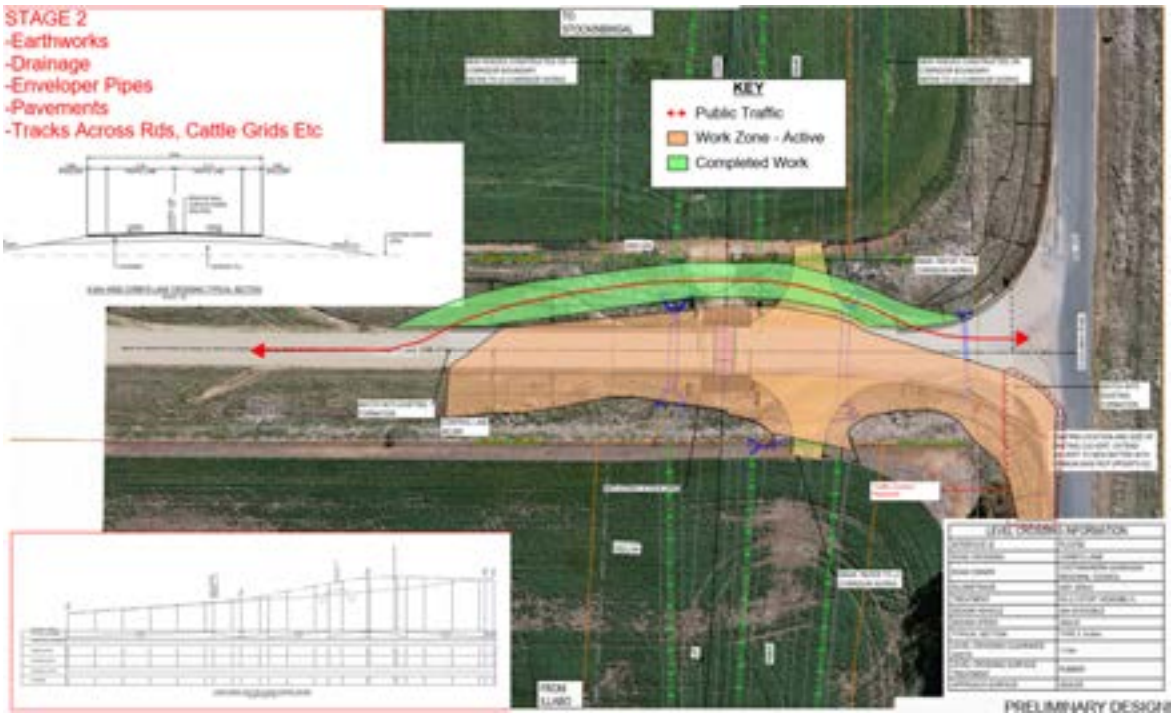
Stage 1

Construction of northern side track offline, noting traffic control required for tie ins with existing Corby's Ln.



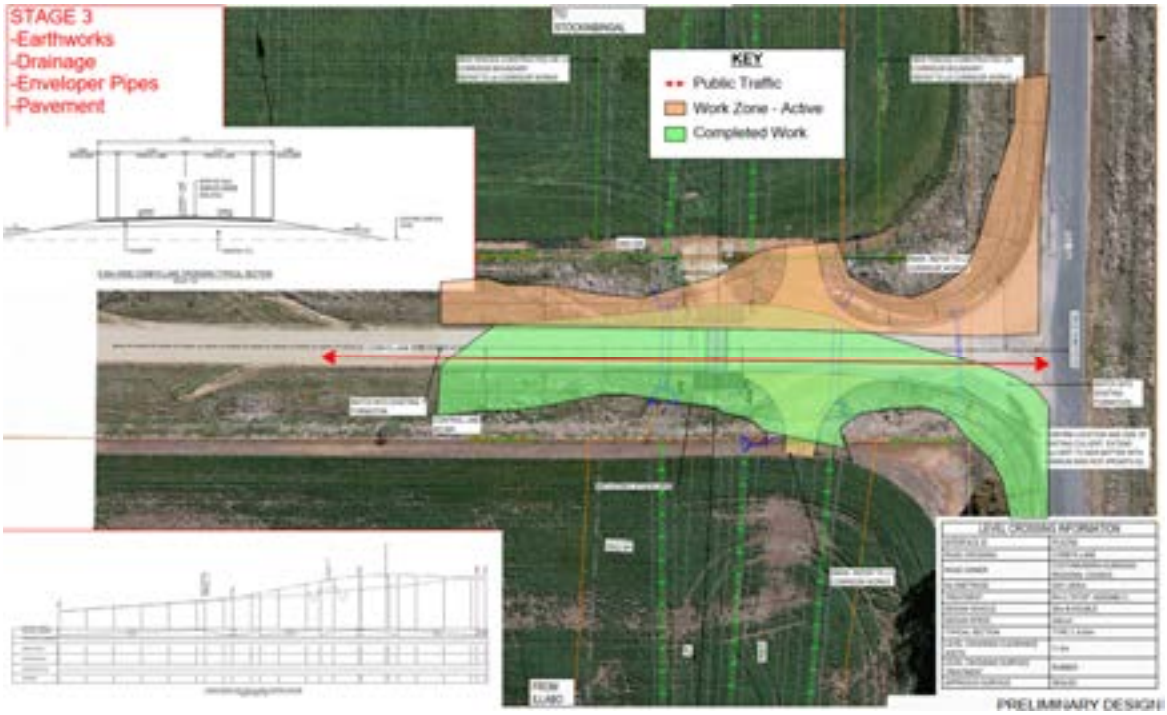
Stage 2

Public traffic to use northern side track (2 lanes), which allows for the ultimate works to be constructed predominantly offline with the exception of the work's which need to occur along Dudauman Rd where the existing throat is widened to the south. Speed will be reduced to ensure the safety of the traffic. Temporary lighting will also be installed if deemed necessary.



Stage 3

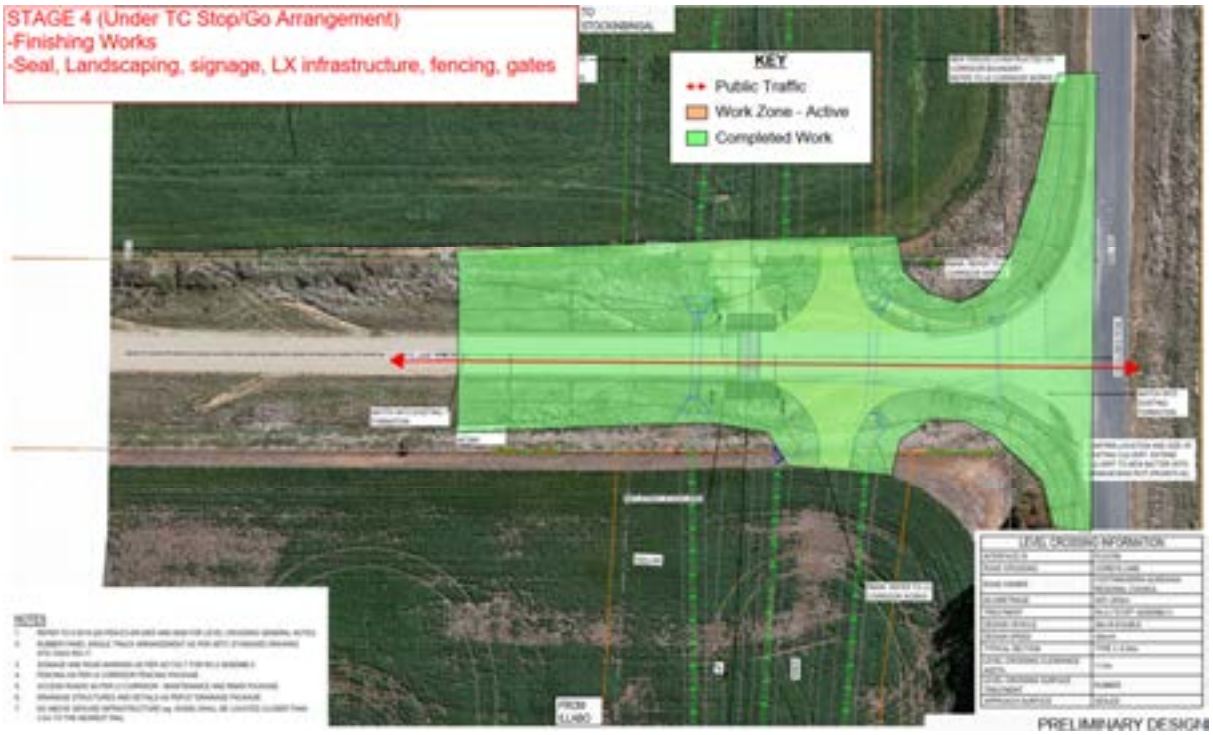
Public traffic switched onto newly constructed roadway enabling the northern section of the new formation and remainder of the drainage system to be constructed offline. Traffic control will be required where the throat widens to the north along Dudauman Rd.



Stage 4

Any remaining finishing works to be completed, such as signage, landscaping, fencing, tec.

Note any LX infrastructure to be bagged / covered until livened (ultimate state) once the rail is constructed either side of Corby's Ln.



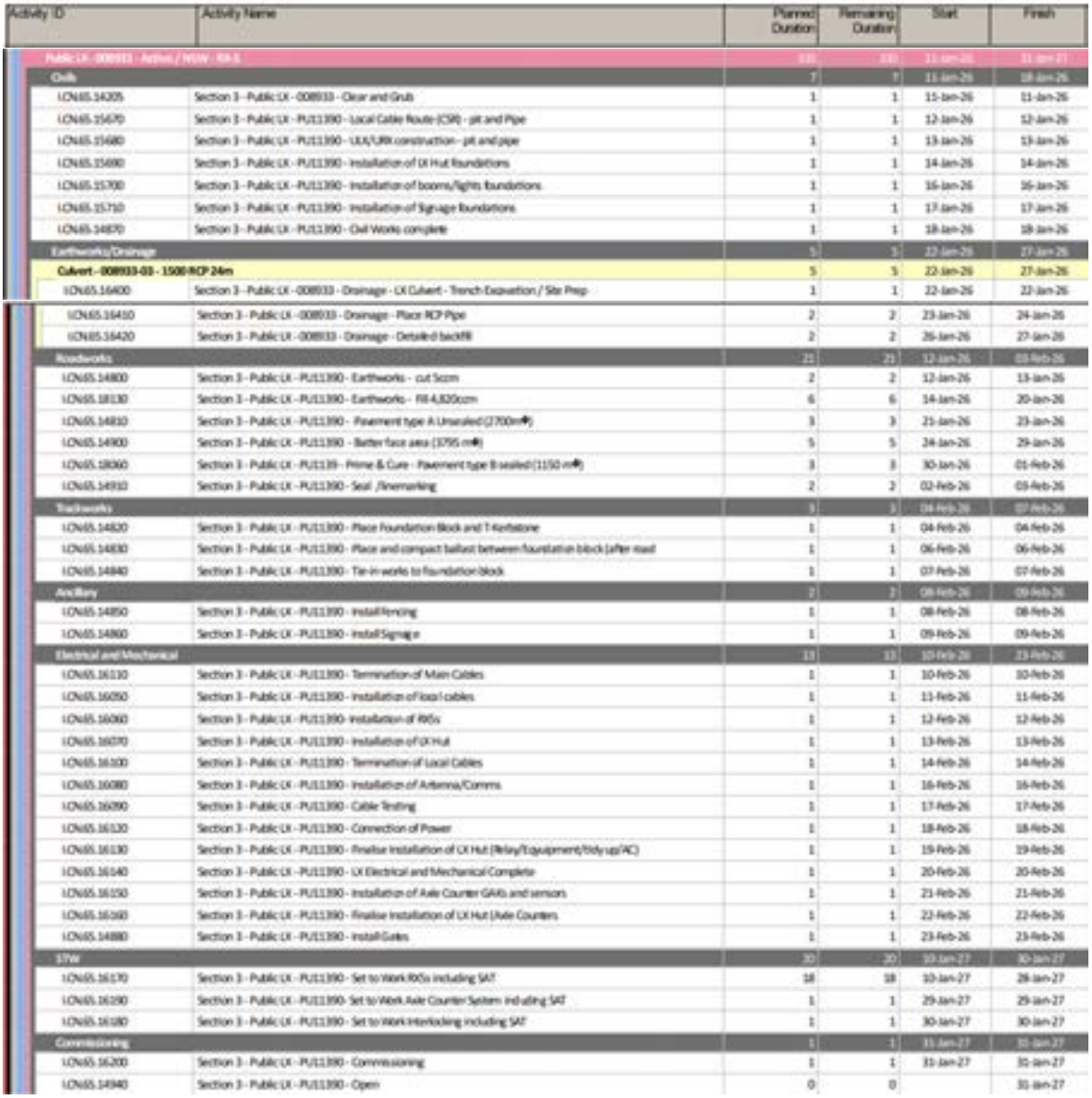
E5 LX PU11390 - Paper Road

The new proposed active LX is located at approx. Ch 426.91km.

Access is to be always maintained for residents.

A temporary pavement side track will be constructed, which will facilitate the construction of earthworks formation, pavement, rail across roadway, LX infrastructure signage etc.

The construction program is shown below.

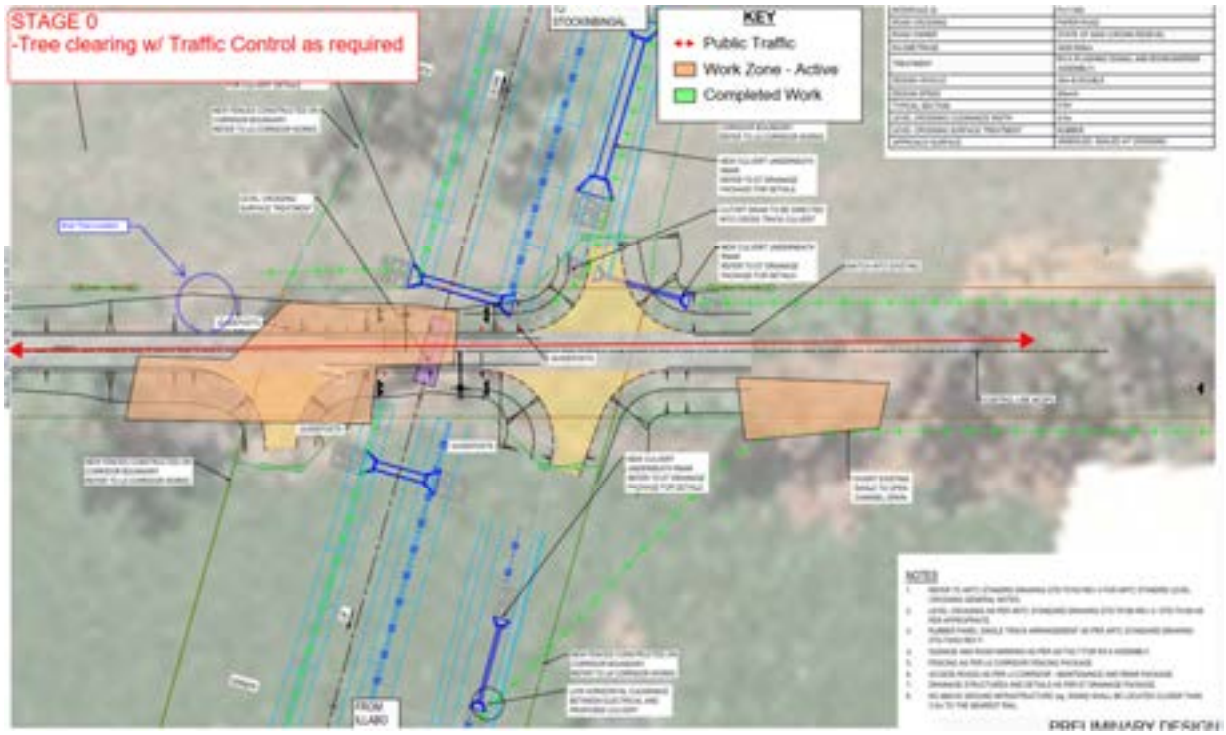


Activity ID	Activity Name	Planned Duration	Remaining Duration	Start	Finish
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Civils		7	7	11-Jan-26	18-Jan-26
LCN65.14205	Section 3 - Public LX - 008933 - Clear and Grub	1	1	11-Jan-26	11-Jan-26
LCN65.15670	Section 3 - Public LX - PU11390 - Local Cable Route (CSR) - pit and Pipe	1	1	12-Jan-26	12-Jan-26
LCN65.15680	Section 3 - Public LX - PU11390 - ULX/URX construction - pit and pipe	1	1	13-Jan-26	13-Jan-26
LCN65.15690	Section 3 - Public LX - PU11390 - Installation of LX Hut foundations	1	1	14-Jan-26	14-Jan-26
LCN65.15700	Section 3 - Public LX - PU11390 - Installation of booms/lights foundations	1	1	16-Jan-26	16-Jan-26
LCN65.15710	Section 3 - Public LX - PU11390 - Installation of Signage foundations	1	1	17-Jan-26	17-Jan-26
LCN65.14870	Section 3 - Public LX - PU11390 - Civil Works complete	1	1	18-Jan-26	18-Jan-26
Earthworks/Drainage		5	5	22-Jan-26	27-Jan-26
Culvert - 008933-03 - 1500 RCP 24m		5	5	22-Jan-26	27-Jan-26
LCN65.16400	Section 3 - Public LX - 008933 - Drainage - LX Culvert - Trench Excavation / Site Prep	1	1	22-Jan-26	22-Jan-26
LCN65.16410	Section 3 - Public LX - 008933 - Drainage - Place RCP Pipe	2	2	23-Jan-26	24-Jan-26
LCN65.16420	Section 3 - Public LX - 008933 - Drainage - Detailed backfill	2	2	26-Jan-26	27-Jan-26
Roadworks		21	21	12-Jan-26	03-Feb-26
LCN65.14800	Section 3 - Public LX - PU11390 - Earthworks - cut 5cm	2	2	12-Jan-26	13-Jan-26
LCN65.18130	Section 3 - Public LX - PU11390 - Earthworks - fill 4,820cm	6	6	14-Jan-26	20-Jan-26
LCN65.14810	Section 3 - Public LX - PU11390 - Pavement type A Unsealed (2700m²)	3	3	21-Jan-26	23-Jan-26
LCN65.14900	Section 3 - Public LX - PU11390 - Batter face area (3795 m²)	5	5	24-Jan-26	29-Jan-26
LCN65.18060	Section 3 - Public LX - PU1139 - Prime & Cure - Pavement type B sealed (1150 m²)	3	3	30-Jan-26	01-Feb-26
LCN65.14910	Section 3 - Public LX - PU11390 - Seal /linemarking	2	2	02-Feb-26	03-Feb-26
Trackworks		3	3	04-Feb-26	07-Feb-26
LCN65.14820	Section 3 - Public LX - PU11390 - Place Foundation Block and T-Kerbstone	1	1	04-Feb-26	04-Feb-26
LCN65.14830	Section 3 - Public LX - PU11390 - Place and compact ballast between foundation block (after road	1	1	06-Feb-26	06-Feb-26
LCN65.14840	Section 3 - Public LX - PU11390 - Tie-in works to foundation block	1	1	07-Feb-26	07-Feb-26
Ancillary		2	2	08-Feb-26	09-Feb-26
LCN65.14850	Section 3 - Public LX - PU11390 - Install Fencing	1	1	08-Feb-26	08-Feb-26
LCN65.14860	Section 3 - Public LX - PU11390 - Install Signage	1	1	09-Feb-26	09-Feb-26
Electrical and Mechanical		13	13	10-Feb-26	23-Feb-26
LCN65.16110	Section 3 - Public LX - PU11390 - Termination of Main Cables	1	1	10-Feb-26	10-Feb-26
LCN65.16050	Section 3 - Public LX - PU11390 - Installation of local cables	1	1	11-Feb-26	11-Feb-26
LCN65.16060	Section 3 - Public LX - PU11390 - Installation of ROGs	1	1	12-Feb-26	12-Feb-26
LCN65.16070	Section 3 - Public LX - PU11390 - Installation of LX Hut	1	1	13-Feb-26	13-Feb-26
LCN65.16100	Section 3 - Public LX - PU11390 - Termination of Local Cables	1	1	14-Feb-26	14-Feb-26
LCN65.16080	Section 3 - Public LX - PU11390 - Installation of Antenna/Comms	1	1	16-Feb-26	16-Feb-26
LCN65.16090	Section 3 - Public LX - PU11390 - Cable Testing	1	1	17-Feb-26	17-Feb-26
LCN65.16120	Section 3 - Public LX - PU11390 - Connection of Power	1	1	18-Feb-26	18-Feb-26
LCN65.16130	Section 3 - Public LX - PU11390 - Finalise Installation of LX Hut (Relay/Equipment/tidy up/AC)	1	1	19-Feb-26	19-Feb-26
LCN65.16140	Section 3 - Public LX - PU11390 - LX Electrical and Mechanical Complete	1	1	20-Feb-26	20-Feb-26
LCN65.16150	Section 3 - Public LX - PU11390 - Installation of Axle Counter GAKs and sensors	1	1	21-Feb-26	21-Feb-26
LCN65.16160	Section 3 - Public LX - PU11390 - Finalise installation of LX Hut (Axle Counters	1	1	22-Feb-26	22-Feb-26
LCN65.14880	Section 3 - Public LX - PU11390 - Install Gates	1	1	23-Feb-26	23-Feb-26
STW		20	20	10-Jan-27	30-Jan-27
LCN65.16170	Section 3 - Public LX - PU11390 - Set to Work ROGs including SAT	18	18	10-Jan-27	28-Jan-27
LCN65.16190	Section 3 - Public LX - PU11390 - Set to Work Axle Counter System including SAT	1	1	29-Jan-27	29-Jan-27
LCN65.16180	Section 3 - Public LX - PU11390 - Set to Work Interlocking including SAT	1	1	30-Jan-27	30-Jan-27
Commissioning		1	1	31-Jan-27	31-Jan-27
LCN65.16200	Section 3 - Public LX - PU11390 - Commissioning	1	1	31-Jan-27	31-Jan-27
LCN65.14940	Section 3 - Public LX - PU11390 - Open	0	0		31-Jan-27

Construction Staging

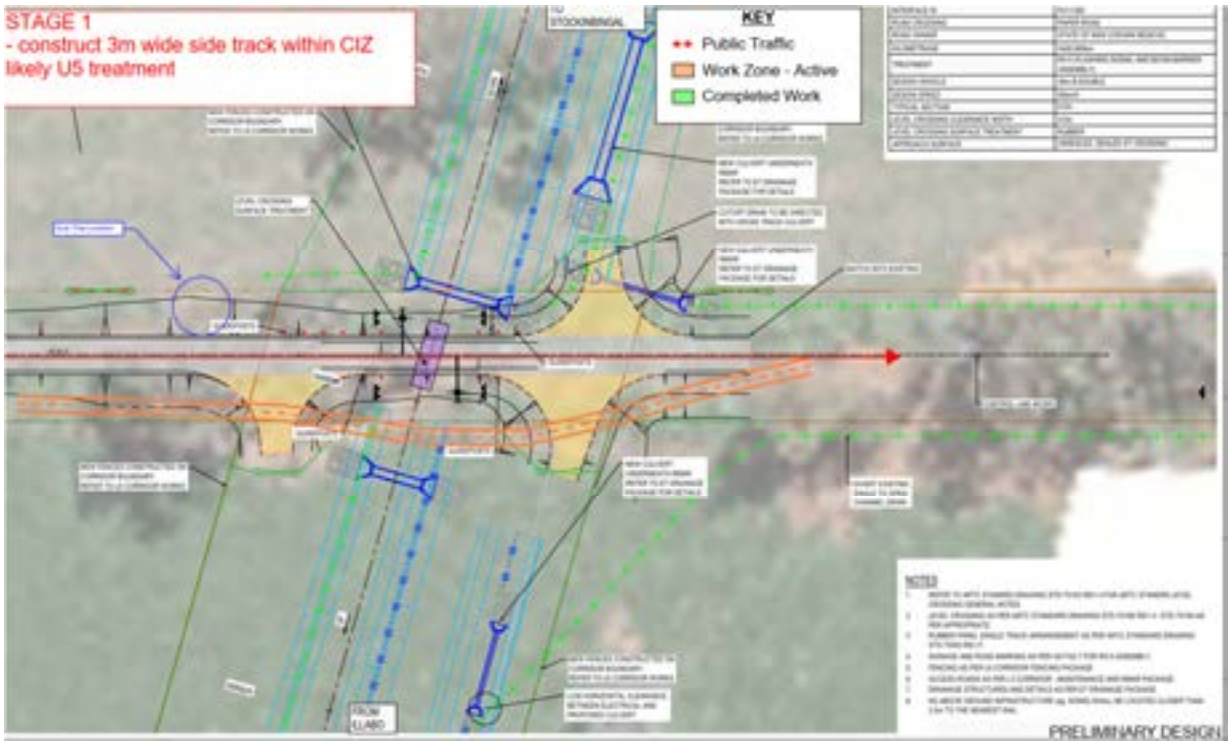
Stage 0

Tree clearing to be completed offline, with traffic control as required.



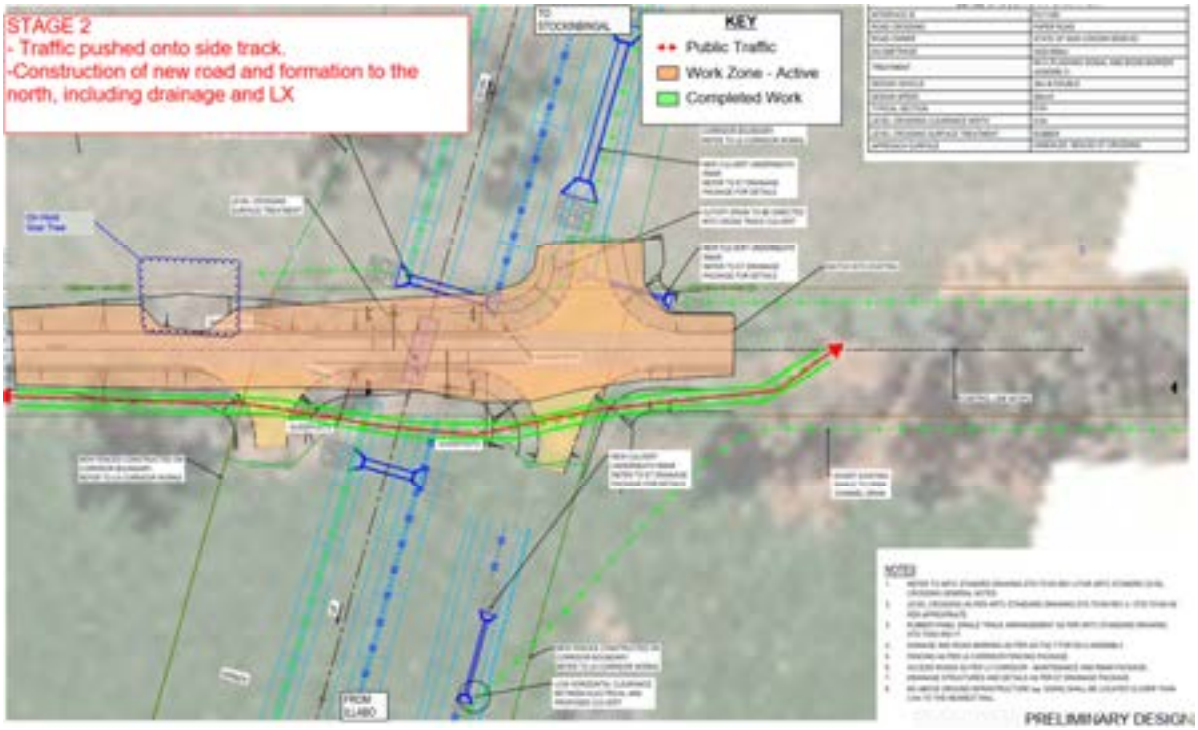
Stage 1

Construction of southern side track offline, noting traffic control required for tie ins with existing road.



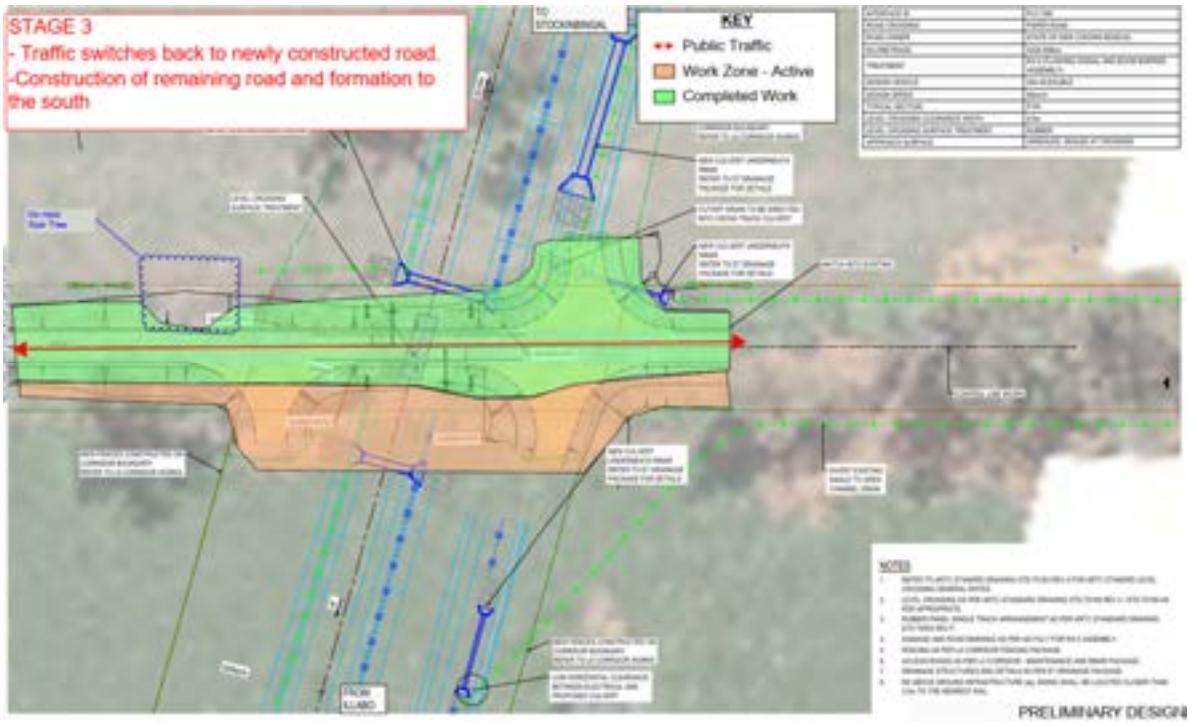
Stage 2

Public traffic to use southern side track (2 lanes), which allows for the ultimate works to be constructed predominantly offline. Speed will be reduced to ensure the safety of the traffic. Temporary lighting will also be installed if deemed necessary.



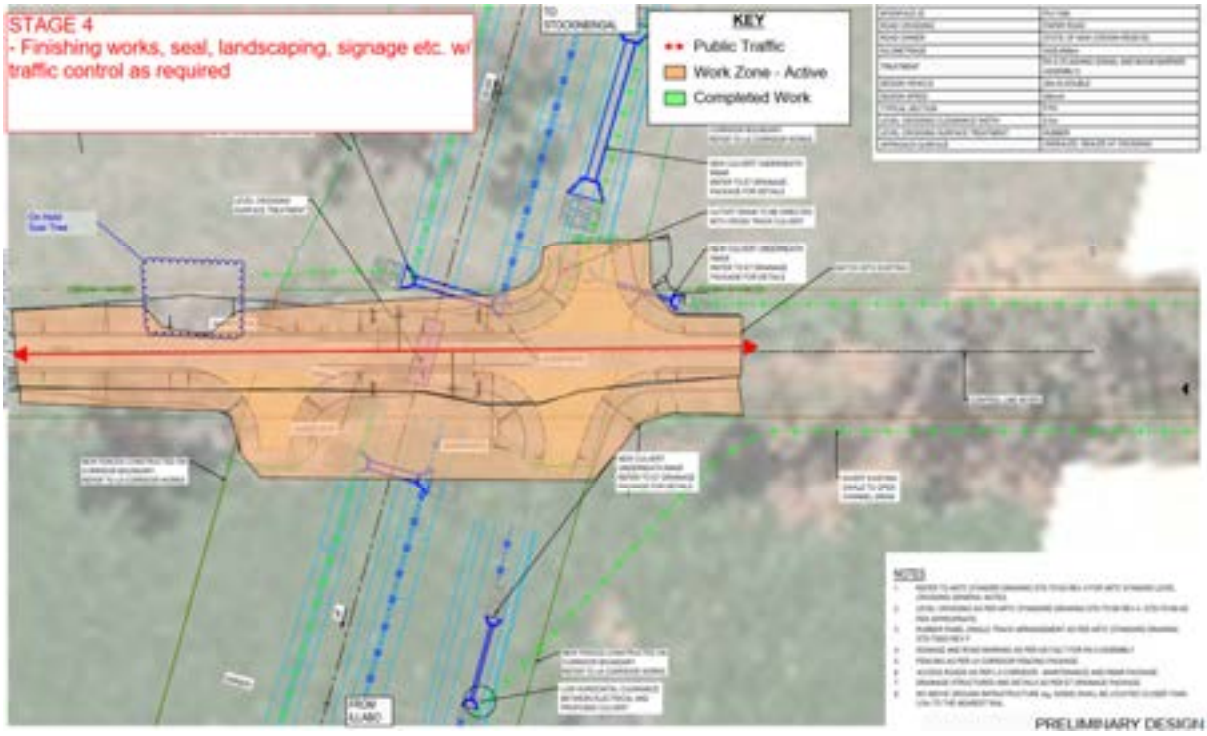
Stage 3

Public traffic switches onto newly constructed roadway, enabling the remaining works on the southern section to be constructed offline. Speed will be reduced to ensure the safety of the traffic. Temporary lighting will also be installed if deemed necessary.



Stage 4

Any remaining finishing works to be completed, such as signage, landscaping, fencing, etc.



E6 Private LX

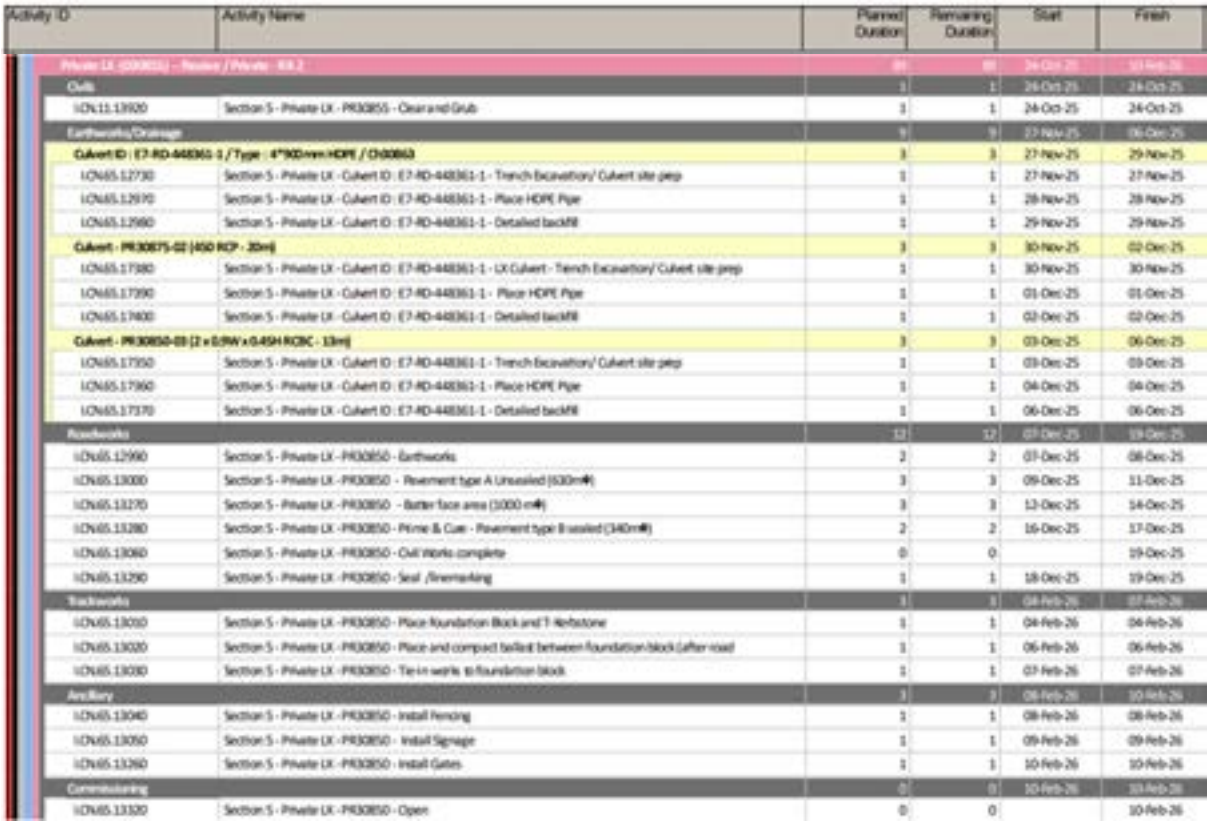
LX Requiring New Side Track During Construction

PR30850

The new proposed passive LX is located at approx. Ch 448.37.

A temporary pavement side track will need to be constructed, which will facilitate the construction of earthworks formation, pavement, rail across roadway, LX infrastructure signage etc.

The construction program is shown below.



Activity ID	Activity Name	Planned Duration	Remaining Duration	Start	Finish
[redacted]					
Civils		1	1	24-Oct-25	24-Oct-25
I-DN11.13920	Section 5 - Private LX - PR30855 - Clear and Grub	1	1	24-Oct-25	24-Oct-25
Earthworks/Drainage		9	9	27-Nov-25	06-Dec-25
CuVert ID : E7-RD-448361-1 /Type : 4*900mm HDPE / CH30850		3	3	27-Nov-25	29-Nov-25
I-CN65.12730	Section 5 - Private LX - Culvert ID : E7-RD-448361-1 - Trench Excavation/ Culvert site prep	1	1	27-Nov-25	27-Nov-25
I-CN65.12970	Section 5 - Private LX - Culvert ID : E7-RD-448361-1 - Place HDPE Pipe	1	1	28-Nov-25	28-Nov-25
I-CN65.12980	Section 5 - Private LX - Culvert ID : E7-RD-448361-1 - Detailed backfill	1	1	29-Nov-25	29-Nov-25
CuVert - PR30875-02 (450 RCP - 20m)		3	3	30-Nov-25	02-Dec-25
I-CN65.17380	Section 5 - Private LX - Culvert ID : E7-RD-448361-1 - LX Culvert - Trench Excavation/ Culvert site prep	1	1	30-Nov-25	30-Nov-25
I-CN65.17390	Section 5 - Private LX - Culvert ID : E7-RD-448361-1 - Place HDPE Pipe	1	1	01-Dec-25	01-Dec-25
I-CN65.17400	Section 5 - Private LX - Culvert ID : E7-RD-448361-1 - Detailed backfill	1	1	02-Dec-25	02-Dec-25
CuVert - PR30850-03 (2 x 0.9W x 0.45H RCBC - 13m)		3	3	03-Dec-25	06-Dec-25
I-CN65.17350	Section 5 - Private LX - Culvert ID : E7-RD-448361-1 - Trench Excavation/ Culvert site prep	1	1	03-Dec-25	03-Dec-25
I-CN65.17360	Section 5 - Private LX - Culvert ID : E7-RD-448361-1 - Place HDPE Pipe	1	1	04-Dec-25	04-Dec-25
I-CN65.17370	Section 5 - Private LX - Culvert ID : E7-RD-448361-1 - Detailed backfill	1	1	06-Dec-25	06-Dec-25
Roadworks		12	12	07-Dec-25	19-Dec-25
I-CN65.12990	Section 5 - Private LX - PR30850 - Earthworks	2	2	07-Dec-25	08-Dec-25
I-CN65.13000	Section 5 - Private LX - PR30850 - Pavement type A Unsealed (530m²)	3	3	09-Dec-25	11-Dec-25
I-CN65.13270	Section 5 - Private LX - PR30850 - Batter face area (1000 m²)	3	3	12-Dec-25	14-Dec-25
I-CN65.13280	Section 5 - Private LX - PR30850 - Prime & Cure - Pavement type B sealed (340m²)	2	2	15-Dec-25	17-Dec-25
I-CN65.13060	Section 5 - Private LX - PR30850 - Civil Works complete	0	0		19-Dec-25
I-CN65.13290	Section 5 - Private LX - PR30850 - Seal /linemarking	1	1	18-Dec-25	19-Dec-25
Trackworks		3	3	04-Feb-26	07-Feb-26
I-CN65.13010	Section 5 - Private LX - PR30850 - Place foundation Block and T-Rehstone	1	1	04-Feb-26	04-Feb-26
I-CN65.13020	Section 5 - Private LX - PR30850 - Place and compact ballast between foundation block (after road	1	1	06-Feb-26	06-Feb-26
I-CN65.13030	Section 5 - Private LX - PR30850 - Tie in works to foundation block	1	1	07-Feb-26	07-Feb-26
Ancillary		3	3	08-Feb-26	10-Feb-26
I-CN65.13040	Section 5 - Private LX - PR30850 - Install Fencing	1	1	08-Feb-26	08-Feb-26
I-CN65.13050	Section 5 - Private LX - PR30850 - Install Signage	1	1	09-Feb-26	09-Feb-26
I-CN65.13260	Section 5 - Private LX - PR30850 - Install Gates	1	1	10-Feb-26	10-Feb-26
Commissioning		0	0	10-Feb-26	10-Feb-26
I-CN65.13320	Section 5 - Private LX - PR30850 - Open	0	0		10-Feb-26

The construction will be staged similar to The Public LX PU5600.


Stage 0
-Utility comms scope
-Clear & Grub
Stage 1
-Construct temporary sidetrack U5 treatment. TC as required
Stage 2
-Construct earthworks, pavement drainage, LX etc, offline. Private traffic on side track
Stage 3
-Switch private traffic back onto existing alignment.
-Demo sidetrack and finish works to the north
Note: Access / staging to be discussed with the landowner as existing alternative property access may be the best option to minimise the construction duration and impact esp. if it can be timed outside of harvest etc.
448400
448350
448300
448250
Duckmans Road

PR32150

The new proposed passive LX is located at approx. Ch 449.66.

A temporary pavement side track will need to be constructed, which will facilitate the construction of earthworks formation, pavement, rail across roadway, LX infrastructure signage etc.

The construction program is shown below.

Activity ID	Activity Name	Planned Duration	Remaining Duration	Start	Finish
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Civils		1	1	06-Jan-26	06-Jan-26
UCN11.14140	Section 5 - Private LX - PR32146 - Clear and Grub	1	1	06-Jan-26	06-Jan-26
Earthworks/Drainage		12	12	07-Jan-26	19-Jan-26
Culvert ID : E7-RD-449670-1 / Type : 2*900mm HDPE / Ch32154		3	3	07-Jan-26	09-Jan-26
UCN65.13690	Section 5 - Private LX - Culvert ID : E7-RD-449670-1 - Trench Excavation/ Culvert site prep	1	1	07-Jan-26	07-Jan-26
UCN65.13700	Section 5 - Private LX - Culvert ID : E7-RD-449670-1 - Place HDPE Pipe	1	1	08-Jan-26	08-Jan-26
UCN65.13710	Section 5 - Private LX - Culvert ID : E7-RD-449670-1 - Detailed backfill	1	1	09-Jan-26	09-Jan-26
Culvert ID : E7-RD-449671-1 / Type : 1*900mm HDPE / Ch32154		3	3	10-Jan-26	12-Jan-26
UCN65.17320	Section 5 - Private LX - Culvert ID : E7-RD-449671-1 - Trench Excavation/ Culvert site prep	1	1	10-Jan-26	10-Jan-26
UCN65.17330	Section 5 - Private LX - Culvert ID : E7-RD-449671-1 - Place HDPE Pipe	1	1	11-Jan-26	11-Jan-26
UCN65.17340	Section 5 - Private LX - Culvert ID : E7-RD-449671-1 - Detailed backfill	1	1	12-Jan-26	12-Jan-26
Culvert - LX-PR32150-04 - (450 RCP - 21m)		3	3	13-Jan-26	16-Jan-26
UCN65.17290	Section 5 - Private LX - PR32146 - Drainage - LX Culvert - Trench Excavation/ Culvert site prep	1	1	13-Jan-26	13-Jan-26
UCN65.17300	Section 5 - Private LX - PR32146 - Drainage - Place HDPE Pipe	1	1	14-Jan-26	14-Jan-26
UCN65.17310	Section 5 - Private LX - PR32146 - Drainage - Detailed backfill	1	1	16-Jan-26	16-Jan-26
Culvert - LX-PR32150-05 - (900 RCP - 14m)		3	3	17-Jan-26	19-Jan-26
UCN65.17260	Section 5 - Private LX - PR32146 - Drainage - LX Culvert - Trench Excavation/ Culvert site prep	1	1	17-Jan-26	17-Jan-26
UCN65.17270	Section 5 - Private LX - PR32146 - Drainage - Place HDPE Pipe	1	1	18-Jan-26	18-Jan-26
UCN65.17280	Section 5 - Private LX - PR32146 - Drainage - Detailed backfill	1	1	19-Jan-26	19-Jan-26
Roadworks		6	6	20-Jan-26	26-Jan-26
UCN65.13720	Section 5 - Private LX - PR32150 - Earthworks	2	2	20-Jan-26	21-Jan-26
UCN65.13730	Section 5 - Private LX - PR32150 - Pavement type A Unsealed (120m²)	1	1	22-Jan-26	22-Jan-26
UCN65.13810	Section 5 - Private LX - PR32150 - Batter face area (120 m²)	1	1	23-Jan-26	23-Jan-26
UCN65.13820	Section 5 - Private LX - PR32150 – Prime & Cure - Pavement type B sealed (195m²)	1	1	24-Jan-26	24-Jan-26
UCN65.13790	Section 5 - Private LX - PR32150 - Civil Works complete	0	0		26-Jan-26
UCN65.13830	Section 5 - Private LX - PR32150 - Seal /linemarking	1	1	26-Jan-26	26-Jan-26
Trackworks		3	3	04-Feb-26	07-Feb-26
UCN65.13740	Section 5 - Private LX - PR32150 - Place foundation Block and T-Kerbstone	1	1	04-Feb-26	04-Feb-26
UCN65.13750	Section 5 - Private LX - PR32150 - Place and compact ballast between foundation block (after road	1	1	06-Feb-26	06-Feb-26
UCN65.13760	Section 5 - Private LX - PR32150 - Tie-in works to foundation block	1	1	07-Feb-26	07-Feb-26
Ancillary		3	3	08-Feb-26	10-Feb-26
UCN65.13770	Section 5 - Private LX - PR32150 - Install Fencing	1	1	08-Feb-26	08-Feb-26
UCN65.13780	Section 5 - Private LX - PR32150 - Install Signage	1	1	09-Feb-26	09-Feb-26
UCN65.13800	Section 5 - Private LX - PR32150 - Install Gates	1	1	10-Feb-26	10-Feb-26
Commissioning		0	0	10-Feb-26	10-Feb-26
UCN65.13860	Section 5 - Private LX - PR32150 - Open	0	0		10-Feb-26

The construction will be staged similar to The Public LX PU5600.

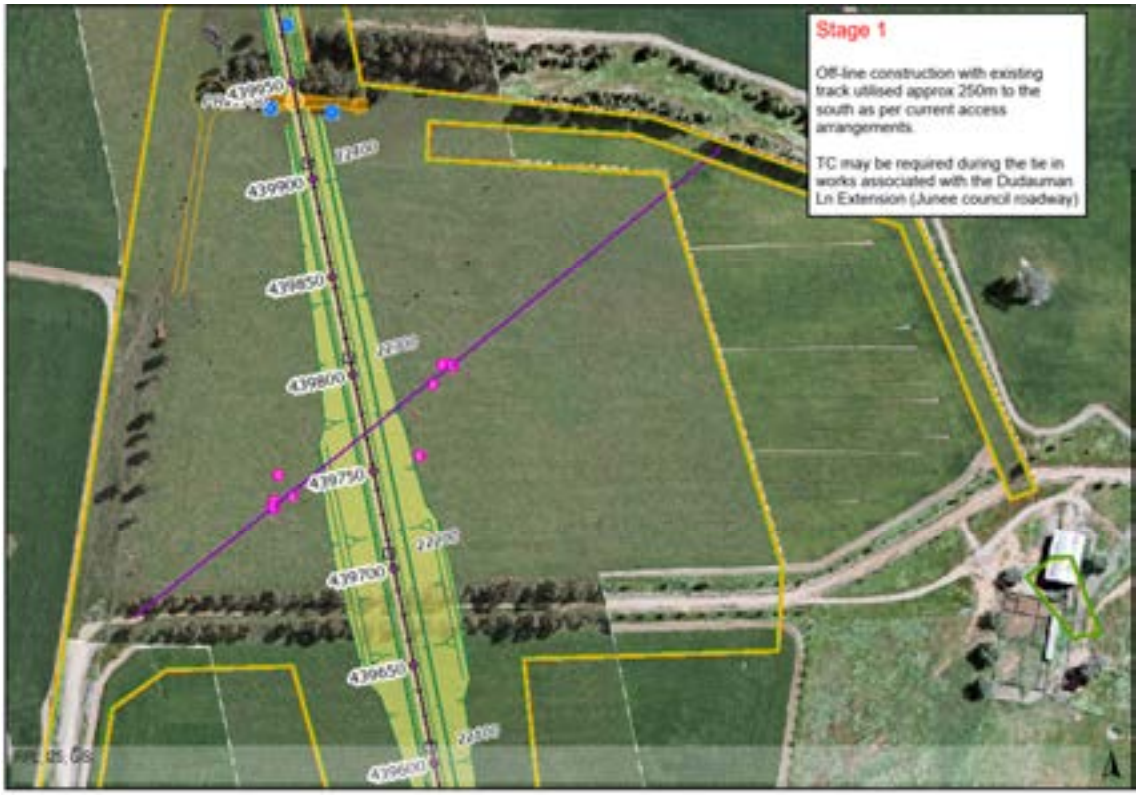

Stage 0
-Clear & grub
Stage 1
-Construct temporary sidetrack U5 treatment. TC as required. Likely utilise existing northern portion of road verge which is outside new road formation
Stage 2
-Construct earthworks, pavement drainage, LX etc, offline. Private traffic on side track
Stage 3
-Switch private traffic back onto existing alignment.
-Demo sidetrack and finish works to the north
Note: Access / staging to be discussed with the landowner as existing alternative property access may be the best option to minimise the construction duration and impact esp. if it can be timed outside of harvest etc.
449650
449600
12100
Quicksmans Road

LX Requiring Existing Side Track During Construction

PR19800



PR22750

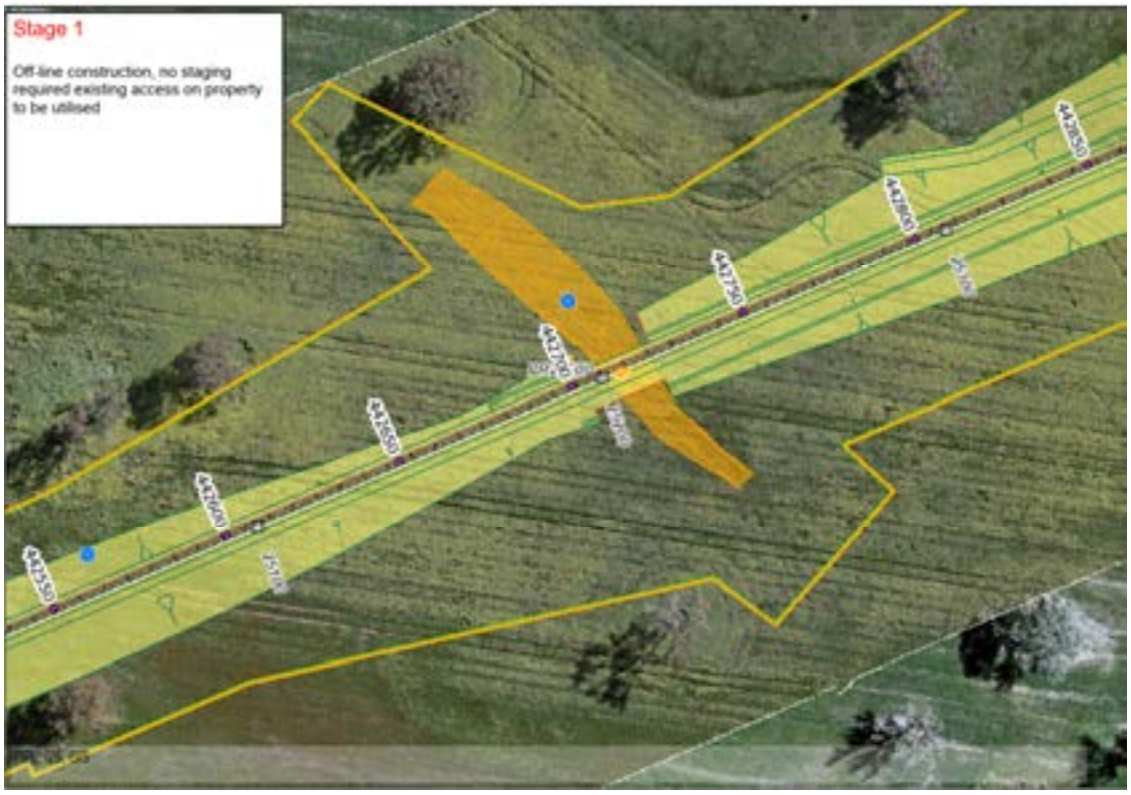


LX with no Impacts on Traffic

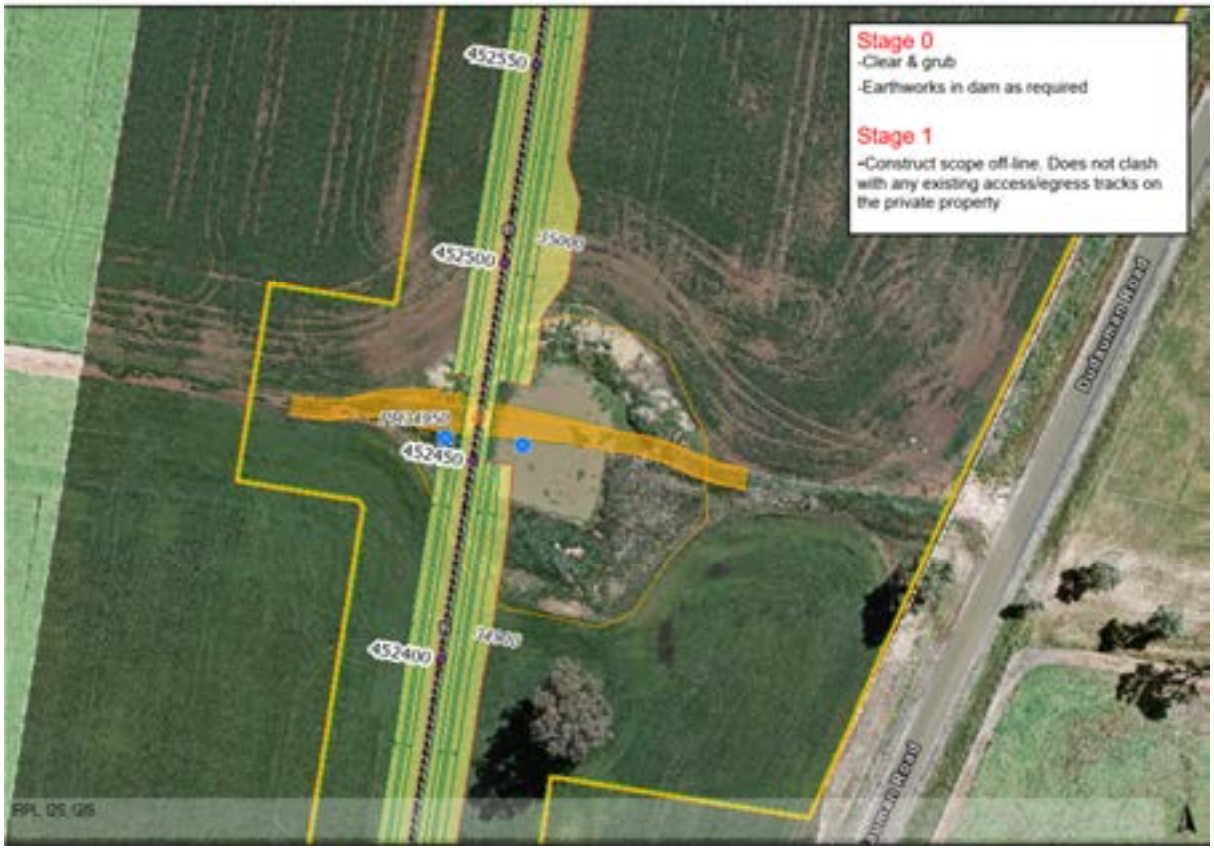
PR21200



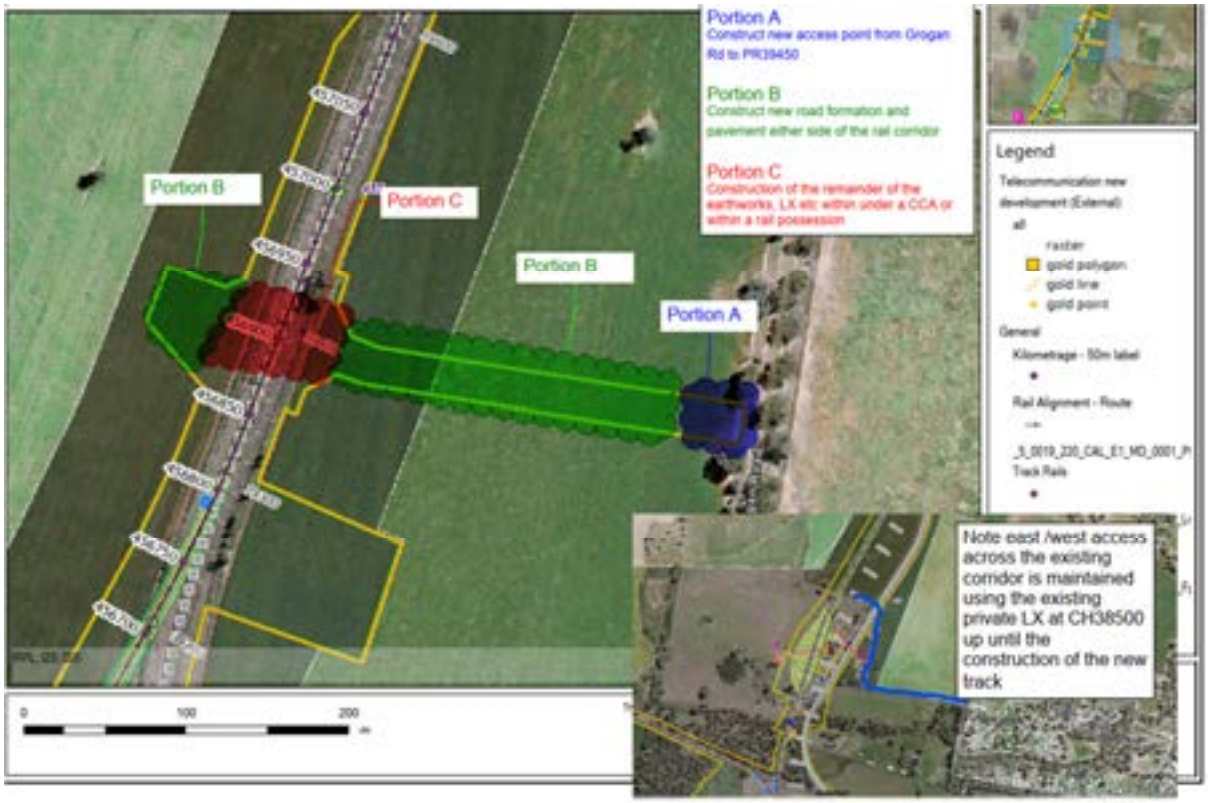
PR24500



PR34950



PR39450



Appendix J - Mobilisation Management Plan



JOHN HOLLAND

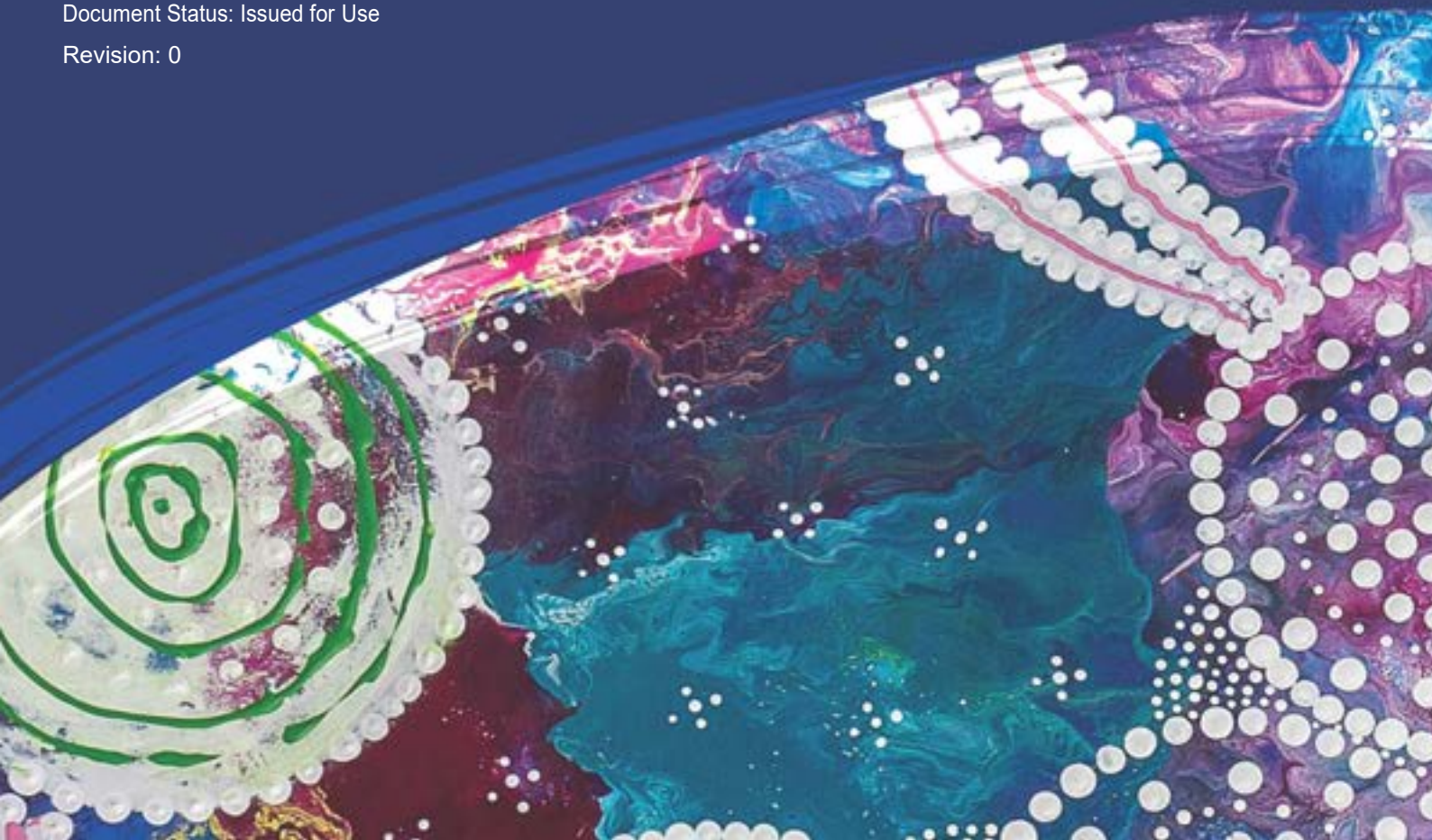
INLAND RAIL
ILLABO TO STOCKINBINGAL PROJECT

Sub Plan: Mobilisation Management Plan

Document Number: 5-0019-220-PMA-00-PL-0023

Document Status: Issued for Use

Revision: 0



Document Control

Document Title	Sub Plan: Mobilisation Management Plan	
IRPL Document No.	5-0019-220-PMA-00-PL-0023	
Prepared By	Tom Brown	
Document Owner	Chad Bevan	
	REVIEWED BY	**APPROVED BY**
Name	Jake Mossman	Chad Bevan
Title	Senior Project Engineer	Construction Manager
Signature **Date**		

Revision History

REVISION	DATE ISSUED	DESCRIPTION
A	8/11/2024	Issued for Review
B	05/02/2025	Issued for Review
C	11/04/2025	Issued for Review
0	13/06/2025	Issued for Use

Document Control

The current reviewed and approved version of this management plan is available on the I2S Project's IMS platform and within SharePoint. Downloaded management plans are deemed uncontrolled and it is the responsibility of the user to ensure they are using the latest revision.

Sponsors should contact I2S's Document Control Team to obtain the latest revision of the management plan before commencing changes to the plan for the next revision.

Reviews and Amendments

This plan is to be reviewed periodically, minimum yearly ensuring the plan is kept updated and remains relevant to the I2S scope of work and consistent with policies, compliance standards and best practice.

Any major revisions or amendments must be approved by the Project Director and/or Senior Leadership Team representative before being distributed/implemented.

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1 Revisions and Distribution

1.1 Revisions

Draft issues of this document are identified as Revision A, B, C etc. Following acceptance by the document approver, the first finialled revision will be Revision 0. Subsequent revisions revision will have an increase of “1” in the revision number (1, 2, 3 etc.).

1.2 Distribution

The controlled master version of this document is available for distribution as appropriate and maintained on the document management system being used on the project. All circulated hard copies of this document are deemed to be uncontrolled.

Client’s Representative	Conrad Strachan
Project Director	Rob Pitt
Construction Manager	Chad Bevan
Rail Systems Manager	Andy Buchanan
Quality & Completions Manager (Project Quality Representative)	Rao Talada
Engineering Manager	Jerome Cargnino
Project Personnel	Aconex Distribution

2 References, Definitions and Abbreviations

2.1 Compliance Roadmap

The following is a tabular representation of the Mobilisation Management Plan requirements as described in the PSR and a reference link to detail how I2S intend to comply.

Table 1: Compliance Roadmap

Reference (DOORS ID OR Specification name/clause)	Requirement	Applicable Section in the QMP
2685002	1.3.2 Without limiting the requirements of clause 20.3 of the Deed, the Contractor shall ensure that Management Plans set out in Table 1 remain at all times relevant and are updated, as a minimum, at each update interval identified in Table 1 for the period from initial submission until:	N/A
2685004	b) in the case of each other Management Plan, until the Date of Final Completion.	N/A
2685009	NO. | CONTRACTOR MANAGEMENT PLAN TITLE | SUBMISSION TIMELINE | CRITICALITY RATING AND UPDATE INTERVAL	N/A
2685037	| SUB-PLAN: MOBILISATION PLAN | WITHIN 30 BUSINESS DAYS AFTER THE DATE OF THIS DEED | LOW / AS REQUIRED	N/A
2685669	5.9.1 The Mobilisation Plan shall:	N/A
2685670	a) describe the mobilisation process, including the Contractor's mobilisation requirements at each part of the Site that the Contractor's Activities will be performed and relevant conditions and timeframes;	Section 6
2685671	b) provide assurance that critical Contractor's Activities will be able to commence at each part of the Site as planned;	Section 6.4, 6.5, 6.6
2685672	c) describe all pre-construction activities required;	Section 6.7
2685673	d) address mobilisation of all key personnel, whether Contractor or Subcontractor personnel required to achieve pre-construction and construction activities including any key recruitment activities;	Section 6.3
2685674	e) describe relevant Approvals required prior to mobilising to Site and commencing any on-Site Contractor's Activities;	Section 6.8
2685675	f) provide the intended program and construction method statement for the relevant Construction Packages in accordance with the environmental management requirements in section 6.1;	Section 6.7 **Ref:** Construction Management Plan (5-0019-220-PMA-00-PL-0020)

Reference (DOORS ID OR Specification name/clause)	Requirement	Applicable Section in the QMP
2685676	g) ensure the construction method statements are sufficient to inform a person about the nature, duration, scale and intensity of work for each Construction Package;	Section 6.7 **Also Ref:** Construction Management Plan (5-0019-220-PMA-00-PL-0020)
2685677	h) identify all Site access points and connections to the local road and pathway networks;	Section 6.4, 6.5, 6.8 **Also Ref:** CTTAMP (Construction Traffic Transport and Access Management Plan) (5-0019-220-PMA-00-PL-0056)
2685678	i) identify all existing infrastructure and third-party assets required to be removed, relocated or replaced to facilitate site establishment; and	Section 6.9
2685679	j) identify those condition assessments which are to be undertaken for all existing infrastructure and assets within or adjacent to the work sites likely to be impacted by the Works or the Contractor's Activities.	Section 6.10

2.2 Definitions and Abbreviations

Definitions and abbreviations to be applied to the Sub Plan: Mobilisation Management Plan are listed below.

Table 2: Definitions

Term/Abbreviation	Description
Client (Principal)	The party to whom John Holland is contracted for a Project. For this project the Client is Inland Rail Pty Ltd (IRPL).
Client's Representative	The person appointed by the Client to perform the duties of the "Project Manager" as defined in the contract.
Contractor	John Holland Pty Ltd (John Holland) as the organisation responsible for the total performance of the works under the Head Contract.
Consultant	The Engineering Consultant who has been engaged or novated to John Holland to perform the design, preparation of detailed "For Construction" documentation and necessary certification to meet contractual requirements.
Subcontractor	Any company, body or person who is contracted to John Holland for the purpose of supplying goods or services. Categories such as manufacturer, fabricator and supplier are considered Subcontractors.
Project Management Plan (PMP) (5-0019-220-PMA-00-PL-0001)	A document setting out the specific management issues, performance outcomes, practices, resources, activities and responsibilities relevant to a particular project or contract i.e. this document.

Table 3: Abbreviations

Term/Abbreviation	Description
AMS	Activity Method Statement
ARTC	Australian Rail Track Corporation
BAU	Business As Usual
CCB	Change Control Board
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
DEMP	Design Engineering Management Plan
DRMP	Document & Records Management Plan
EHM	Environmental & Heritage Manager
EOT	Extension of Time
EPA	Environment Protection Agencies
ERIMP	Emergency Response & Incident Management Plan
HSES	Health, Safety, Environment & Sustainability

Term/Abbreviation	Description
HR/IR	Human Resources/Industrial Relations
I2S	Illabo to Stockinbingal Project
ICT	Information & Communications Technology
IFC	Issued for Construction
IFU	Issued for Use
IMS	Integrated Management System
ITP	Inspection & Test Plan
IRPL	Inland Rail Pty Ltd
JH	John Holland
JHPL	John Holland Pty Ltd
KPI	Key Performance Indicator
NCR	Non-Conformance Record
OH&S	Occupational Health & Safety
PCR	Project Cost Reporting
PPE	Personal Protective Equipment
PMP	Project Management Plan
PMT	Project Management Team
PQMP	Project Quality Management Plan
PSR	Project Scope & Requirements
PWRR	Project Wide Risk Register
QMS	Quality Management System
R&O	Risk & Opportunity
SEP	Site Environmental Plan
SFAIRP	So Far As Is Reasonably Practicable
SIT	System Integration Team
SLT	Senior Leadership Team
SQE	Safety Quality Environment
TMP	Traffic Management Pan
TRA	Task Risk Analysis
WBS	Work Breakdown Structure
Work	Any physical work for the purpose of the CSSI including construction and low impact work but not including operational and maintenance work.
WRA	Workplace Risk Assessment

Term/Abbreviation	Description
WSC	Workplace Safety Committee
MMP	Mobilisation Management Plan
CHMP	Cultural Heritage Management Plan

2.3 References

Design and Construct Deed No: 2200-0019

Relevant Australian and International Standards

Relevant Acts, Regulations, Codes and Ordinances

3 Introduction

3.1 Project Scope

The Inland Rail - Illabo to Stockinbingal (I2S) Project is a 39-kilometre greenfield section where a new track will be constructed in a newly established rail corridor, just east of Illabo, tracking north to Stockinbingal, NSW.

This new section of rail corridor will provide a direct route from Illabo to Stockinbingal through to the existing Forbes line. The line will bypass Cootamundra and the steep and windy Bethungra Range with the Bethungra Spiral.

Bypassing the Bethungra Spiral will improve reliability and reduce travel distance by approximately 23 kilometres.

Burley Griffin Way will undergo a major realignment and a new road over rail bridge will be built. This will enable the closure of one of the existing rail level crossings in Stockinbingal, improving safety. In addition, Ironbong Road will undergo a minor realignment around the proposed level crossing to improve safety.

The project connects with the Albury to Illabo (A2I) and Stockinbingal to Parkes (S2P) enhancement projects.

This design and construct project works will include:

- New track construction
- Earthworks
- Bridge construction
- Culvert and drainage installation
- Road works
- Activated and passive level crossings
- Installation of rail systems
- Utility Adjustments





Figure 1: Inland Rail Map (left), I2S Project Map (right)

4 Roles and Responsibilities

4.1 Management Representatives and Roles

I2S is structured into functional areas headed by the Project Management Team (PMT) member reporting to the Project Director (PD). The PD has nominated the Project Manager to oversee this management plan. For the I2S reporting structure, refer to the I2S Organisational Chart.

4.2 Responsibilities

The Project Team responsibilities with respect to mobilisation management are detailed in Table 1.

Position descriptions are created, agreed and executed between all staff and their direct reports on the Project to ensure clear responsibilities and accountabilities are maintained.

Table 1: Roles and Responsibilities

Key People	Key Accountability and Responsibilities
Project Manager	Develop, implement and ensure compliance with this Mobilisation Management Plan
Construction Manager (Site)	Oversee, coordinate and manage mobilisation activities for I2S Lead the team responsible for mobilisation activities
Occupational Safety Manager	Responsible for safety inductions and training for personnel involved in the performance of activities Ensure all works are delivered in accordance with WH&S requirements
Senior Project Engineer	Planning of works, ensuring compliance with quality and procedures Ensure safety and environmental controls are observed and followed on site Provide technical assistance to the foreman and workforce Develop and monitor work plans in close consultation with the supervisor
Supervisor/Foreman	Workforce management, monitoring safety and environmental controls and site operations Manage and track program and ensure site constraints do not affect sequencing and construction program
Environmental Manager	Ensure all works are delivered in accordance with Environmental & Cultural Heritage requirements.

5 Management System

5.1 Management System Documents

Please refer to the I2S Project Management Plan (5-0019-220-PMA-00-PL-0001) for details on the management system documents for the I2S Project.

5.2 Interface with Other Planning Documents

The figure below shows the major I2S plans identified under the PSR. Sub-plans have been developed as needed.

I2S Management Plans	
Project	**Engineering**
Project Management Plan	Safety Assurance Plan
Sub-Plan: Pandemic Management Plan	Competency Management Plan
Project Controls Management Plan	Interface Management Plan
Quality Management Plan	Integration Management Plan
Project Risk Management Plan	Digital Engineering Execution Plan
Subcontract Packaging and Procurement Management Plan	Systems Engineering Management Plan
Information Management Plan	Sub-Plan: Requirements Management Plan
Master Information Deliverables Plan	Innovation and Value Management Plan
Construction	**Design**
Construction Management Plan	Design Management Plan
Sub-Plan: Construction Traffic Management Plan	"Sub-Plan: Construction Phase Services (CPS) Management Plan"
Sub-Plan: Construction Packages and Construction Staging Plans	Sub-Plan: Electromagnetic Compatibility Management Plan
Sub-Plan: Mobilisation Plan	**Safety**
Sub-Plan: Demobilisation Plan	Project Safety Management Plan
Sub-Plan: Demolition Plan	Sub-Plan: Emergency Management Plan
Sub-Plan: Construction Water Management Plan	Sub-Plan: Occupational Health, Hygiene and Wellness Management Plan
Sub-Plan: Rail Access Management Plan	Sub-Plan: Security Management Plan
Sub-Plan: Construction Monitoring Management Plan	Sub-Plan: Asbestos Management Plan
Sub-Plan: Materials Management Plan	Sub-Plan: Heavy Vehicle Chain of Responsibility Management Plan
Sub-Plan: Surveying Management Plan	
Environmental, Sustainability and Social Performance Management Plans	**Communication and Stakeholder Engagement Management Plans**
Construction Environmental Management Plan as required by IRPL in accordance with the Construction Environmental Management Framework described in section 6.1.	Communication and Stakeholder Engagement Management Plan
Other plans and sub-plans required by the CoA or any other planning authorisation in accordance with section 6.1	Incident Management Plan
Social Delivery Management Plan	**Industrial Relations Management**
Sub-Plan: Local and Indigenous industry participation	Industrial Relations Management Plan
Sub-Plan: Workforce management	**Completion and Handover Plans**
Sub-Plan: Housing and accommodation	Completion and Handover Management
Sub-Plan: Community health and wellbeing	**Configuration Management**
Sustainability Management Plan	Configuration Management Plan

Figure 2: I2S Management Plans

This plan is a sub-plan to the Construction Management Plan. This plan should be read in conjunction with the I2S Project Management Plan and any other interface documents identified in Figure 2.

Table 2: Interface Documents

Planning Document	Interface
Project Management Plan (5-0019-220-PMA-00-PL-0001)	Parent plan to this management plan. Acts as an umbrella document to the Project Management System and ties together the project delivery documents, such as management plans, procedures, forms, work instructions and other planning documents. It also outlines the infrastructure and practices required to deliver the detailed design, procurement, construction and handover of the Project.
Construction Management Plan (5-0019-220-PMA-00-PL-0020)	Provides the approach to construction of the I2S Project
Construction Traffic Transport and Access Management Plan (CTTAMP) (5-0019-220-PMA-00-PL-0056)	Construction Traffic Transport and Access Management Plan (CTTAMP) addresses the process and requirements to facilitate the construction of the Inland Rail I2S Project through minimising impacts on the road users and the road network.
Project Safety Management Plan (5-0019-220-PMA-00-PL-0031)	Provides the approach to WHS for all works
Emergency Management Plan (5-0019-220-PMA-00-PL-0032)	Provides an approach to managing emergency responses and incidents for project works
Quality Management Plan (5-0019-220-PMA-00-PL-0004)	Provides the overall approach to quality management for the Project
Construction Environmental Management Plan (5-0019-220-PMA-00-PL-0037)	Provides the overall approach to environmental management for the Project
Design Engineering Management Plan (5-0019-220-PMA-00-PL-0017)	Outlines the project management practices that will be implemented by the project team in delivery, in order to comply with all contractual and corporate management system requirements relating to Design and Engineering in accordance with PSR

Planning Document	Interface
Information Management Plan (5-0019-220-PMA-00-PL-0007)	Details the management of information throughout the project life cycle from origination, creation, registration, transmission, storage and retrieval, through to maintenance and disposal

6 Site Mobilisation

6.1 Location of Project Office

The co-location of the team is essential to successful integration and productive teamwork. At the start, the I2S team will be co-located at the Mascot Office at Level 5, 15 Bourke Rd, Mascot, NSW 2020.

The construction team will remain at the Mascot Office until such time the site offices are ready for the teams to mobilise to their respective sites for their site works. The project management team will remain at the Mascot Office at Level 5, 15 Bourke Rd, Mascot, NSW 2020.

6.2 Project Sites

Considerations for the selection of a site compound include:

- Disruption - minimising disruption and impact to the surrounding community, stakeholders and rail users
- Access, logistics and productivity – careful planning for moving staff and workforce from nominated access points to amenities, and then to/from work front locations
- Access control – ensuring control over access to the work area(s) is always maintained
- Pre-construction works – evaluating the extent of works required for site establishment in relation to site security, clearing, utility accessibility, supply, and fencing
- Laydown and parking – assessing and provisioning based on optimising use of available area
- Utilities – Access to power, water, sewer, and communications
- Availability of land for utilisation by the project
- Any environmental or heritage restrictions or compliance requirements

Site compound establishment objectives include:

- Work areas to be fully fenced to safely separate the public from the works. Fencing will be by hoarding or chain mesh fence panels with in-ground post foundations wherever possible
- Access to work areas will be via designated gated points, each providing dedicated pedestrian access separated from plant access and vehicle movement paths.
- Establish cribbing as close as possible to the work front to minimise walking time and maximise sitting time during meal breaks – as the site is narrow and constrained, crib facilities will sometimes be separate from work areas
- Walking routes that do not conflict with public walking routes to be established wherever possible. When separate routes are not possible, establish controls to reduce conflicts
- Staff and workforce car parking to be established (where possible) at locations that do not adversely affect the public
- Light Vehicle parking will be separated from Heavy Vehicle & plant. Light vehicle parking will be clearly separated from the laydown areas.
- The overall site will have a fall to allow for stormwater drainage. Chemicals and other products will be stored in bunds and containers to ensure no contamination can occur to existing waterways

- All compounds will be temporary and demobilised after the project finishes. All areas will be reinstated and left in a similar or improved condition to the original state
- All site offices will be compliant with the Worksafe Compliance Code (Workplace amenities and work environment).
- Loud equipment such as generators will be placed away from property boundaries. All noisy equipment will be assessed by the Environmental team and controls will be put in place where required to ensure the community is not affected.
- All staff and subcontractors to act in accordance with the I2S Code of Conduct (5-0019-220-PHR-00-SM-0001).

The I2S site team will establish 6 separate site Offices (including the site accommodation compound) from where works will be managed across the project alignment. A primary project office will be established adjacent to the camp facility at Grogan Road, Stockinbingal to accommodate construction staff; IRPL staff; and the Independent Verifier and Project Verifier (as required); and house the Project Information Centre. Smaller satellite compounds with crib sheds and portable ablutions will be established at CH3000, CH9000, CH18400, CH28200, 351000 and CH40000 for engineers, superintendents, and general workforce. Rail Industry Worker (RIW) login kiosks will be installed at nominated site compounds. Mobile caravans will move along the alignment to accommodate the work front. A full list of site compounds / offices, mobile caravan sites and nominated stockpile/laydown areas can be seen in the table below:

Table 3: Site Offices, Caravan sites and Laydown Locations

Site No.	Chainage	Main Functions	Address	Area (m2)	Site Office	Caravan	Laydown
1	40000	Site Camp / Accommodation Site Office, RIW	Grogan Rd, Stockinbingal	83,206	X		
2	39300	Stockpile / Laydown	Grogan Rd, Stockinbingal	8,421			X
3	38500	Caravan Stockpile / Laydown	Grogan Rd, Stockinbingal	97,087		X	X
4	37500	Stockpile / Laydown	Burley Griffin Way, Stockinbingal	>100,000			X
5	36300	Stockpile / Laydown	Dudauman Rd, Stockinbingal (South of BGW)	3,634			X
6	36050	Stockpile / Laydown	Dudauman Rd, Stockinbingal (South of BGW)	6,301			X
7	35850	Stockpile / Laydown	Dudauman Rd, Stockinbingal (North of LX PR34950)	3,808			X
8	35650	Stockpile / Laydown	Dudauman Rd, Stockinbingal (North of LX PR34950)	4,529			X
9	35100	Site office, RIW Stockpile / Laydown	Dudauman Rd, Stockinbingal (North of Corbys Ln & LX PR34950)	34,417	X		X
10	34000	Stockpile / Laydown	Dudauman Rd, Stockinbingal (North of Corbys Ln &LX PU33780)	4,887			X

Site No.	Chainage	Main Functions	Address	Area (m2)	Site Office	Caravan	Laydown
11	33200	Stockpile / Laydown	Dudauman Rd, Stockinbingal (South of Corbys Ln &LX PU33780)	44,316			X
12	32000	Stockpile / Laydown	Dudauman Rd, Stockinbingal (South of Corbys Ln & LX PR32150)	3,793			X
13	31200	Caravan Stockpile / Laydown	Dudauman Rd, Stockinbingal (North of LX PR30850)	36,309		X	X
14	30600	Stockpile / Laydown	Dudauman Rd, Stockinbingal (South of LX PR30850)	14,326			X
15	28200	Site office, RIW Stockpile / Laydown	SW Corner of Dudauman Rd & Old Cootamundra Rd, Cootamundra	40,361	X		X
16	24400	Stockpile / Laydown	South of Old Cootamundra Rd, Cootamundra	11,908			X
17	22200	Caravan Stockpile / Laydown	Dudauman Rd North of Dudauman La, Dirnaseer	55,378		X	X
18	20000	Caravan Stockpile / Laydown	Dudauman La, Dirnaseer (West Side of alignment)	12,113		X	X
19	18400	Site office, RIW Stockpile / Laydown	Dirnaseer Rd, Bethungra	100,748	X		X
20	16100	Caravan Stockpile / Laydown	East of Ironbong Rd, Bethungra	27,996		X	X
21	14700	Caravan Stockpile / Laydown	East of Hicks Ln / Ironbong Rd Intersection, Bethungra	6,354		X	X
22	12000	Caravan Stockpile / Laydown	South of Hicks Ln / Ironbong Rd Intersection, Bethungra	39,751		X	X
23	9000	Stockpile / Laydown	NE corner of Ironbong Rd / Eulomo Settlement Rd Intersection, Bethungra (East side of rail alignment)	42,795			X
24	9000	Site office, RIW Stockpile / Laydown	NE corner of Ironbong Rd / Eulomo Settlement Rd Intersection, Bethungra (East side of road)	57,282	X		X
25	8400	Stockpile / Laydown	NE corner of Ironbong Rd Intersection, Bethungra (East side of road)	11,824			X

Site No.	Chainage	Main Functions	Address	Area (m2)	Site Office	Caravan	Laydown
26	5500	Caravan Stockpile / Laydown	Old Sydney Rd, Bethungra	22,355		X	X
27	3000	Site office, RIW	North of PR2800 Olympic Hwy, Bethungra	10,360	X		
28	1300	Stockpile / Laydown	Southwest of PR2800 Olympic Hwy	7,063			X

A full mark-up of all locations listed in the table above is illustrated in Appendix A – Site Offices, Caravan Sites and Laydown .

The accommodation camp is to meet the requirement of the CoA, which is addressed in detail in the Site Establishment Management Plan (5-0019-220-PMA-00-PL-0053)

Each of the Minor Ancillary Facilities listed above are to meet the requirements of Condition C9 by satisfying the following:

- Are located within the construction boundary
- Have been assessed by the ER to have:
  - 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
  - minimal environmental impact with respect to waste management and flooding, and
  - no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of the approval

6.3 Project Accommodation/Camp

Due to the limited availability of accommodation in the local area, workforce accommodation demand is likely to extend to other nearby townships including Cootamundra, Junee Temora, Gundagai, Wagga Wagga and Young. Wagga and Young have a relatively long travel time to site, and so would be appropriate only for short-stay accommodation. Based on the limited capability of local accommodation, one workforce accommodation camp will be required for construction. The nominated location for the camp is at Stockinbingal at ~CH 40.000.

A small construction crew, including subcontractors, will be housed in local motel accommodation during camp establishment and other Low Impact Works. The camp in Stockinbingal will provide the main accommodation for the delivery team, workforce, and camp management personnel. By encapsulating the workforce in one discrete area, we will avoid impacts to the community from noise and light spill, crowding, and overparking, and reduce demand for limited local rental accommodation.

Approved under the Environmental Impact Statement (EIS), the camp facility does not pose a high risk to the environment or ecology. The project will retain any trees not directly impacted by the camp footprint and will reduce clearing, wherever possible, through a review of design and layout plans. The site will operate in accordance with project approvals and the EIS, including all traffic, access, and erosion and sediment control requirements.

For any unforeseen surges during construction, short-term accommodation at local townships will be considered (e.g. Albion Hotel at Cootamundra). Surge capacity accommodation will extend to surrounding townships if required to meet demand during construction, providing local economic benefit.

The camp accommodation is to be constructed in full to accommodate the peak construction workforce capacity, however, the operational management will be scaled, as required, to meet the construction program. Civil construction workers will reside at the camp ahead of the track team (since track works will commence at the near completion of the main civil works). As track personnel move into camp accommodation, a portion of the civil team will be demobilising, which will reduce the overall camp population and achieve cost savings.

The accommodation camp site would include the following facilities/items:

1. Reception / Office
2. Kitchen / Dining
3. Accommodation
4. First Aid Room
5. Ablutions Building
6. Recreation Area / Ice Room
7. Gym
8. Laundry / Linen
9. Security Hut
10. Bin Storage Area
11. Generator / Fuel Store
12. Water Treatment Plant
13. Wastewater Treatment Plant
14. Media Room / Rec Room
15. Prayer Room

An indicative layout for the camp can be seen in the figure below:

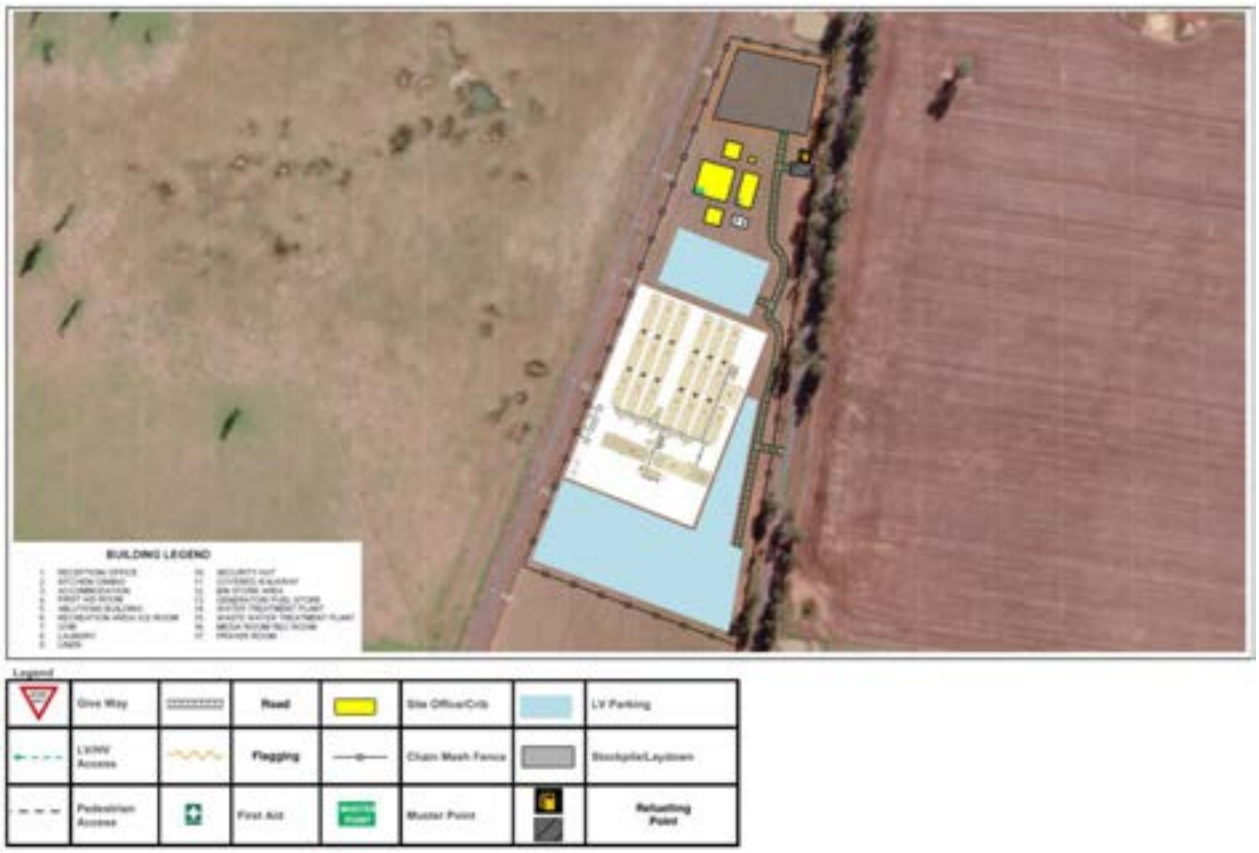


Figure 3: Indicative Layout of the Accommodation Camp

The camp site is to be run on generators with back-up systems to ensure a constant power supply. Water is to be stored in tanks on-site for distribution to the camp facilities. General waste to be managed on site via onsite waste collection and recycling facilities, and then transported to a licenced landfill facility. Wastewater would be collected on site and removed for treatment at a licenced wastewater treatment facility. Facilities for recycling of paper, plastic and metal to be in operation during camp operations.

The accommodation camp is to be accessed from Grogan Road, which is a two-way local road of approximately 6m width. It has a speed limit of 100kms per hour, which reduces to 80kms per hour near a level crossing located approximately 600m to the north of the accommodation camp.

Construction of the accommodation camp would require delivery of prefabricated components including some oversized loads. Grogan Road is not a NSW Oversize Over mass Load Carrying Vehicle approved road; therefore, an access permit would be required from the National Heavy Vehicle Regulator or Cootamundra-Gundagai Regional Council.

The accommodation camp is to be constructed prior to the commencement of main construction works and demobilised once construction of the I2S project has been completed. Rehabilitation of the site would be carried out in accordance with the Inland Rail Landscape and Rehabilitation Strategy to be undertaken during detailed design (refer to the Demobilisation Sub-Management Plan [5-0019-220-PMA-00-PL-0024] for further details).

For further details on the accommodation camp refer to the following Management Plans:

- Site Establishment Management Plan (5-0019-220-PMA-00-PL-0053)
- Sub-Plan: Housing and Accommodation (5-0019-220-PMA-00-PL-0042)

In the event of any contradictions between plans, all information in this Mobilisation Plan regarding the accommodation camp is superseded by the plans listed above.

6.4 Project Site Offices

As stated in Section 6.2, the I2S site team will establish 6 separate Site Offices (including the site accommodation compound) from where works will be managed across the project alignment. A primary project office will be established adjacent to the camp facility at CH40000 at Grogan Road, Stockinbingal to accommodate construction staff; IRPL staff; and the Independent Verifier and Project Verifier (as required). Smaller satellite compounds with crib sheds and portable ablutions will be established at CH3000, CH9000, CH18400, CH28200 and CH35100 for engineers, superintendents, and general workforce.

6.4.1 Compound #1 – Stockinbingal Site Office (~CH40.000)

The primary I2S project site office will be established at the Northern end of the camp facility at Grogan Road, Stockinbingal to accommodate construction staff; IRPL staff; the Independent Verifier and Project Verifier (as required); and house the Project Information Centre. The site office location in the camp is illustrated in the figure below:

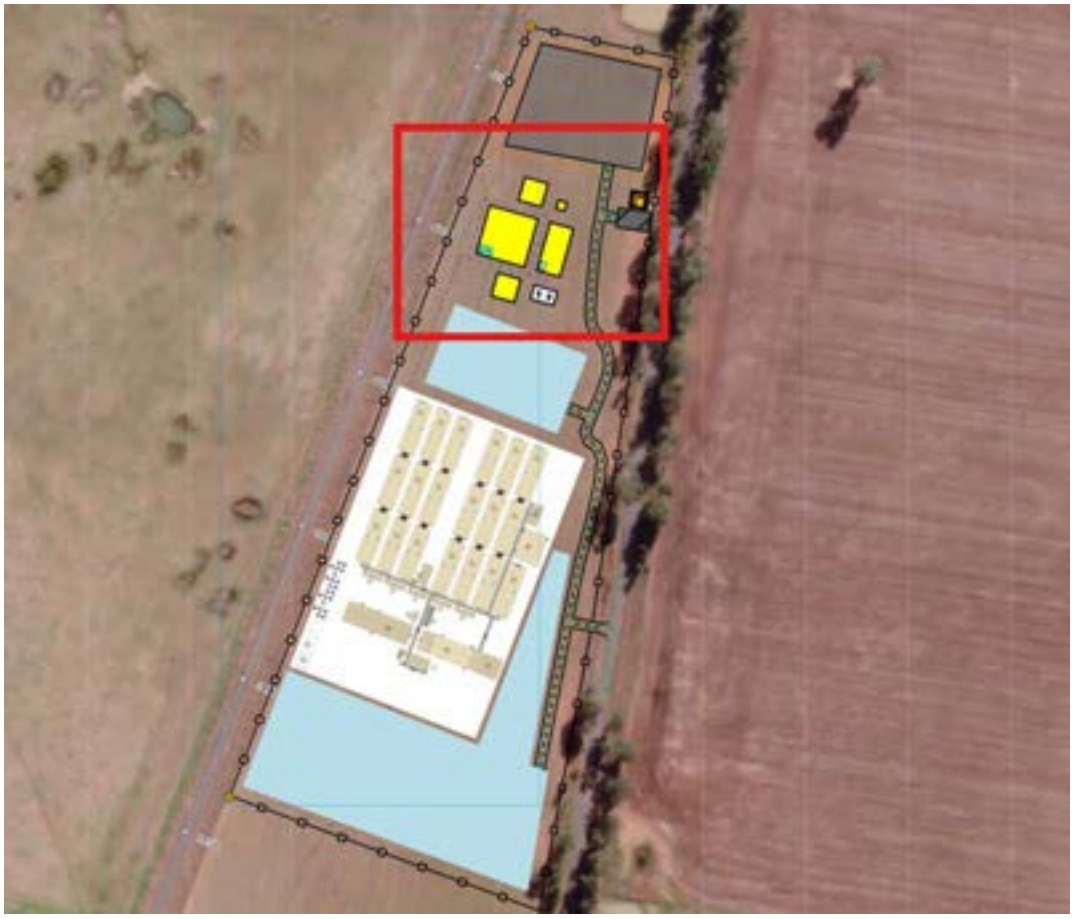


Figure 4: Compound #1 - Indicative Stockinbingal Site Office

The access point for this site office is to be SAP11, directly from Grogan Rd. Further details on the SAP's are outlined in the Construction Traffic Transport and Access Management Plan, CTTAMP (5-0019-220-PMA-00-PL-0056).

The main construction works to be completed from this office are all associated works to Burley Griffin Way and the adjacent trackwork's. This includes, but is not limited to the following:

- Burley Griffin Way Bridge & Roadworks
- Track works at Burley Griffin Way
- Dudauman Creek Bridge
- Various drainage culverts
- Utility relocations
- Large Earthworks Cut areas

6.4.2 Compound #9 – Dudauman Rd Site Office (~CH35.100)

The site office at Dudauman Rd at approximate chainage 35.100 will consist of the following:

- A site office (with RIW Sign-in)
- Lunchroom
- Change rooms, Male & Female toilets
- First Aid Facility
- Tool storage & Bins
- Laydown Area

The location of this site office can be seen in yellow in the figure below:

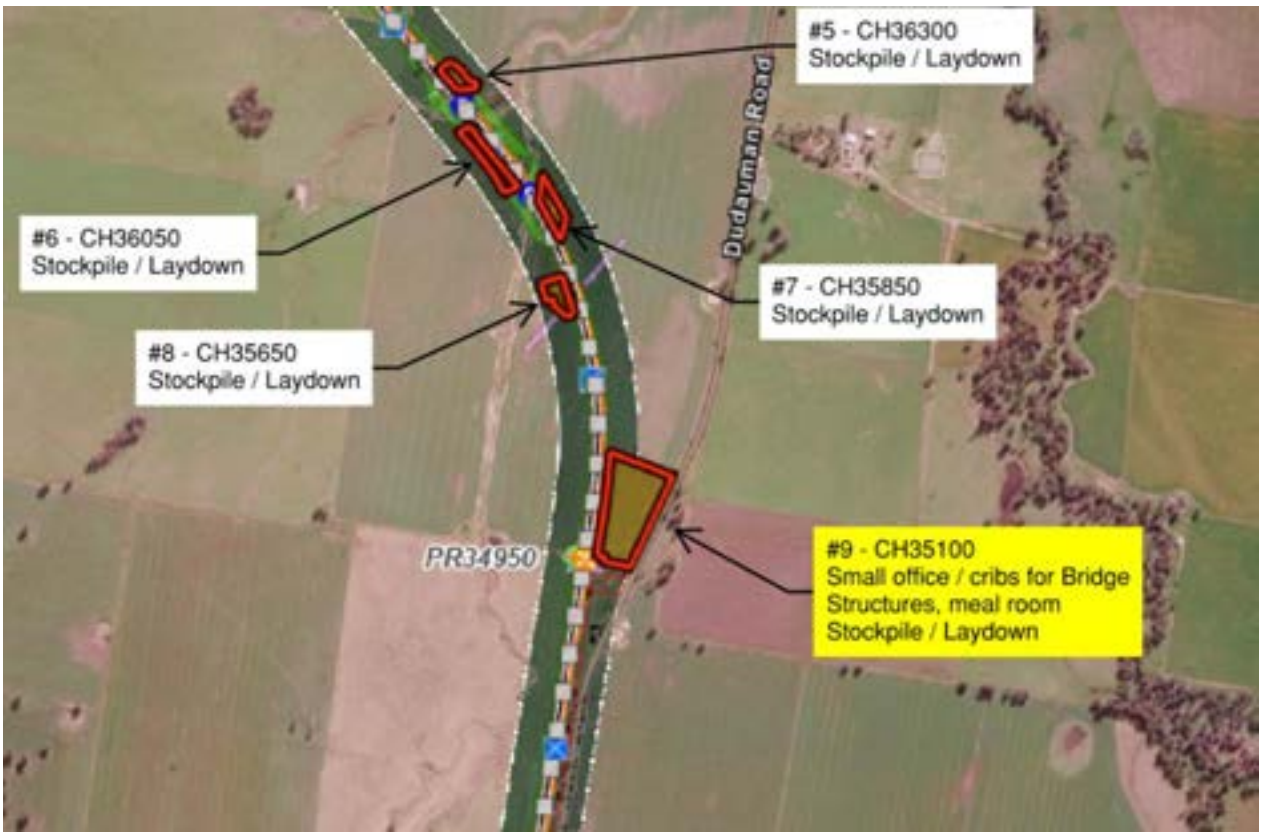


Figure 5: Compound #9 –Dudauman Rd Site Office

The access point for this site office is SAP 7A, which is directly from Dudauman Rd, Stockinbingal. Further details on the SAP's are outlined in the Construction Traffic Transport and Access Management Plan, CTTAMP (5-0019-220-PMA-00-PL-0056).

The main construction works to be completed from this office include, but are not limited to the following:

- Powder Horn Creek Underbridge
- Powder Horn Tributary Creek Underbridge
- Level Crossings PR34950 & PU33780
- Multiple drainage culverts

6.4.3 Compound #15 – Old Cootamundra Rd Site Office (~CH28.200)

The site office at Old Cootamundra Rd at approximate chainage 28.200 will consist of the following:

- A site office (with RIW Sign-in)
- Lunchroom
- Change rooms, Male & Female toilets
- First Aid Facility
- Tool storage & Bins
- Laydown Area

The access point for this site office is SAP6, which is directly from Old Cootamundra Rd. Further details on the SAP's are outlined in the Construction Traffic Transport and Access Management Plan, CTTAMP (5-0019-220-PMA-00-PL-0056).

The location of this site office can be seen in yellow in Figure 6 with an indication of the site compound layout in Figure 7 below:



Figure 6: Compound #15 –Old Cootamundra Rd Site Office



Figure 7: Compound #15 - Indicative Site Office Layout

The main construction works to be completed from this office include, but are not limited to the following:

- Old Cootamundra Road Underbridge (including Retaining Structure)
- Multiple Drainage Culverts & Stock Crossings
- Level Crossing PR24500

An interface with existing services has been identified at this site compound that must be managed during the construction phase. These existing services are to be investigated further during the Low Impact Works to ensure they will not be impacted by site establishment and ongoing activities.

Affected existing services:

- Underground Telstra
- Underground Goldenfields Water
- Overhead Essential Energy – Existing pole in Licensed Project Area
  - To be surveyed -> Raised above rail alignment
  - Pole to be protected with physical barriers (e.g. Jersey Kerb)



Figure 8: Utility Interface at Site Office (Compound #15)

6.4.4 Compound #19 – Dirnaseer Rd Site Office – (~CH18.400)

The site office at Dirnaseer Rd at approximate chainage 18.400 will consist of the following:

- A site office (with RIW Sign-in)
- Lunchroom
- Change rooms, Male & Female toilets
- First Aid Facility
- Tool storage & Bins
- Laydown Area

The access point for this site office is SAP5, which is directly from Dirnaseer Rd. Further details on the SAP's are outlined in the Construction Traffic Transport and Access Management Plan, CTTAMP (5-0019-220-PMA-00-PL-0056).

The location of this site office can be seen in yellow in Figure below:



Figure 9: Compound #19 – Dirnaseer Rd Site Office

The main construction works to be completed from this office include, but are not limited to the following:

- Dirnaseer Rd Bridge
- Level Crossing PR19800 & PU15950
- Multiple Drainage Culverts & Stock Underpasses
- Isobel Creek & Isobel Creek Tributary Bridges (likely Caravan site for these outlined in Section **Error! Reference source not found.**)

6.4.5 Compound #24 – Ironbong Rd Site Office (~CH9.000)

The site office at Ironbong Rd at approximate chainage 9.000 will consist of the following:

- A site office (with RIW Sign-in)
- Lunchroom
- Change rooms, Male & Female toilets
- First Aid Facility
- Tool storage & Bins
- Laydown Area

The access point for this site office is SAP4, or directly from Ironbong Rd. Further details on the SAP's are outlined in the Construction Traffic Transport and Access Management Plan, CTTAMP (5-0019-220-PMA-00-PL-0056).

The location of this site office can be seen in yellow in Figure below:



Figure 10: Compound #24 – Ironbong Rd Site Office

The main construction works to be completed from this office include, but are not limited to the following:

- Level Crossings PU8160 & PU11390
- Ironbong Rd realignment
- Run Boundary Creek Underbridge
- Ullandra Creek Underbridge
- Various Drainage Culverts & Stock Underpasses

Note: the use of this laydown area shall consider the impacts of flooding to and from Ulandra Creek. Special consideration shall be made when developing Erosion and Sediment Control Plans (ESCP's)

6.4.6 Compound #27 – Illabo Site Office (~CH3.000)

The site office at Olympic Hwy at approximate chainage 3.000 will consist of the following:

- A site office (with RIW Sign-in)
- Lunchroom
- Male & Female toilets
- First Aid Facility

The access point for this site office is SAP2, which is directly from Olympic Hwy. This access point also requires the existing level crossing to be utilised at ~CH2800, which is currently closed. Further details on the SAP's are outlined in the Construction Traffic Transport and Access Management Plan, CTTAMP (5-0019-220-PMA-00-PL-0056).

The location of this site office can be seen in yellow in Figure 11 below, with an indicative site compound layout shown in Figure 12 below:

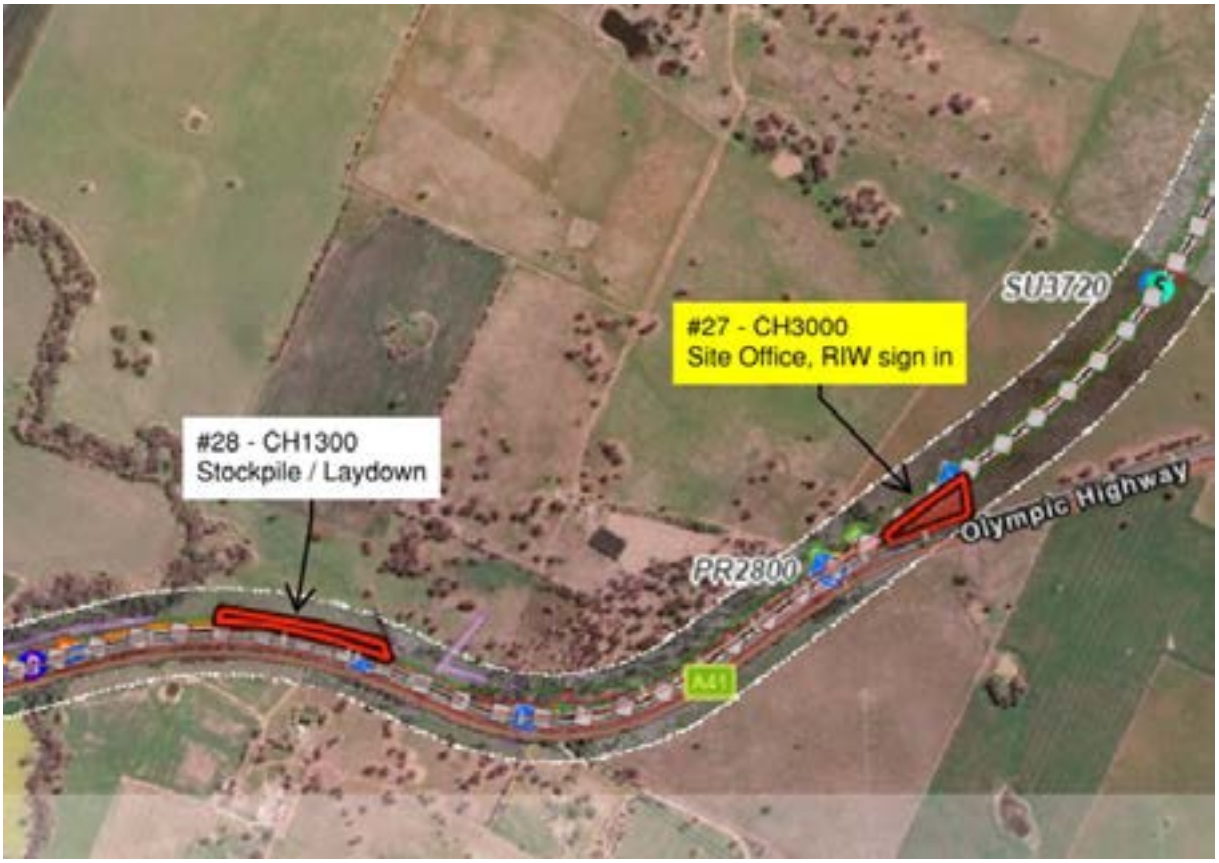


Figure 11: Compound #27 – Olympic Hwy Site Office



Figure 12: Compound #27 - Indicative Site Office Layout

The main construction works to be completed from this office include, but are not limited to the following

- All Illabo tie in works
- Billabong Creek Underbridge
- Multiple drainage culverts and stock underpasses

An interface with an existing service has been identified at this site compound that must be managed during the construction phase. There is an existing underground Optus fibre optics along the edge of the proposed compound that will be investigated further during the Low Impact Works to ensure it will not be impacted by site establishment and ongoing activities. This Optus service can be seen in the figure below:

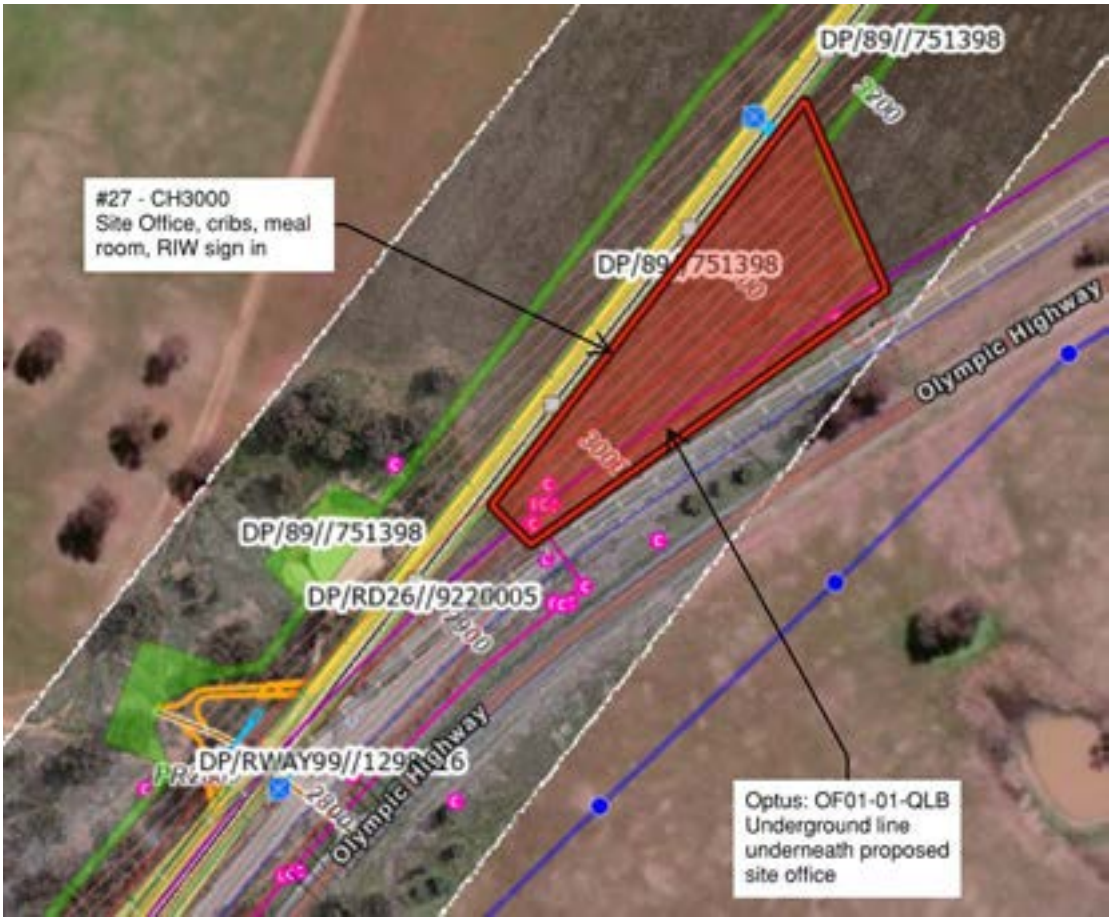


Figure 13: Underground Optus located under Illabo Site Office

6.5 I2S Project Caravan locations

Mobile caravans will move along the alignment at nominated locations between site offices to accommodate the work front. The criteria for selecting these sites were the location of major works, such as bridges, and to reside within large areas of the Licensed Project Area in order to provide parking and establish large laydown areas adjacent to the caravan. Several suitable sites for the caravans that meet these criteria are shown in Appendix A – Site Offices, Caravan Sites and Laydown and a typical layout of a caravan site can be seen in Figure 15 & Figure 15 below.



Figure 14: Compound #26 – Proposed Caravan Site & Laydown



Figure 15: Typical Caravan Site Layout (Compound #9 - Old Sydney Rd)

6.6 Laydown Areas and Storage Warehousing

The I2S project team will establish several laydown areas and storage warehousing/tool shed locations across different sites to ensure adequate space to store required construction materials. A combination of covered/uncovered areas have been secured for storing various materials. These locations are shown in Appendix A – Site Offices, Caravan Sites and Laydown , with compounds nominated as laydowns only listed in the sections below.

Relevant Site Engineers or Project Engineers and Site Supervisors for the work package will be responsible for coordination and checking all equipment and materials being delivered to these laydown areas and storage areas to confirm receipt and complete any QA (Quality Assurance) requirements prior to incorporating these materials into the works. This will be carried out utilising the equipment/materials delivery checklist within the relevant works-specific ITP.

6.7 Start Up Activities

The key activities during I2S Project start-up will be:

- feature/Cadastral survey
- service investigations
- geotechnical investigations
- dilapidation survey
- site compound setup
- fencing

The Communication and Stakeholder Engagement Management plan (5-0019-220-PMA-00-PL-0045) will cover the interface and interactions between the stakeholders during these start-up activities.

Various Activity Method Statements (AMS) and work packs will be developed and used to manage all works on-site. For the start -up activities there will be a ‘Site Investigation’ AMS, which will cover all Low Impact Works (LIW), and there will be a ‘Site Mobilisation’ AMS, which will cover the site establishment construction activities of setting up site compounds and detail all existing infrastructure and third-party assets required to be removed, relocated or replaced to facilitate the site mobilisation works.

6.8 Site Access and Approvals

6.8.1 General

In general, the following are required in order to access the Licensed Project Area:

- CAA approvals – all works within the ARTC and CRN network requires CAA approval by ARTC
- Communication and Stakeholder Engagement Management Plan
- Communication Action Plan
- Project Safety Management Plan
- Temporary Workforce Accommodation Facility Management Plan (Condition A18)
- The location and set-up of any compound will be communicated to IRPL to verify location of site facilities, muster point and high-level vehicle movements within the site.

6.8.2 Environmental Approvals

Table 4 below outlines the relevant environmental deliverables to be in place prior to the commencement of site activities (Work), as per Table 1 of the Minister’s Conditions of Approval (CSSI-9406). All Deliverables outlined below will be written and submitted in accordance with the PSR Requirements and timings.

Table 4: Environmental Deliverables prior to the commencement of Work.

Condition (CoA CSSI-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; 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.	An Unexpected and Incidental Finds Protocol has been developed for the project in accordance with CoA A17. The Protocol has 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**
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	A Community Complaints Mediator (Jack Ellis) was appointed to the project by the DPHI on 1/10/2024. Aconex reference: **IR2200-DCACT-000879**

Condition (CoA CSSI-9406)	How the condition has been satisfied
Planning Secretary for approval within one month before the commencement of Work.	
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 commencement of LIW was issued to the Department on 4/10/24
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: • information on the current implementation status of the CSSI; • 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; • 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; • a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; • 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 • a copy of the compliance and audit reports required under this approval. 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.	A website has been established for the project, available at: https://inlandrail.com.au

Condition (CoA CSSI-9406)	How the condition has been satisfied
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 24- hour telephone number for the registration of complaints and enquiries about the CSSI; • a postal address to which written complaints and enquires may be sent; • an email address to which electronic complaints and enquiries may be transmitted; and • 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 publicly available on the following website: https://inlandrail.com.au/
The following conditions must be met prior to Works, however, may not be applicable for all of Works proposed.	
E5 An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which is outside the hours defined in Conditions E1 and E2, and that is not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of any	The Out of Hours Work Protocol will be prepared and approved by the Planning Secretary prior to the commencement of any out-of-hours work in consultation with the EPA.

Condition (CoA CSSI-9406)	How the condition has been satisfied
out-of-hours work. The Protocol must be prepared in consultation with the EPA. The Protocol must: • provide a process for the consideration of out-of-hours work against the relevant noise • provide a process for the identification and implementation of mitigation measures for residual impacts, including respite periods in consultation with the community at each affected location; • identify procedures to facilitate the coordination of out-of-hours work approved by an EPL to ensure appropriate respite is provided; • identify an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: i) the ER review all proposed out of hours activities and confirm their risk levels; ii) low risk activities can be approved by the ER, and iii) high risk activities that are approved by the Planning Secretary; and identify Department, EPA and community notification arrangements for approved out-of-hours work, which maybe detailed in the Communication Strategy.	
E135 Prior to the commencement of any ground disturbance work within areas identified as requiring archaeological investigation or salvage identified in documents listed in Condition A1, the Proponent must prepare and implement an Additional Aboriginal Archaeological Survey Methodology and an Aboriginal Archaeological Test Excavation Methodology. The methodology must include procedures for additional archaeological survey of Zones 5, 6, 9 and 10, and management protocols including consultation with the Registered Aboriginal Parties, for any Aboriginal objects and sites identified during the survey.	No ground disturbance Works are to occur within the Indigenous Survey Zones outlined in the EIS (Zones 1-11), including those identified as requiring 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,	Buildings or structures identified in the EIS as being at risk of damage will undergo a condition survey. The results of the survey will be documented in a Condition Survey Report.

Condition (CoA CSSI-9406)	How the condition has been satisfied
and 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**

6.9 Existing Infrastructure Interfaces

6.9.1 Utilities

An assessment of the entire alignment has been conducted to identify all services that will be affected by the I2S Project. A number of these services are to be relocated due to their orientation and/or existing cover to the proposed design finished surface level (FSL). The I2S project team includes a staff member nominated as Utility Manager to manage existing services and be the point of contact and communication for all Utility Service Providers (USP). The Utility Manager will also facilitate the service relocation process with the Utility Service Providers to establish a program, set dates for submissions to Authorities, oversee service relocation designs and obtain final sign-offs.

In addition to the services affected by the permanent works, there are also several utilities that interface with site compounds and laydown areas. These services are to be positively identified and protected for the duration of the project, rather than relocated. A brief overview of the investigation process is outlined below:

- Existing services to be positively identified:
  - Underground services to be located via NDD methods and surveyed by an accredited surveyor
  - Overhead services and poles to be surveyed by an accredited surveyor
- A-Class survey data to be fed back into the site mobilisation strategy to determine if the services require protection or if the site compounds & laydowns can be modified to eliminate the interface
- Potential protection methods for existing services:
  - Underground services: if services are deemed to be too shallow then protection slabs may be installed as a protective measure
  - Overhead Services: tiger tails may be installed on overhead cables and physical barriers such as Jersey Kerbs may be installed to physically delineate/protect utility poles from damage

Several locations that have an interface between site establishment and existing utilities have been identified, with most already being outlined in sections 6.4 and 6.5. However, a full list can be seen in the table below:

Compound No.	Chainage	Main Function	Utilities
1	40000	Site Camp / Accommodation	Telstra: Western verge of Grogan Rd
2	39300	Stockpile / Laydown	Telstra: Western verge of Grogan Rd
4	37500	Stockpile / Laydown	Essential Energy: OH Power ELO-05-QLA ELO-06-QLD
8	35650	Stockpile / Laydown	Essential Energy OH: ELO-04-QLD
10	34000	Stockpile / Laydown	Telstra: TE02-11-QLB

Compound No.	Chainage	Main Function	Utilities
15	28200	Site Office Stockpile / Laydown	North: Goldenfields Water: WA01-01-QLB South: Essential Energy OH: ELO-03-QLA South: Telstra: TE02-09-QLB
17	22200	Caravan Stockpile / Laydown	Telstra - 220-00-1-TE02-08-QLB
20	16100	Caravan Stockpile / Laydown	Telstra - 220-00-1-TE02-06-QLD
26	5500	Caravan Stockpile / Laydown	Telstra - 220-00-1-TE02-02-QLB
27	3000	Site Office	Optus: OF01-01-QLB
28	1300	Stockpile / Laydown	Essential Energy OH: ELO-01-QLD Telstra: TE02-01-QLB Optus: OF01-01-QLB

6.9.2 Track Infrastructure

Most of the I2S project is designated as greenfield, however the Northern and Southern tie-in points at Stockinbingal and Illabo respectively are brownfield areas due to the interface with live rail infrastructure. When it comes to site establishment, the main interface of concern is with the live rail traffic itself. As such, the there are two main areas where this interface is to be managed, which are outlined below:

6.9.2.1 Live Track Interface at Illabo

Two main risks have been identified at Illabo: the first being the works are on the opposite side of the live tracks from Olympic Hwy, resulting in construction traffic having to cross the tracks; the second being that the site office at ~CH3000 (Compound #27) is located adjacent to the live tracks.

The construction access from Sydney Olympic Hwy is to be via the existing level crossing at ~CH2800, which is listed as SAP2. This private level crossing is currently closed but will be reopened for construction purposes and will be managed by a PO and/or traffic control, as required. Refer to the Construction Traffic Transport and Access Management Plan, CTTAMP (5-0019-220-PMA-00-PL-0056) for further details on this access point.

The close proximity of the site office to the live tracks, especially at the designated parking areas, necessitates clear delineation in the form of a chain link fence (or similar) in most areas, but a physical barrier such as concrete Jersey Barriers (or similar) in high traffic areas. The figure below illustrates this:



Figure 16: Illabo Site Office Delineation

6.9.2.2 Live Track Interface at Stockinbingal

Similar to Illabo, the main construction works are on the opposite side of the live tracks from Stockinbingal. The site access point SAP xxix is via the Mclaughlins Lane Level Crossing, which is to be managed by a PO and/or traffic control, as required. Refer to the Construction Traffic Transport and Access Management Plan, CTTAMP (5-0019-220-PMA-00-PL-0056) for further details on this access point.

Also similar to Illabo, the Camp / Accommodation site at Stockinbingal is immediately adjacent to the live rails. Therefore, physical barriers are to be used to delineate high traffic areas from the rail danger zone. This can be seen in the figure below:



Figure 17: Stockinbingal Camp Delineation

6.10 Dilapidation Survey/Reports

An assessment is to be conducted to determine all existing infrastructure and assets within or adjacent to the work sites likely to be impacted by the Works. A dilapidation survey will be undertaken prior to construction works for all nominated areas, including but not limited to the following:

Access roads - all roads in the immediate vicinity of the alignment, from Illabo to Stockinbingal, that will be used during the project lifecycle

Private Roads – any roads that may be used as temporary access routes prior to setting up the main construction routes

Residential & Commercial – all residential building, commercial buildings and assets, Utility assets, open areas etc.

Rail & Signalling – Rail infrastructure, signalling locations, cable routes, lineside equipment etc.

The dilapidation survey reports will provide a baseline condition assessment for the project and will nominate any monitoring requirements and frequencies to be conducted, as per the Construction Monitoring Plan (5-0019-220-PMA-00-PL-0028).

The pre-construction condition assessment is to be provided to the asset owner within twenty (20) Business Days after the condition assessment and/or dilapidation survey has been completed and a minimum of twenty (20) Business Days before any Construction Activities which may affect that existing Site Condition, may commence.

For further details on the dilapidation survey/reports, including relevant CoA's, refer to Appendix B – Condition Assessment Plan.

7 Appendices

Appendix A – Site Offices, Caravan Sites and Laydown Location

Appendix B – Condition Assessment Plan

Appendix K - I2S Country Regional Network / Inland Interface Management Plan

Document Control

Document Title	Country Rail Regional Network / Inland Rail Interface Management Plan	
IRPL Document No.	5-0019-220-PMA-00-PL-0057	
Prepared By	Nirmalya Chakraborty	
Document Owner	Andy Buchanan	
	REVIEWED BY	**APPROVED BY**
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Signature	Approved via Aconex workflow 16/05/2025	Approved via Aconex workflow 16/05/2025
Date		

Revision History

REVISION	DATE ISSUED	DESCRIPTION
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1 Revisions and Distribution

1.1 Revisions

Draft issues of this document are identified as Revision A, B, C etc. Following acceptance by the document approver, the first finalised revision will be Revision 0. Subsequent revisions will have an increase of "1" in the revision number (1, 2, 3 etc.).

1.2 Distribution

The controlled master version of this document is available for distribution as appropriate and maintained on the document management system being used on the project. All circulated hard copies of this document are deemed to be uncontrolled.

Client's Representative	Conrad Strachan
Project Director	Rob Pitt
Construction Manager	Chad Bevan
Quality & Completions Manager (Project Quality Representative)	Shane Aberdeen
Engineering Manager	Jermome Cargnino
Project Personnel	Aconex Distribution

2 References, Definitions and Abbreviations

2.1 Compliance Roadmap

The following is a tabular representation of the Schedule 8 of the Deed-I2S CSSI requirements as described in IRPL Contract No. 2200C0019 and a reference link to detail how I2S intend to comply.

Table 1: Compliance Roadmap

Reference (DOORS ID OR Specification name/clause)	**Requirement**	**Applicable Section in this Plan**
Schedule 8 -I2S CSSI Conditions C21 (k)	Prepare a Country Rail Regional Network/ Inland Rail Interface Management Plan to address potential impacts to Country Rail Regional Network/ Inland Rail Interfaces.	This Plan

2.2 Definitions and Abbreviations

Definitions and abbreviations to be applied to the Country Rail Regional Network/ Inland Rail Interface Management Plan are listed below.

Table 2: Definitions and Abbreviations

Term/Abbreviation	Definition
ARTC	Australian Rail Track Corporation
CCB	Change Control Board
CRN	Country Rail Regional Network
D&C	Design & Construction
IRPL	Inland Rail Pty Ltd
I2S	Illabo to Stockinbingal
JH	John Holland
JHPL	John Holland Pty Ltd
QA	Quality Assurance
CTTAMP	Construction Traffic & Transport Management Plan
TMP	Traffic Management Pan
TRA	Task Risk Analysis Assessment
UGLRL	UGL Regional Linx
TfNSW	Transport for NSW

2.3 References

- Design and Construct Deed No: 2200-0019
- RAIL / RAIL INTERFACE AGREEMENT IA3000 Appendix 09 Inland Rail Specification UGL Regional Linx and Australian Rail Track Corporation Limited for the Stockinbingal - (Temora Branch Line) at Stockinbingal
- UGL Regional Linx Third party work enquiries process
- UGL Regional Linx Accessing the Country Rail Regional Network CRN-PRC-RLS-459032646-213
- UGLRL CCB process Configuration Management Procedure (0-0000-900-PIG-00-PR-0001)

3 Introduction

3.1 Purpose

The purpose of this Country Rail Regional Network / Inland Rail Interface Management Plan is to describe the approach how the Construction Team will manage and control the impact of construction of permanent and temporary works for the Illabo to Stockinbingal (I2S) Inland Rail Project to ensure it complies with the contract.

This will remain a live document throughout the life of the project, being amended and updated as required.

This Country Rail Regional Network / Inland Rail Interface Management Plan will describe the Impact of the I2S project works which includes but not limited to

- During design development-
    - Ensuring design review and approval by Country Rail Regional Network (CRN)
    - Ensuring Country Rail Regional Network (CRN) configuration change process is followed
- During construction-
    - Ensuring all required access permissions are acquired
    - Managing all access during construction as per relevant process and procedures and as per the agreement
    - Managing all construction works as per relevant process and procedures and as per the agreement
- At handover-
    - Ensuring commissioning of all works as per relevant process and procedures
    - Ensuring Country Rail Regional Network (CRN) configuration change process is followed
    - Ensuring all handover is done and relevant documentations submitted as per relevant process and procedures

3.2 Project Scope

The Inland Rail - Illabo to Stockinbingal (I2S) Project is a 39-kilometre greenfield section where a new track will be constructed in a newly established rail corridor, just east of Illabo, tracking north to Stockinbingal, NSW.

This new section of rail corridor will provide a direct route from Illabo to Stockinbingal through to the existing Forbes line. The line will bypass Cootamundra and the steep and windy Bethungra Range with the Bethungra Spiral.

Bypassing the Bethungra Spiral will improve reliability and reduce travel distance by approximately 23 kilometres.

Burley Griffin Way will undergo a major realignment and a new road over rail bridge will be built. This will enable the closure of one of the existing rail level crossings in Stockinbingal, improving safety. In addition, Ironbong Road will undergo a minor realignment around the proposed level crossing to improve safety.

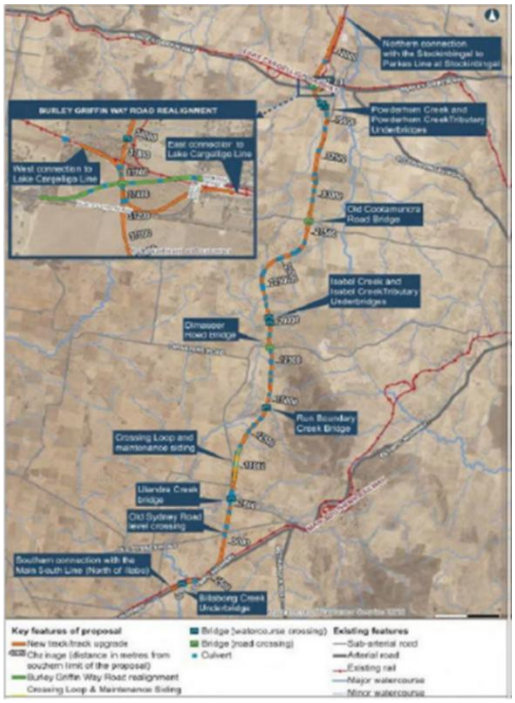
The project connects with the Albury to Illabo (A2I) and Stockinbingal to Parkes (S2P) enhancement projects.

This design and construct project works will include:

- New track construction
- Earthworks

- Bridge construction
- Culvert and drainage installation
- Road works
- Activated and passive level crossings
- Installation of rail systems
- Utility Adjustments





3.3 Relevant Scope of Works within Country Rail Regional Network

Scope of works include-

- Change in existing track alignment with ARTC line towards Cootamundra which includes
  - Removal of track infrastructure
  - Connection of new alignment to existing resulting in track slew
  - Change in ARTC/CRN interface (refer to Km Strategy)
- Associated signalling works-correlation, interface wiring into CRN location cases as required, relocation of signalling equipment as required
- Any signalling support required for track and civil works

Location	Scope Description
CRN Connection (towards Temora) Inland Rail mainline connection with the existing CRN line (towards Temora)	➢ 1 x mainline turnout to connect into the existing CRN line. This will not be within CRN boundary ➢ New track construction from turnout connection of Inland Rail mainline to existing CRN line.

	➢ Partial demolition and/or modification of existing CRN line to allow slewed connection.



4 Interface Management Approach, Structure & Key Personnel

John Holland's Interface Management processes for I2S comprises the processes and procedures used to manage the interfaces associated with the Works and Activities throughout the Project life cycle. John Holland understands that the interface between the project works, and Country Rail Regional Network (CRN) operated by between UGL Regional Linx (UGLRL). We understand successful project delivery requires us to establish effective interface with UGLRL. Our approach to interface cooperation and coordination will be based on proactive, goal-oriented, and open communication, with clear interface ownership.

We are committed to the active engagement of UGLRL to deliver a best-for-project solution.

Interface issues, risks and risk treatments or resolutions will be captured in the centralised Interface Register 5-0019-220-PEN-00-RG-0001 as described in Section 4.7 of Interface and Integration Management Plan (5-0019-220-PMA-00-PL-0011). Issues will be discussed, reviewed and updated in the fortnightly meetings with IRPL and UGLRL and an updated version will be sent to UGLRL through IRPL via Aconex.

4.1 Current Interface Agreement

We'll follow current RAIL / RAIL INTERFACE AGREEMENT IA3000 Appendix 09 between UGL Regional Linx and Australian Rail Track Corporation Limited for the Stockinbingal at all times. Current Interface location will be changed as part of the work and will be presented and communicated to UGLRL through various stages of design and associated design reports.

4.2 Key interfaces to be managed

The key interfaces for the Project, their associated considerations, and our proposed management approaches are summarised in the below Table.

Interface and key interface points	Key considerations	Management approach
• Access • Design • Possession/non-possession works and worksite access plans • Rail Safety Management System. • Commissioning and Handover	• Access permission for any works within CRN corridor • Design co-ordination and relevant CCB process • Possession Approval and non-possession works approval • Timely and effective possession planning across the short and medium term • Rail safety and security of the rail corridor must be maintained at all times and aligned with adjoining projects • Assessed and consistent scenario approach to worksite protection methodology.	• Regular co-ordination meeting with IRPL to discuss about our approach • Access permission application as per UGLRL 3rd party access requirement • Design co-ordination meetings with UGLRL and send the relevant design packages to UGLRL for review. • Follow UGLRL CCB process where required. • Works to be delivered by a brownfield rail-experienced team, with experience delivering works in the ARTC rail corridor • T-minus possession planning process between Project team, and UGLRL will involve: – Interactive sessions through briefing of work scope and program – T- possession planning meetings and Works Coordination, Works Finalisation, Pre-Possession Whiteboard Meetings (T-1 weeks), and Possession De-brief (T+) where required • Safeworking coordination, including review and approval of safeworking worksite protection plans and collaborative implementation of the plan • Alignment with UGLRL access permission and worksite protection plan (WPP) processes, John Holland to incorporate appropriate lead time for works approvals

4.3 Key Personnel

This Interface management will be addressed at all levels of the organisation, with different managers across different interfaces. The Construction Manager will essentially be across all of these interfaces, but the remainder of the team will play and big part in the ongoing management of specific interfaces, resolving issues in their area of expertise.

Refer to 5-0019-220-PMA-00-PL-0001 Project Management Plan for Organisation Structure and roles and responsibilities details.

5 Interface Management

5.1 Interface Identification

This interface management identifies various design packages impacting CRN infrastructure and operations at various stages over the project life cycle.

Project Stage	Key Interface	Management Treatment
• Investigation Stage	• Access permission • Safeworking Management	• Access Permission be managed as per relevant application requirement stated in UGL Regional Linx Third party work enquiries procedure • Access to UGLRL will be in accordance to requirement as in UGL Regional Linx Accessing the Country Rail Regional Network CRN-PRC-RLS-459032646-213 • Safeworking Management detailed in Rail Access Management Plan 5-0019-220-PMA-00-PL-0027
• Design Stage	• Design review and Approval-Various Stages • CCB-Various Stages	• Design Review and Approval be managed as per Design Management Plan 5-0019-220-PMA-00-PL-0017 • CCB at various stages over the project life cycle will be managed as per UGLRL CCB process Configuration Management Procedure (0-0000-900-PIG-00-PR-0001).
• Construction	• Access Permission • Possession management • Safeworking management • Construction Management	• Access Permission be Managed as per relevant application requirement stated in UGL Regional Linx Third party work enquiries procedure • Access to UGLRL and possession management will be in accordance to UGL Regional Linx Accessing the Country Rail Regional Network CRN-PRC-RLS-459032646-213 • Safeworking Management detailed in Rail Access Management Plan 5-0019-220-PMA-00-PL-0027 • Construction Management be as per Construction Management Plan 5-0019-220-PMA-00-PL-0020 • Construction as per relevant UGLRL Standards and Procedures
• Commissioning and Handover	• CCB Commissioning and Asset Handover • Commissioning and approval • Handover infrastructure and required documentations	• CCB for commissioning and handover will be managed as per UGLRL CCB process Configuration Management Procedure (0-0000-900-PIG-00-PR-0001). • Interface Co-ordination Plan-Signalling Work-UGL Regional Linx CRN (Aconex correspondence JH-TRANSMIT-000171) for details on how the interface will be managed for the signalling works • Handover of infrastructure will be managed as per Completion and Handover Management Plan 5-0019-220-PMA-00-PL-00

5.2 Stakeholder Engagement

The project will adopt several structured and staged forums with UGLRL and IRPL to facilitate and capture key Interface conversations and agreements. These will provide a collaborative setting for all parties to identify, discuss and resolve interface issues in forums facilitating effective integration of solution at the working level. Meeting minutes and other information as required will be sent to all parties through Aconex by John Holland.

A TfNSW representative, as owner of the network, will also be is engaged as part of the meeting.

5.3 Access Permission

John Holland will work closely with UGLRL and IRPL to ensure access permission is requested and approved before any works and/or access to CRN corridor. Regular meetings will take place with UGRL to discuss upcoming works, status update of any works.

John Holland will follow the below agreement, process and procedures for any access to CRN corridor-

- RAIL / RAIL INTERFACE AGREEMENT IA3000 Appendix 09 Inland Rail Specification UGL Regional Linx and Australian Rail Track Corporation Limited for the Stockinbingal - (Temora Branch Line) at Stockinbingal
- UGL Regional Linx Third party work enquiries process
- UGL Regional Linx Accessing the Country Rail Regional Network CRN-PRC-RLS-459032646-213

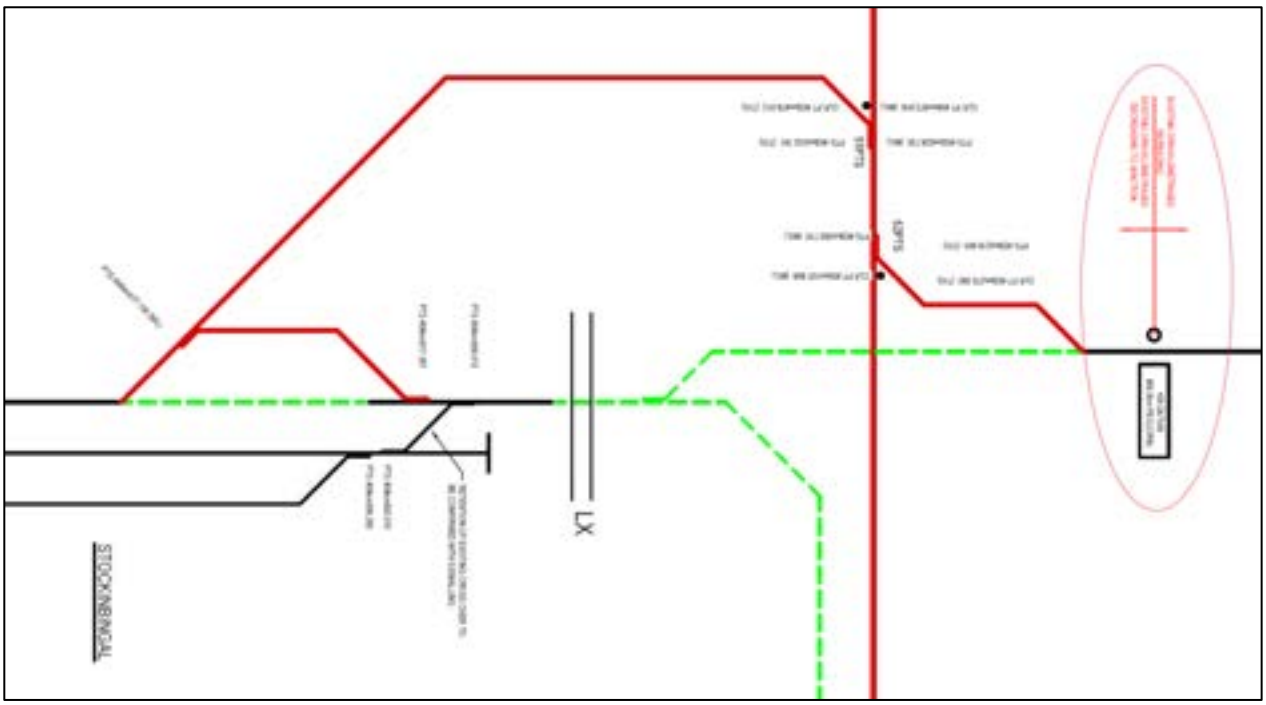
All works within CRN corridor will be as per CRN Network Rules and Procedures.

5.4 Work Program

Work program and status will be communicated to UGRL in our regular meeting.

5.5 Interface-Km Strategy

Current Track Maintenance and property Interface is located at 455.072km as per RAIL / RAIL INTERFACE AGREEMENT IA3000 Appendix 09. A new kilometre strategy is being developed to capture the new interface location and the change in kilometre location at the interface be managed. Kilometre strategy schematic is attached in Appendix A.



5.6 Investigation works

The Site Investigation scope includes the following:

- Preliminary Site Investigation (Site Visit)
- Site Survey
- Environmental surveys, investigations and site works such as:
    - Contamination investigations
    - Heritage survey, test and salvage excavation
    - Biodiversity surveys
    - Erosion and sediment control site review
    - Noise and vibration monitoring / modelling
    - Opportunistic seed collection.
    - General environmental management inspections and reviews (multiple disciplinary i.e. Both JHG environment team, IRPL environment team and relevant SMEs).
- Dam survey work
- Geotechnical Investigations
    - Boreholes
    - Test Pits
    - Geophysics
    - Pavement Cores
    - Auger Holes
- Utility Investigations
    - Underground Utility Locating & Survey
    - Overhead Utility survey
- Dilapidation Survey
    - Rail Systems Dilapidation / Condition Assessment Report consisting of but not limited to:
        - Signalling locations, cable routes, lineside equipment

John Holland will request access permission for the investigation works. Once permission is granted, John Holland will co-ordinate with UGLRL and network operations before going to the corridor ensuring no impact on rail operations. All track infrastructure will be certified by competent personnel before handing over. Refer to Activity Method Statement (AMS) for details methodology, scope details and risk assessment and controls. AMS will be provided to UGLRL as part of the access application.

5.7 Design

Our interface approach is tailored to stakeholder's needs, as outlined in Table below. Further interface and integration strategy are detailed in the Interface and Integration Management Plan (5-0019-220-PMA-00-PL-0011).

Summary Approach	Approvals & Closeout
• Specify and agree requirements. • Provide relevant design packages • Workshop risks and controls • Review of design phases • Requirements verification	• Comment Closeout • Validation that requirements delivered. • Provision of testing and commissioning results • Handover acceptance process

5.7.1 Design Standards

The implementation of the design involves the application design principles, rules and standards to meet the requirements of a specification altered infrastructure. As such, selection and use of appropriate design

standards is a key requirement in ensuring the resultant design meets the specification requirement, complies with statutory regulations and is fit for intended purpose.

- Relevant CRN Standard/s applicable to the design shall be assessed and approved by the designer SME/s prior to commencement of design.
- The project specific standards and legislation that apply to the project are defined in PSR Annexure B Technical Requirement and Annexure G Section 3 Reference Documents
- Any deviation to an approved "Standard/s" represents a potential change to the configuration of the infrastructure and hence, the change shall be managed in accordance with Configuration Management Plan (5-0019-220-PMA-00-PL-0049).
- Changes to standards will be escalated to IRPL for direction as to include or not in accordance with change management and contractual mechanisms

5.7.2 Design Development Stages

Design stages are described in detail in Design Management Plan 5-0019-220-PMA-00-PL-0017. In summary, below are the various stages of design relevant to this Interface and what John Holland will provide to UGLRL for review and approval.

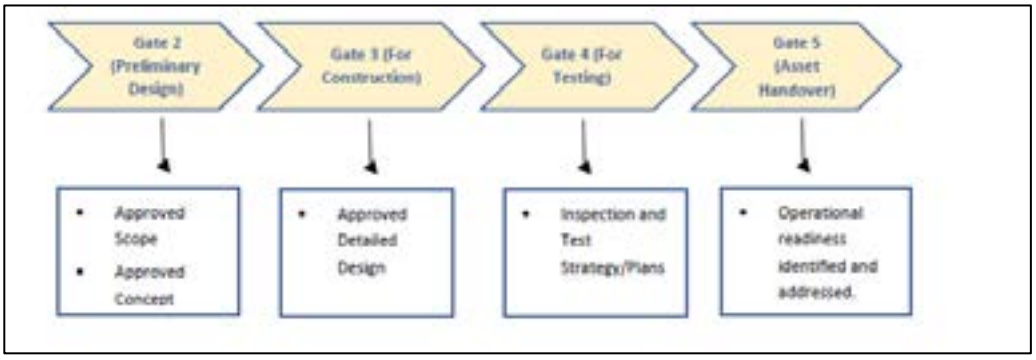
- Feasibility Design Documentation (FDD)- approximately 30% stage
- Preliminary Design Documentation (PDD)- approximately 70% stage
- Detailed Design Documentation (DDD)- 100% design stage
- For Construction Documentation (IFC) - final stage in the development of the Design Documentation
- As Built (ASB)

John Holland, in consultation with IRPL and UGLRL, will determine relevant design packages which will have interface with CRN. Specific part of the design packages relevant to CRN corridor will be provided to UGLRL for review and comments. Comments register will be provided to capture, address and close out any comments. For details refer to Design Management Plan 5-0019-220-PMA-00-PL-0017.

5.7.3 Configuration Change Board (CCB)

We understand Configuration management is essential for ensuring safety and reliability of infrastructure. During the design development, design packages relevant to the configuration of the railway are to follow the Configuration Management Procedure (0-0000-900-PIG-00-PR-0001) which outlines the Configuration Management methods and techniques for maintaining the integrity of the CRN networks during the delivery of Inland Rail within CRN corridor.

John Holland will follow UGLRL Configuration Management Procedure. UGLRL have four defined configuration gates. Gate 0 and Gate 1 are not applicable for CRN configuration changes.



To keep it consistent with our Design Gates and IRPL CCB process, the gateway definition as in above figure (as per UGLRL Configuration Management Procedure), John Holland's interpretation is-

- CCB gate 2 at Feasibility Design Documentation (FDD) phase (equivalent to Gate 3 for IRPL)
- CCB gate 3 at Detailed Design Documentation (DDD) phase (equivalent to Gate 4 for IRPL)
- Gate 4 before Commissioning and testing (equivalent to Gate 5 for IRPL)
- Gate 5 at handover (equivalent to Gate 6 for IRPL)

John Holland will go for CRN CCB meetings in discussion with UGLRL and IRPL where it is determined as required. Where CCB gate is not deemed as necessary as determined by all parties, approval of design stages will be done by UGLRL through comments close out and through Aconex by UGLRL.

5.7.4 Interface Hazard Analysis

Hazard Identification Workshops will be performed to identify and manage interface hazards and associated safety risks throughout the life cycle of the project and as identified in the Safety Assurance Plan. At a minimum, a Safety in Design workshop will be conducted during the Preliminary and Detailed Design stages of the I2S Project, identifying the interface hazards specific to each system associated with the I2S operation and support activities.

5.8 Signalling Deliverables Process

Refer to I2S Interface Co-ordination Plan-Signalling Work-UGL Regional Linx CRN (Aconex correspondence JH-TRANSMIT-000171) for details on how the interface will be managed for the signalling works.

5.9 Construction

Access Permission applications will be submitted for any works within the CRN corridor as per section 5.3 of this document. Once John Holland gets the approval for construction, we will follow UGLRL Network Rukles and Procedures entering in CRN corridor.

5.9.1 Competency Management

John Holland will ensure competency management for all the people working and/or entering CRN corridor. We will use John Holland's well-established competency management system, including competency matrices and the Rail Training and Competency Management Procedure (JH-RAIL-MPR-PPL-003) to ensure all resources have appropriate competencies and are valid. Competency profiles have been established for the full range of roles engaged on John Holland rail projects, including specialist track, signalling, design, and electrical skills. Rail Safety Worker roles have been set in line with nationally accredited competencies defined in the Australasian Railway Association RIW website.

During mobilisation, we will establish Competency Management Plan 5-0019-220-PMA-00-PL-0010 for the project, reviewing all roles to ensure compliance with UGLRL requirements.

5.9.2 Safeworking

John Holland will follow the below agreement, process and procedures for any access to CRN corridor-

- UGL Regional Linx Accessing the Country Rail Regional Network CRN-PRC-RLS-459032646-213

John Holland will ensure all personnel have the required competencies to enter and work in CRN corridor. Competent and experienced Safeworking Personnel will be engaged by John Holland to manage Safeworking. John Holland will notify UGLRL prior to entering the rail corridor and will minimise any disruption to rail traffic.

5.9.3 Possession Management

We have identified works which can't take place under other safeworking methods other than during scheduled possession to ensure minimal disruption to rail traffic. The Wwork program is developed showing activities to happen during scheduled possession. Activities for each worksite will be planned by our subject matter experts to ensure activities can be carried out safely, in a manner which minimises Handback delay risk, and without disruption, interference or impact on operational rail traffic or ARTC's or IRPL's maintenance, projects, and other activities.

Refer to Rail Access Management Plan 5-0019-220-PMA-00-PL-0027 for more details on our strategy on track possession planning and implementation.

5.9.4 Construction Traffic

Coordination and consultation would occur with the proponents of any current construction interface works as well as any concurrent road/rail interfaces (TfNSW/CRN), with potential for cumulative impacts at the appropriate project stages. Discussions on Construction Traffic with UGLRL will include:

- Provision of regular updates on construction planning for the proposal
- Identification of key potential conflict points with other construction projects
- Developing mitigation strategies to manage conflicts

Depending on the nature of the conflict, this could involve coordination of traffic management arrangements between projects, where reasonable and feasible.

UGLRL representatives will also be invited the IRPL I2S Traffic Management Risk Workshop, where relevant.

5.10 Commissioning of Signalling

Once the signalling infrastructure is ready for commissioning and testing, commissioning plan and associated required documentation will be developed by SMEs and will be provided to UGLRL for review and approval. CCB Gate 4 will be used for approval purpose where agreed.

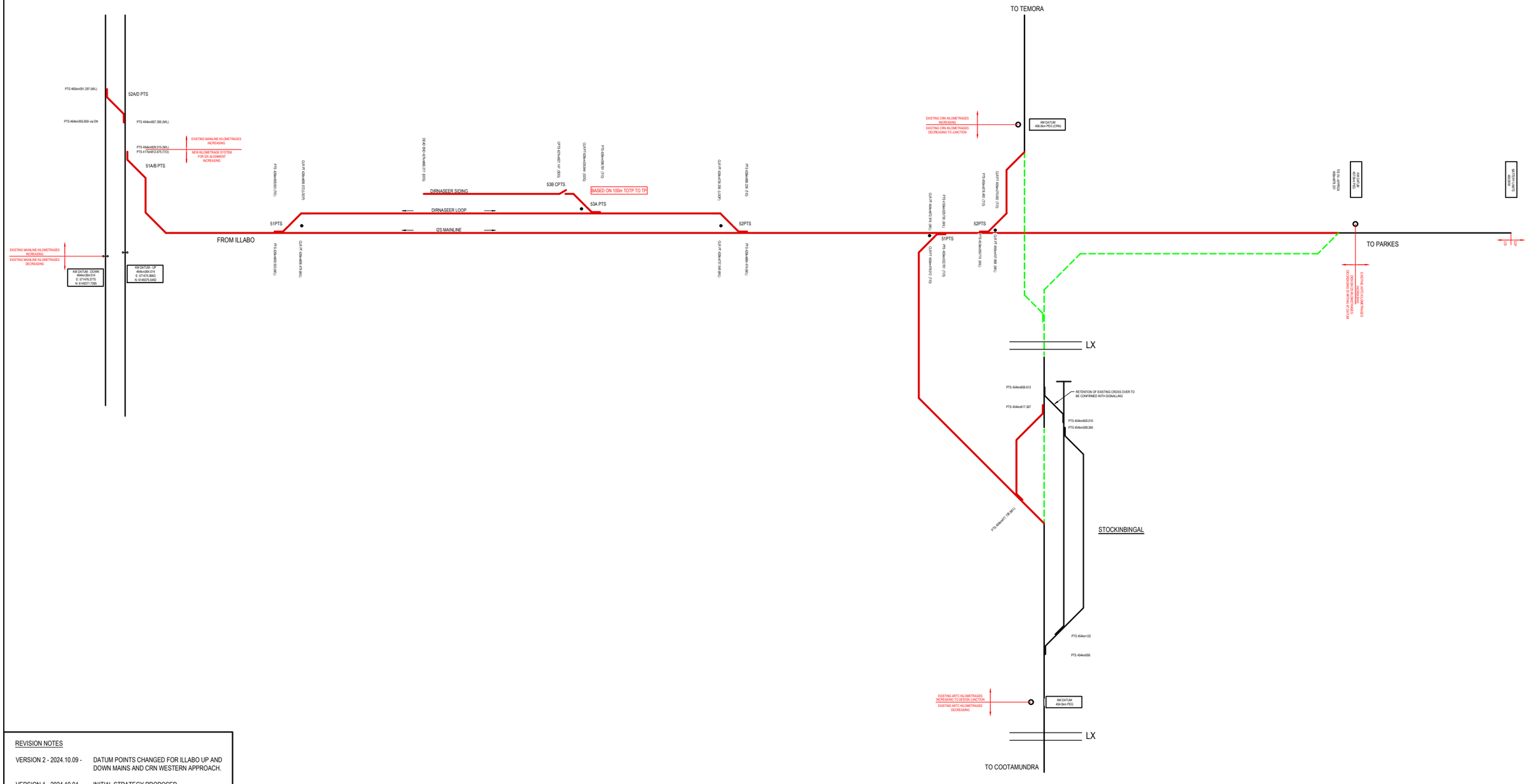
Refer to I2S Interface Co-ordination Plan-Signalling Work-UGL Regional Linx CRN (Aconex correspondence JH-TRANSMIT-000171) for details.

5.11 Completion and Handover

Completion and handover will take place as per relevant CRN/UGLRL standards and procedures. Refer to Completion and Handover Management Plan 5-0019-220-PMA-00-PL-0048 for details.

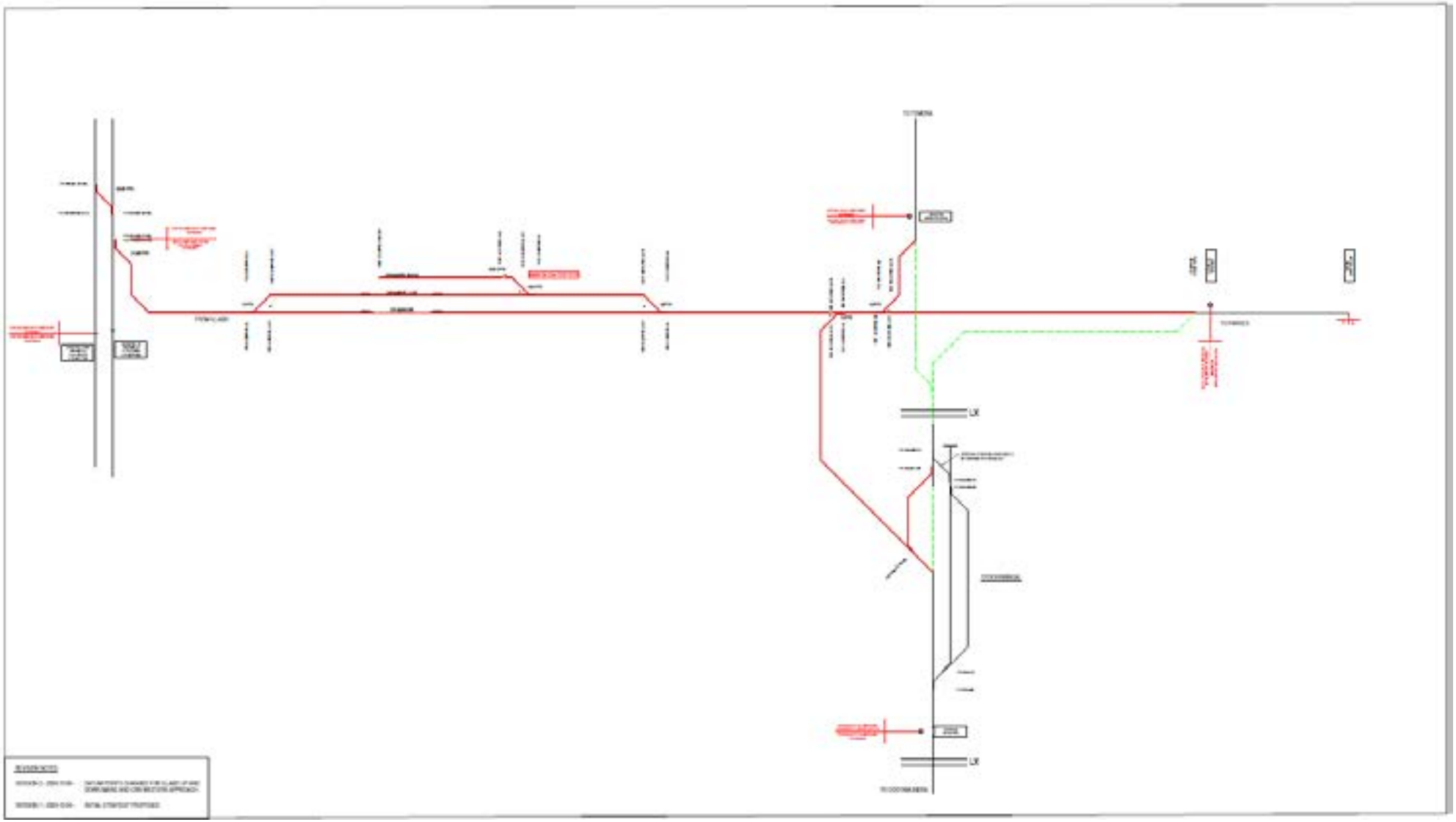
6 Appendices

Appendix A- Schematic-Km Strategy



REVISION NOTES

VERSION 2 - 2024.10.09 -	DATUM POINTS CHANGED FOR ILLABO UP AND DOWN MAINS AND CRN WESTERN APPROACH.
VERSION 1 - 2024.10.04 -	INITIAL STRATEGY PROPOSED



Appendix L - I2S Heavy Vehicle Compliance Related Plans



JOHN HOLLAND

INLAND RAIL

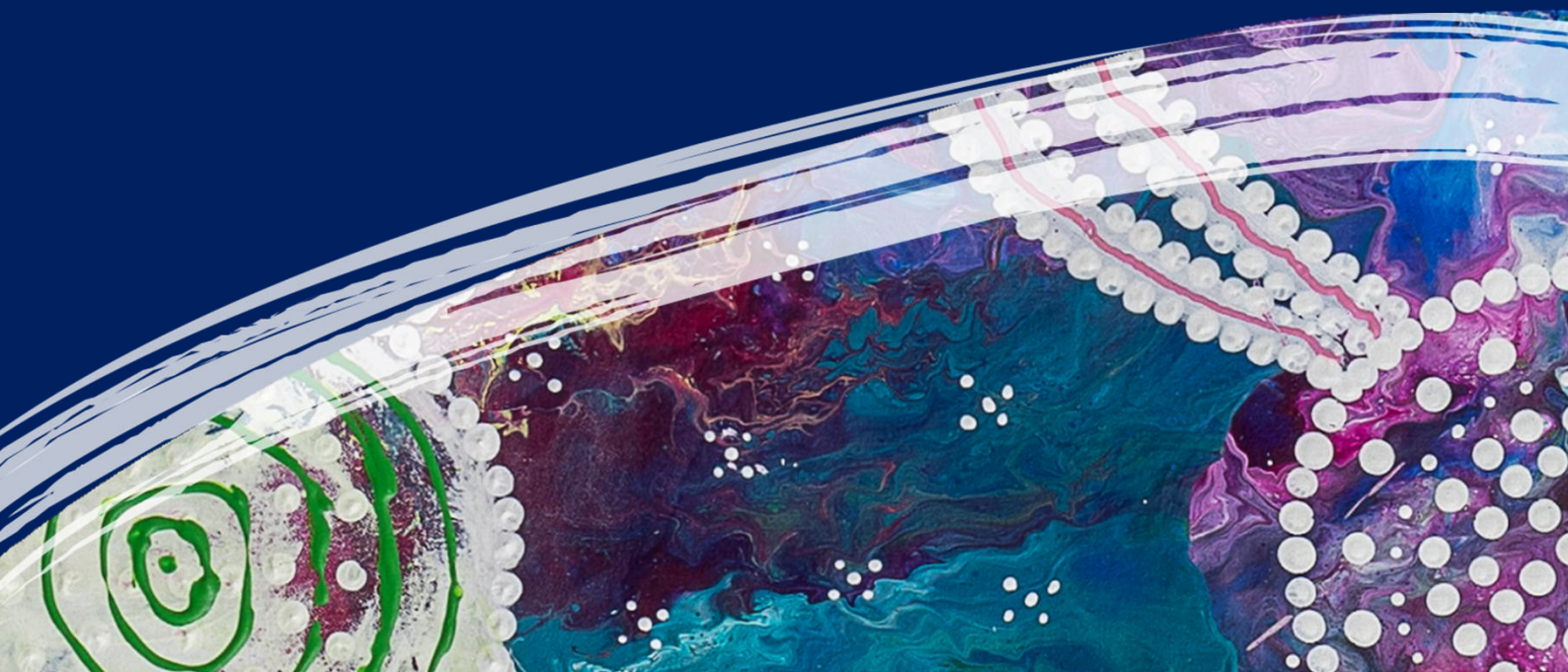
ILLABO TO STOCKINBINGAL PROJECT

Sub-Plan: Heavy Vehicle Chain of Responsibility Management Plan

Document Number: 5-0019-220-PMA-00-PL-0036

Document Status: Issued for Use

Revision: 0



Document Control

Documentation Title	Sub-Plan: Heavy Vehicle Chain of Responsibility Management Plan	
IRPL Documentation No.	5-0019-220-PMA-00-PL-0036	
Prepared By	Andrea Alvez	
Document Owner	Mark Baranowski	
	REVIEWED BY	APPROVED BY
Name	Mark Baranowski	Andy Buchanan
Title	Rail Safety Manager	Project Manager
Signature		
Date		

Revision History

REVISION	DATE ISSUED	DESCRIPTION
A	31/10/2024	Issued for Review
B	02/12/2024	Issued for Review
0	10/01/2025	Issued for Use

DOCUMENT CONTROL

The current reviewed and approved version of this management plan is available on the I2S Project's IMS platform and within SharePoint. Downloaded management plans are deemed uncontrolled, and it is the responsibility of the user to ensure they are using the latest revision.

Sponsors should contact I2S's Document Control Team to obtain the latest revision of the management plan before commencing changes to the plan for the next revision.

REVIEWS AND AMENDMENTS

This plan is to be reviewed periodically, minimum yearly ensuring the plan is kept updated and remains relevant to the I2S scope of work and consistent with policies, compliance standards and best practice.

Any major revisions or amendments must be approved by the Project Director and/or Senior Leadership Team representative before being distributed/implemented.

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1. Revisions and Distribution

1.1 Revisions

Draft issues of this document are identified as Revision A, B, C etc. Upon initial issue (generally Contract Award) this will be changed to a sequential number commencing at Revision 0. Revision numbers will continue at Rev. 1, 2 etc.

1.2 Distribution

The controlled master version of this document is available for distribution as appropriate and maintained on the document management system being used on the project. All circulated hard copies of this document are deemed to be uncontrolled.

Client's Representative	Conrad Strachan (Inland Rail Pty Ltd)
Project Director	Rob Pitt (John Holland Group)
Project Manager	Andy Buchman (John Holland Group)
Project WHS Representative	Mark Baranowski
Environmental Manager	Mark Baranowski
Project Personnel	Aconex Distribution

2. References, Definitions and Abbreviations

For clarity on conformance to Client requirements the following table has been prepared to demonstrate compliance to requirements to the contract.

Compliance Roadmap

The following is a tabular representation of the PSR requirements as described in Annexure F and a reference link to detail how I2S intend to comply.

Table 1: Compliance Roadmap

Reference **(DOORS ID OR Specification name/clause)**	Requirement	Applicable Section in this Plan
2675961	8.1.12 Without limiting clause 19.5 of the Deed, the Contractor shall comply with the Heavy Vehicle National Laws.	This Plan
2675966	8.1.15 The Contractor acknowledges that all haulage vehicles require a permit to travel through the National Heavy Vehicle Regulator and that the Contractor must obtain the relevant Road Authority approval.	S5.6
2675967	8.1.16 The Contractor shall ensure that all Heavy Vehicle Operators engaged by the Contractor provide an In Vehicle Monitoring System for all vehicles classified as heavy vehicles under the Heavy Vehicle National Law that includes:	S5.17
2675968	a) real time notification of entry into no-go zones and unapproved public roads;	S5.16
2675969	b) real time tracking of current construction and haulage vehicle locations;	S5.16
2675970	c) historical reporting of used construction and haulage routes;	S5.16
2675971	d) journey route planner of construction and haulage routes;	S5.16
2675973	e) shared online access and reporting function for each relevant Road Authority, Independent Verifier where applicable, and IRPL to review the Contractor's construction and haulage vehicle movements; and	S5.16
2675974	f) reports from these systems, which shall be made available to IRPL upon request.	S5.19
2685002	1.3.2 Without limiting the requirements of clause 20.3 of the Deed, the Contractor shall ensure that Management Plans set out in Table 1 remain at all times relevant and are updated, as a minimum, at each update interval identified in Table 1 for the period from initial submission until:	Page 1
2685004	b) in the case of each other Management Plan, until the Date of Final Completion.	S3.5
2685009	NO. | CONTRACTOR MANAGEMENT PLAN TITLE | SUBMISSION TIMELINE | CRITICALITY RATING AND UPDATE INTERVAL	N/A – Context Requirement
2685051	| SUB-PLAN: HEAVY VEHICLE CHAIN OF RESPONSIBILITY MANAGEMENT PLAN | WITHIN 20 BUSINESS DAYS AFTER THE DATE OF THIS DEED | LOW / AS REQUIRED	N/A – Context Requirement

2.1 Definitions and Abbreviations

Definitions and abbreviations to be applied to the Sub-Plan: Heavy Vehicle Chain of Responsibility Management Plan are listed in table 1 below.

Table 1: Definitions and Abbreviations

Term/Abbreviation	Definition
Act	(Comcare) Work Health & Safety Act
AMS	Activity Method Statement is a planning process to determine detailed methodology which breaks down and analyses individual WRA work elements). Also referred in industry as Work Method Statement (WMS), Work Pack and/or Safety Activity Pack.
Chain of Responsibility	The idea that everybody in the supply chain shares responsibility for ensuing breaches of the HVNL do not occur.
CoR	Chain of Responsibility
Fatigue-regulated heavy vehicle	A heavy vehicle is a fatigue-regulated heavy vehicle if it is any of the following; a motor vehicle with a GVM of more than 12t; a combination with a GVM of more than 12t; a fatigue-regulated bus.
GAVs	General Access Vehicles
GMR	Global Mandatory Requirement
Heavy Vehicle	A motor vehicle or combination with a Gross Vehicle Mass (“GVM”) over 4.5 tonnes.
HVMP	Heavy Vehicle Management Plan (This Plan)
HVNL	Heavy Vehicle National Law
HSC	Health & Safety Committee
HSE	Health, Safety and Environmental
HSR	Health & Safety Representative
NHVR	National Heavy Vehicle Regulator
PPE	Personal Protective Equipment
RAVs	Restricted Access Vehicles
Supply Chain	The activities supporting transport and includes driving, packing loading, scheduling, transportation and receiving.
TMP	Traffic Management Plan (s)
TRA	Task Risk Assessment or equivalent (e.g., JSA)
VMP	Vehicle Management Plan(s)
WHS	Work Health & Safety
WHS&R	Work Health & Safety and Rehabilitation
Worker	In the context of John Holland controlled workplaces, worker refers to John Holland workers, contractors and any person engaged to participate in work activities at the workplace.
WRA	Workplace Risk Assessment

3. Introduction

3.1 Project Scope

The Inland Rail - Illabo to Stockinbingal (I2S) Project is a 39-kilometre greenfield section where a new track will be constructed in a newly established rail corridor, just east of Illabo, tracking north to Stockinbingal, NSW.

This new section of rail corridor will provide a direct route from Illabo to Stockinbingal through to the existing Forbes line. The line will bypass Cootamundra and the steep and windy Bethungra Range with the Bethungra Spiral.

Bypassing the Bethungra Spiral will improve reliability and reduce travel distance by approximately 23 kilometres.

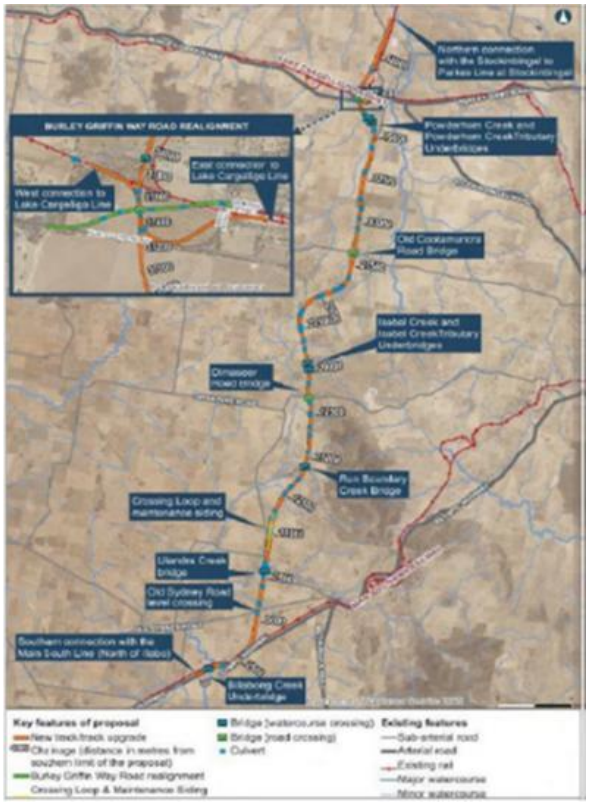
Burley Griffin Way will undergo a major realignment and a new road over rail bridge will be built. This will enable the closure of one of the existing rail level crossings in Stockinbingal, improving safety. In addition, Ironbong Road will undergo a minor realignment around the proposed level crossing to improve safety.

The project connects with the Albury to Illabo (A2I) and Stockinbingal to Parkes (S2P) enhancement projects.

This design and construct project works will include:

- New track construction
- Earthworks
- Bridge construction
- Culvert and drainage installation
- Road works
- Activated and passive level crossings
- Installation of rail systems
- Utility Adjustments





3.2 Purpose & Application

This Heavy Vehicle Management Plan (HVMP) outlines the objectives, management approach, responsibilities and processes for managing the John Holland responsibilities under the Heavy Vehicle National Law (HVNL). This plan has been developed specifically for Inland Rail – Illabo to Stockinbingal (I2S) Project.

The purpose of the Heavy Vehicle Management Plan ('this Plan') is to:

- Describe how John Holland will comply with the requirements outlined in the HVNL
- Identify the controls that will be implemented to comply with John Holland Chain of Responsibility (CoR) obligations
- Provide direction on how John Holland will develop, implement, comply, review, amend and update this Plan as required
- This Management Plan may also to referred to as a "Chain of Responsibility Management Plan."

3.3 Policy and Plan Objectives

Reference Doc No.	Reference Title
JH-MPR-WHS-001	WHS&R Planning
JH-MPR-SQE-010	Incident and Event Management
JH-MPR-PAE-007	Heavy Vehicles Procedure
JH-MPR-WHS-006	Workplace Hazard Identification and Inspection

The primary objective for this workplace is to ensure that all work is carried out in a way that protects people and property from the risks associated with heavy vehicle activities.

To achieve this primary objective, this plan will:

1. Identify and differentiate the role John Holland and its Subcontractors play in the chain of responsibility CoR for heavy vehicles
2. Encourage the engagement of suppliers and contractors who understand their CoR obligations and have management systems in place to maintain and monitor ongoing compliance
3. Ensure the effective consultation and communication between all parties in the supply chain
4. Ensure regular inspections and audits are undertaken to verify ongoing compliance with HVNL
5. Ensure any non-conformance with the HVNL is recorded and reported as an incident in accordance with Workplace Hazard Identification and Inspection and Incident and Event Management
6. Ensure COR breaches are notified within the required timeframes in accordance with the Contract.
7. Ensure personnel involved in the supply chain receive appropriate training
8. Ensure COR impacts are considered during each project phase
9. This plan will be submitted to the IRPL Project Manager for its review at least 25 Business Days prior to the commencement of any of the Contractor's Activities using any Plant and Equipment regulated by the Heavy Vehicle Law on a road. JH will seek to proactively provide reasonable assistance to the IRPL Project Manager to enable IRPL (and any of IRPL's personnel) to satisfy its duties and responsibilities under the COR Laws
10. JH will also obtain and maintain and ensure that each of its personnel or Subcontractors obtains and maintains, all approvals required to enable the applicable activity, function or task to be undertaken lawfully. The implementation of this plan will provide evidence that JH is familiar with and has the capability and resources to comply with the COR Laws and ensure that its personnel and Subcontractors comply with all COR Laws.

3.4 Scope of Plan

Reference Doc No.	Reference Title
JH-MAN-WHS-001	WHS&R Management System Manual

This plan applies to all heavy vehicle activities where John Holland plays a role in the CoR.

Typical heavy vehicle activities to which CoR obligations could apply to John Holland include, but are not limited to:

- Site establishment involving removal and import of materials, delivery of portable buildings
- Bulk excavation spoil removal
- Pre-mixed concrete deliveries
- Reinforcement and structural steel deliveries
- Earthmoving plant deliveries, transfer and removal
- Lifting and marine plant deliveries and removal
- Precast batch plant consumable deliveries including cement, sand aggregates and admixtures
- Segment deliveries from precast plant to site
- Bulk cement deliveries to project sites
- Water treatment chemical deliveries such as sulphuric acid and sodium hydroxide
- Subcontractor plant servicing project sites such as watercarts, vacuum trucks, street sweepers, concrete pumps, cranes and waste bins
- Deliveries construction materials to sites by miscellaneous suppliers
- Buses contracted to undertake site tours

3.5 Plan Development and Review

The Heavy Vehicle Management Plan compliments the suite of management plans and sub-plans that form a detailed, cohesive and consistent framework for managing all aspects of the Project Package.

The Heavy Vehicle Management Plan will be reviewed on an annual basis (as a minimum) or more frequently if required to ensure the relevance of This Plan as the work environment and site activities change.

3.6 Interface with other plans

The HVMP is not a mandatory management plan, however, can be used if requested by a client or as an additional document to help control heavy vehicle activities and comply with the core CoR obligations. The Plan does not replace the need for a Project Management Plan, Safety Management Plan, Environment Management Plan or Quality Management Plan and must be read in conjunction with these mandatory management plans.

This Plan does not include information that would otherwise be included in any of the other mandatory management plans listed above.

3.7 Reference Documents

Reference Doc No.	Reference Title
5-0019-220-PMA-00-PL-0032	Emergency Management Plan
5-0019-220-PMA-00-PL-0031	Work Health & Safety management Plan
JH-MPR-PAE-007	Vehicle Procedure
JH-APP-PAE-007-03	Chain of Responsibility Awareness Presentation
	National Heavy Vehicle Regulator - https://www.nhvr.gov.au/
	Basic Fatigue Management Accreditation Guide (2014)
	Advanced Fatigue Management Business Rules
	Work and Rest Hours Exemption Fact Sheet (2014)
	National Transport Commission - http://www.ntc.gov.au/

Reference Doc No.	Reference Title
	National Transport Commission (NTC) Load Restraint Guide 2nd Edition
	State Road and Transport Services
	NSW – Transport Road and Maritime Services

3.8 Heavy Vehicle National Law

The HVNL came into effect in 2014 and affects all heavy vehicles over 4.5 tonne (gross vehicle mass).

On 1st October 2018, the HVNL was amended to provide that every party in the heavy vehicle transport supply chain has a duty to ensure the safety of their transport activities. In practical terms, this primary duty represents an obligation to eliminate or minimise potential harm or loss by doing all that is reasonably practicable to ensure safety.

This means that multiple parties in the supply chain are responsible for the safety of transport activities in the following areas:

a) Mass, dimension and loading of vehicles
b) Speed compliance
c) Fatigue management
d) Vehicle standards and maintenance

As a party in the supply chain, each party must have management systems and controls in place, such as business practices, training, procedures and review processes that:

- identify, assess, evaluate, and control risk
- manage compliance with the four CoR obligations (listed above)
- involve regular reporting, including to executive officers
- document or record actions taken to manage safety.

3.8.1 CoR obligations

If you undertake specified functions that exercise, or have the capability of exercising control or influence over any transport task, you are part of the COR and must ensure, so far as is reasonably practicable, the safety of the party's transport activities relating to the vehicle.

As a 'party' in the transport supply chain, John Holland has an ongoing responsibility to ensure continual compliance and prevent breaches of mass, dimension, loading, speed and fatigue laws under the HVNL.

As a Principle Contractor, John Holland also has an ongoing responsibility to prevent or reduce potential harm or loss to employees and others, and to ensure that John Holland representatives do not ask, require or direct activities which will knowingly breach the HVNL.

John Holland and other parties in the supply chain must implement a risk-based approach to manage safety and ensure compliance with all requirements of the HVNL including mass, dimension and loading requirements.

To determine how heavy vehicles will be managed onsite, workplaces must identify the role John Holland and our subcontractors play in the CoR and document this in the WRA and AMS. The Heavy Vehicles Procedure defines this process in more detail.

3.9 Legal Requirements and Practical Guidance

Reference Title
Work Health and Safety Act 2011
Work Health and Safety Regulation 2011
Heavy Vehicle National Law (HVNL)
Heavy Vehicle (General) National Regulation
Heavy Vehicle (Fatigue Management) National Regulation

Heavy Vehicle (Mass, Dimension and Loading) National Regulation
Heavy Vehicle (Vehicle Standards) National Regulation
Dangerous Goods (Road and Rail Transport) Act
Dangerous Goods (Road and Rail Transport) Regulation
Load Restraint Guide 2018
Outgoing Materials Inspections Record Packing Slip Container Weight Declaration
National Codes of Practice
Relevant Australian Standards
Heavy Vehicle National Law Registered Industry Code of Practice (RICP), known as the Master Code

Under CoR laws, if you undertake specified functions that exercise, or have the capability of exercising, control or influence over any transport task, you are part of the chain of responsibility and have an obligation to ensure compliance with the HVNL.

This plan references both WHS and CoR requirements as both the Work Health and Safety Act 2011 and Heavy Vehicle National Law are directly connected through Section 18 of the HVNL. This specifies the relationship with the Work Health and Safety legislation. The following is considered:

- The HVNL does not limit the application of the WHS Act 2011 or Regulation 2011 made under that Act
- An offence under the WHS Act 2011 can use evidence of a relevant contravention of the HVNL in any proceeding
- Compliance with the HVNL, is not, in itself, evidence that a person has complied with the WHS Act 2011 or Regulation 2011 or with a common law duty of care.

Legal Compliance

The Corporate HSE Team review Legal compliance changes on a quarterly basis and send a report to the Regional HSEQ Manager's of the changes which may affect the business. Where applicable the HSEQ Managers will notify each Operations or project any changes.

Corporate HSE will review the John Holland Management System to ensure any relevant changes are made to each document. The changes to these documents shall be communicated to the business via the document change program. Operations will undertake the same review and make the necessary changes to their documents as required.

3.10 Penalties

The HVNL includes significant penalties for offences under the HVNL and breaches of the primary safety duties. There are three categories of offences for failing to comply with the duty similar to primary WHS Laws

Offence	Penalty	
Category 1 offence – for a person who is reckless as to the risk	Individual – maximum $300,000 or 5 years imprisonment, or both	Corporation – maximum $3,000,000
Category 2 offence – for exposure to risk of death or serious injury	Individual – maximum $150,000	Corporation – maximum $1,500,000
Category 3 offence – for breaches of the safety duty	Individual – maximum $50,000	Corporation – maximum $500,000

3.10.1 Roles and Responsibilities

3.10.1.1 Parties in the Supply Chain

Every person in the transport supply chain has a responsibility to ensure the safe and legal transport of goods on Australian roads. Those parties who have influence and/or control in the transport chain are detailed in the table below:

Role title	Responsibility
Consignor	dispatcher of the goods
Consignee	person ordering or accepting the delivered goods
Loading / Unloading Manager	responsible for the loading / unloading of the goods
Packer	packer of the goods
Employer	engages someone else to drive a heavy vehicle on their behalf
Scheduler	Schedule the transport of goods by road
Operator	operates or manages the business dispatching the goods
Heavy Vehicle Driver	Person transporting the goods to the destination
Executive	Manages an organisation in the CoR

If a breach of the laws take place due to the action, inaction or demands of a party in the supply chain above, they may be legally accountable for their actions and prosecuted.

For a full list of each parties' key responsibilities, see Chain of Responsibility in the Heavy Vehicle Procedure.

3.10.1.2 Project Responsibility Matrix

	Parties								
Position Description	Consignor	Consignee	Loading / Unloading Manager	Packer	Employer	Scheduler	Operator	Driver	Executive
Project Manager		✓			✓				✓
Construction Manager		✓			✓	✓			✓
Contracts Manager						✓			
General Superintendent	✓	✓	✓		✓	✓			✓
Supervisor	✓	✓	✓		✓	✓			
Store Man			✓	✓					
Earthmoving Plant Operator		✓			✓			✓	
Heavy Vehicle Driver				✓				✓	
Subcontractor	✓		✓	✓	✓	✓	✓	✓	✓

3.10.2 Key COR Hazards/Issues

Reference Doc No.	Reference Title
JH-MPR-SQE-006	Managing Safety, Quality and Environment Risks
JH-MPR-WHS-006	Workplace Hazard Identification and Inspection

Key hazards which This Plan (and other supporting WHS&R guidance) addresses include:

The key hazards and risk types under the HVNL relate to the four core obligations of CoR and include:

- breaches of speed compliance obligations and incidents caused by speeding heavy vehicles
- breaches of fatigue management obligations and incidents caused by drivers being impaired by fatigue
- breaches of mass, dimension and loading obligations and incidents caused by incorrectly positioned or restrained loads and overloaded heavy vehicles
- breaches of vehicle standards obligations and incidents caused by unsafe or defective heavy vehicles.
- Other risks include
- inadequate training on mass, dimension and loading requirements and/or inadequate expertise to verify vehicles / restraining suitability
- Poorly planned or prepared loads
- Ineffective/incorrect loading and unloading practices
- Conflicting commercial arrangements or employment terms between parties
- Poorly planned trip schedules and driver rosters
- Inflexible loading and unloading schedules
- Non-compliance with speed-limiting requirements
- Unrealistic deadlines or timeframes
- Ineffective management of driver fatigue
- Poorly planned driver rosters
- Poorly planned or executed vehicle maintenance
- Inadequate fault recording and reporting, prioritisation and repairs
- Inadequate monitoring activities

4. Management Approach

4.1 Leadership Commitment

John Holland aspires to conducting its operations in compliance with National and State WHS and Heavy Vehicle laws, regulations and codes of practice. Inland Rail – Illabo to Stockinbingal (I2S) Project has a commitment to informing and educating employees of their CoR obligations as they relate to their duties.

We will incorporate the ideals of safer work environments for Workers, Subcontractors and the public by our commitment and compliance to CoR obligations. We recognise our various roles in the CoR and have developed procedures and systems to facilitate compliance, including ensuring the compliance of Subcontractors carrying out work on behalf of Inland Rail – Illabo to Stockinbingal (I2S) Project.

When we have the ability to influence heavy vehicle activities, John Holland is committed to ensuring the following actions and practices are in place to mitigate:

- Driver Fatigue: John Holland ensures processes are in place for the scheduling, monitoring of work and driving hours, training and awareness sessions for relevant personnel.
- Speeding: John Holland ensures scheduling, policies, procedures and ongoing education.
- Load Restraining: John Holland ensures equipment design, policy, procedures and training for John Holland staff.
- Mass Management: John Holland ensures vehicle specification, vehicle-specific load patterns, load sheets, verification of axle load distribution and containerisation.
- Over-Dimension: John Holland ensures equipment design, policy, procedures, permits, route surveys and training for John Holland staff.
- Ongoing Vehicle Maintenance: John Holland ensures all heavy vehicles are inspected, serviced and maintained in-line with manufacturer's requirements by competent organisations by conducting random and targeted verification checks of heavy vehicles operating on the project.
- Training: John Holland will ensure CoR is incorporated within the Project induction and refresher training is provided for all relevant staff, workforce and Subcontractors on an ongoing basis.
- Audit and compliance: John Holland will conduct internal audits, inspections, monitoring and checks to achieve the goal of CoR compliance and a safer work environment for staff, Subcontractors, general public and other stakeholders.
- Incidents: John Holland will report all incidents in accordance with the Incident and Event Management Procedure
- Continuous improvement: John Holland will conduct systematic reviews and audits to ensure John Holland, Subcontractors and Suppliers are meeting CoR compliance requirements.
- Utilisation of NHVR Registered Industry Codes of Practice (RICP).

RICPs provide information and guidance about known hazards and risks in industries that work with heavy vehicles and describe control measures that can be used to manage those risks. Anyone is free to use a registered code to improve their understanding of safety, or to improve their own safety systems or training in an effort to continually improve road and vehicle safety.

4.2 Resources Management

The Workplace Manager will identify and make available appropriate resources to comply with all relevant legislation and management system requirements. These resources will include appropriate financial, staff, equipment, and systems necessary to meet CoR and compliance with heavy vehicle legislation.

The Workplace Manager may delegate CoR responsibility at a worksite level to the responsible Construction or Site Manager.

Relevant CoR awareness training, and coaching, will be identified and provided to staff to enable the discharge of the compliance responsibilities.

The Workplace Manager will regularly review resources to ensure the requirements of This Plan are effectively met.

4.3 Performance Indicators and Targets

The CoR performance indicators targets for this workplace are as follows:

Theme	Lead Indicator	Frequency	Basis of Measurement
Training	COR Training	Monthly	100% Persons who play a role in planning or managing transport activities to be complete CoR Awareness Presentation
Process Risk Management	Subcontractor Interview Questionnaire	As Required	100% of Tender Interview Questionnaires completed for contractors/ major supplies with duties under the HVNL specifically COR
Systems Monitoring	Inspection Checklists	Monthly	100% of planned CoR inspections/ audits conducted in accordance with the Project monitoring schedule.
Process Risk Management	Incident Reporting	Monthly	100% incidents reported within the defined notification time frame
Process Risk Management	Reporting	Monthly	Unsafe acts and conditions reported

The above lag and lead indicators will be monitored and reported to the Workplace manager and discussed at the relevant Project and Safety meetings.

4.4 Consultation and Communication

Reference Doc No.	Reference Title
JH-MPR-WHS-004	Health & Safety Management & Consultation Arrangements (HSMAs)
Code of Practice	Work Health and Safety Consultation, Cooperation and coordination

Consultative arrangements will be implemented between the interface parties at the start of the Project and will continue during the life of the Project. To enable a collaborate approach in resolving any CoR issues. The below table outline forums where relevant information can be shared.

Activity	Frequency	Participants	Reference	Records
Subcontractor/ Major Supplier Tender Interview	Prior to contract award	Project staff & Subcontractor Management	JH-FRM-COM-005-04	JH-FRM-COM-005-04
Contract Signing	Contract Award	Project staff & Subcontractor Management	JH-FRM-LGL-017-03	JH-FRM-LGL-017-03
Site Induction	On start	All personnel and subcontractors	JH-MPR-SQE-001	JH-FRM-SQE-001-01
Pre-Start Meetings	Daily	Supervisor, personnel	JH-MPR-WHS-004	JH-FRM-WHS-004-03
Toolbox Meeting	Weekly	Supervisor, personnel and subcontractors	JH-MPR-WHS-004	JH-FRM-WHS-004-01
Risk Workshops	Prior to activity commencing	Project staff & Subcontractor Management	Workplace Risk Assessments & Activity Method Statements	Workplace Risk Assessments & Activity Method Statements
Project Site Meeting	Weekly/ Fortnightly	Project Manager and relevant Project staff		

Subcontractor Meetings	Weekly/ Fortnightly	Project staff & Subcontractor Management		
Health and Safety Committee (HSC) Meeting	No > 3 monthly	Project Manager, HSRs and key Project personnel and subcontractors	JH-MPR-WHS-004	JH-FRM-WHS-004-02
Contract Correspondents and Meetings	As nominated by Project Manager	Project Manager, Site Supervisors/Superintendent and other relevant parties	Contract requirements	Correspondence and minutes

4.5 Regulators and Government Authorities

The Workplace Manager shall be the point of contact when dealing with the National Heavy Vehicle Regulator (NHVR) or other Authority on CoR matters in connection with the Work. Subcontractors and suppliers must provide details of any NHVL Regulatory Authority notices issued to them for work relating the project.

The principal regulators and government agencies that interact with the Project in relation to CoR matters are shown in the below table with responsibilities and deliverables:

Agency	Responsibilities and Deliverables
Comcare	• Principal Contractor • WHS Act • WHS Regulation
SafeWork NSW	• High risk licenses • Dangerous goods transport • Registration of plant and plant designs • Classification, packaging and labelling requirements for hazardous materials
NSW Environment Protection Authority (EPA)	• Dangerous goods transport
National Heavy Vehicle Regulator (HVNR)	• AccessCONNECT • National Heavy Vehicle Accreditation Scheme (NHVAS) • PBS Certification • Vehicle Access permits • Heavy Vehicle Modifications Approvals • Fatigue management • National Work Diary
Commonwealth Department of Infrastructure & Transport's Vehicle Safety Standards (VSS) Branch	• Australian Design Rules
Transport for NSW	• Load restraint • Over Mass & Dimension Permits • Roadworthiness Inspection • Restricted Access Vehicle (RAV) Maps • Intelligent Access Program (IAP) Maps • Vehicle Registration • HML Declaration • Licensing • Approved Vehicle Examiner
National Transport Commission (NTC)	• Load Restraint Guide • Transport of Dangerous Goods • Assessing Fitness to Drive

Transport Certification Australia (TCA)	• Intelligent Access Program (IAP) • Certified Telematics Service (CTS) • Intelligent Speed Compliance (ISC)

4.6 Audit and Review

Reference Doc No.	Reference Title
JH-MPR-SQE-002	Monitoring & Review
JH-MAN-QUA-001	Quality Manual
JH-MPR-WHS-006	Workplace Hazard Identification and Inspection
JH-MPR-PAE-007	Heavy Vehicles
JH-FRM-PAE-007-01	Heavy Vehicle Inspection Checklist
JH-FRM-SQE-002-02	HSE Internal Audits – System Element

The workplace must adopt a system to monitor transport activities onsite. The frequency and type of checks performed will depend on the level of risk the activity poses onto a workplace. The Heavy Vehicle Inspection Checklist and HSE Internal Audits – System Elements are to be used to ensure the controls identified are effectively embedded into the project.
Also see the Audit and Review section of the Workplace Safety Management Plan.

4.7 Hazard Reporting, Incidents, Non-Conformances and Corrective Actions

Reference Doc No.	Reference Title
JH-MPR-SQE-002	Monitoring & Review
JH-MAN-QUA-001	Quality Manual
JH-MPR-WHS-006	Workplace Hazard Identification and Inspection
JH-MPR-PAE-007	Heavy Vehicles
JH-MPR-SQE-010	Incident and Event Management

In accordance with Workplace Hazard Identification and Inspection, personnel are required to identify and fix hazards where it is safe and within their ability to do so. Identified hazards which cannot be closed out immediately must be made safe, reported to the Supervisor and entered into Soteria for action.

All incidents must be recorded and reported in accordance with Incident and Event Management. Formal notification by entry into Horizon 360 within 24 hours of an event occurring, if Horizon 360 is not available notification must be made within 24 hours via Aconex in accordance with the reporting procedure applicable to the event.

Non-conformances with legislation, site procedures and directions may be identified from a number of sources, for example, the audit program, consultative forum discussions, site WHS inspections, hazard reports and alerts, incident investigations and external intervention.

Non-conformances from audits, inspections, observations, and reviews will be identified and assigned to appropriate persons for action and close-out.

4.8 Incident Notification and Reporting

If an injury, near miss, unsafe act/condition or property damage is identified, notify your Supervisor immediately. All incidents must be notified internally within John Holland in accordance with the Incident and

Event Management Procedure and the Specification Inland Rail Work Health and Safety Requirements 0-0000-900-POS-00-SP-0001_4

4.8.1 Client and Stakeholder Reporting

Where contractually required to do so, John Holland shall provide the client all notices and correspondence received from the Regulator concerning breaches of HVNL in relation to CoR matters in connection with the Work as outlined in the below table;

Item	Reporting Timeframes
Events (near misses, accidents, incidents and infringements arising from CoR issues)	Within 24 hours of such events taking place
Notices received from the Regulator	Within 24 hours after the dispatch and/or receipt of any such notice or correspondence

4.9 Subcontractor and Supplier Reporting

Heavy vehicle operators (including subcontractors and suppliers) contracted to John Holland must notify John Holland immediately after becoming aware that an event (injury, near miss, unsafe act/condition or property damage) has occurred.

If a vehicle is found to have not complied with any of the 4 CoR obligations at any stage of the delivery process, this must be managed in accordance with Workplace Hazard Identification and Inspection and Incident and Event Management procedure.

4.9.1 Monthly Progress Reports

The criteria outlined in the below table shall be reported on Monthly by the heavy vehicle operators, (including subcontractors and suppliers).

Item	Reportable items
1	Workplace incidents relating to ▪ Driver Fatigue ▪ Speeding ▪ Loads exceeding heavy vehicle load mass or dimension limits ▪ Poor vehicle standards
2	Relevant Corrective Actions ▪ Raised ▪ Status (Open, closed, overdue)
3	Safety Metrics detailed in Section 4.3 Performance Indicators and Targets

Heavy vehicle operators (including subcontractors and suppliers) are to provide to the Construction Manager on the last working day of each calendar month a completed incident summary report that lists all incidents and associated corrective actions for the period.

4.10 Continual Improvement

Reference Doc No.	Reference Title
JH-MPR-SQE-002	Monitoring and Review
JH-MPR-COM-009	Project Completion Procedure

The Workplace shall continually improve the suitability, adequacy and effectiveness of This Plan and support processes to enhance performance. The following must prompt a review and where deemed necessary and update of This Plan;

- changes in Site Conditions;
- changes in the Contractor's Activities;
- changes in the CoR risk assessment or control strategies
- changes in Law; and
- requests or requirements of any Authority, Client or Contract.

5. Process Management

5.1 Mass/ Dimension and Loading

Reference Doc No.	Reference Title
JH-MPR-PAE-001	Plant and Equipment
JH-MPR-PAE-007	Heavy Vehicles
Reg	Heavy Vehicle (Mass, Dimension and Loading) National Regulation
NTC	Load Restraint Guide 2018
5-0019-220-PMA-00-PL-0056	Construction Traffic Transport and Access Management Plan

The main purposes of the mass, dimension and loading obligations under HVNL is to improve public safety by decreasing risks to public safety caused by excessively loaded or excessively large heavy vehicles and to minimise any adverse impact on road infrastructure or public amenity. Loads that are not positioned or restrained correctly, or a heavy vehicle that is overloaded, can affect the stability, steering and braking performance of a heavy vehicle resulting in the driver losing control of the vehicle.
During the activity planning stage, parties must ensure selected vehicles or combinations have the capability, capacity and equipment to match the mass, dimension and loading requirements, including mass management accreditation schemes, mass and dimension permits, access permits or dangerous goods requirements i.e. the right truck with the right equipment for the right load. The JHG trucks and subcontractor trucks will carry truck scales to ensure the transportation and movement within to and from site(s) are within the legal and safety load limits.

John Holland shall ensure terms of consignment, contracts and agreements do not contain rate structures or incentives or associated performance measures that may reward or encourage parties or the driver to breach mass, dimension and loading requirements directly or indirectly.

5.2 Designated loading and unloading areas

Loading, unloading and storage areas must be prepared to ensure they suit:

The nature of the loads (size, weight, content)

The types of delivery vehicles

The layout of access routes and other aspects of the Traffic Management Plan (TMP) and/or Vehicle Movement Plan (VMP)

Suitable barricades and signage must be erected depending on the nature of the delivery.

5.3 Incoming Heavy Vehicles

Incoming heavy vehicle drivers must report to the project office or pre-arranged site gate and the relevant supervisor or responsible person should be notified of their arrival. Drivers must be wearing or provided with all relevant PPE prior to existing the vehicle.

Delivery driver inductions must be conducted. Drivers of fatigue-regulated heavy vehicles must be advised of the closest amenities and rest facilities to allow fatigue to be managed appropriately.

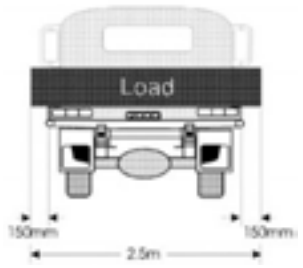
Trucks being turned away from the preferred site access points process has been referenced in the Construction Traffic Transport and Access Management Plan 5-0019-220-PMA-00-PL-0056

5.4 Loading of Heavy Vehicles

Poor loading practices could result in serious injuries and fatalities to drivers, other road users and pedestrians, damage to road infrastructure and the environment.

Parties involved in the loading operations must ensure;

- accuracy of the load weights including container weights
- compliance with applicable vehicle gross and axle weights
- the accuracy of load positioning
- vehicle dimensions are not exceeded,
- loads are properly restrained



A load on a heavy vehicle must not project more than 1.2m in front of the motor vehicle's headlights; or more than 150mm past the outer extremity of the motor vehicle on either side.

Heavy vehicle drivers must be provided with all relevant information about the load to be transported. This may include:

- Information regarding the vehicle mass and dimensions
- Dangerous goods information, if applicable
- Product Restraint Guide
- Container weight declarations (CWD)

5.5 Loading – Restraint

Loads must be secured so they are unlikely to fall or dislodge during road transport and / or unloading activities. Load restraint methods must comply with legislative requirements and where available, any additional product/ supplier load restraint requirements.

The National Transport Commission (NTC) Load Restraint Guide 2018 provides transport drivers, operators, and other participants in the transport chain of responsibility with basic safety principles which should be followed for the safe carriage of loads on road vehicles. A copy of the guide is available on the NTC website https://www.ntc.gov.au.

Packaged goods, unitising and containment systems must be capable of supporting the weight of the load, withstanding the forces specified in the Performance Standards in the NTC Load Restraint Guide and are robust enough to withstand handling (for example, being handled by forklifts).

If required an appropriately skilled, experienced and qualified person (for example, a certified engineer) may be required to certify the packing system used as per the Certification and Technical Advice modules in the NTC Load Restraint Guide.

Loads should be checked before transportation to ensure they are secure and then again after travelling a short distance to ensure that it is still secure and has not moved. Where practicable, covers should be used to prevent material leaving the vehicle during load and haul operations.

If appropriate, use photographs to demonstrate at a later time that loads were restrained appropriately prior to leaving the loading site.

5.6 Container Weight Declarations (CWD)

Packers of goods must ensure that any goods packed in freight containers are stable and do not exceed the containers gross weight or safety approval rating. Each container must have a Container Weight declarations (CWD) when being relocated on a road. Heavy vehicle drivers must not drive a vehicle loaded with a freight container unless they have a complying CWD for the container.

The mass of a container may be estimated; however the packer/ loading supervisor may be liable if this estimation is incorrect. It is not an offence to overestimate the weight of the container.

- CWDs must include:
- Container weight and contents
- Container number and ID details
- Name and address of the responsible entity for the container
- Date of declaration

5.7 Oversize / Overmass

Depending on the type of work being conducted and the jurisdiction the workplace is located in, projects may be required to consider a number of other requirements including:

1. Escort requirements
2. Curfew road hours
3. Gazetted and road permits
4. Requirements for route surveys and bridge assessments
5. Transport Management Plans

During the planning phase, ensure the above requirements are considered and appropriately actioned as required prior to commencing works,

5.8 Fatigue Management and Fitness for Work

Reference Doc No.	Reference Title
JHG-STD-WHS-006	GMR 6 - Wellbeing
Regulation	Heavy Vehicle (Fatigue Management) National Regulation
JH-PLN-WHS-003	Fatigue Management Plan
JH-MPR-PAE-007	Heavy Vehicles
JH-MPR-WHS-015	Alcohol and Other Drugs
JH-MPR-SQE-008	Medical Services

John Holland workplaces must ensure that processes are in place to ensure compliance with JHG-STD-WHS-006 'Wellbeing GMR.

The workplace must implement systems and processes to manage the fatigue of drivers of fatigue-regulated heavy vehicles while they are driving on a road.

Fatigue Management is a shared responsibility between management and workers as it involves factors both inside and outside of the work environment.

The Heavy Vehicle (Fatigue Management) National Regulation outlines the levels of accreditation for managing driver work hours. The Project Fatigue Management Plan should identify whether any fatigue management accreditations or exemptions apply to the project:

- Standard Hours – This applies to all carriers and drivers who do not have accreditation for fatigue management;
- Basic Fatigue Management (BFM) – allows for more flexible work and rest hours, of up to 14 hours in a 24 hour period;
- Advanced Fatigue Management (AFM) – requires the operator demonstrate that fatigue risks are offset by sleep, rest and other practices in a compliant fatigue management system;
- Fatigue Management Exemptions enable carriers to apply for work and rest hours exemptions if they cannot reasonably work under the legislative requirements.
    - Basic Fatigue Management Accreditation Guide (2014)
    - Refer to: Advanced Fatigue Management Business Rules V1.2
    - Refer to: Work and Rest Hours Exemption Fact Sheet (2014)

5.8.1 Rosters & Schedules

Based on the level of fatigue management accreditation, workplace rosters, schedules and loading / unloading plans must be documented. Projects should consider using fixed project working hours for all project personnel that comply with the hours prescribed by the level of accreditation.

Ensure rosters, schedules and plans do not place unreasonable demands on drivers of heavy vehicles that encourage breaches of work and rest hour requirements, or breaches of speed. Allow sufficient time for journeys to be completed safely and according to applicable rest breaks required along the route and allowing for contingencies such as traffic congestion, major roadworks, adverse weather conditions, missed curfews and loading or unloading delays.

Delivery schedules must be developed that minimise loading and unloading (waiting) times and plan for delays by allowing 'time slot flexibility.'

5.9 Coordination & Communication

Communication with Suppliers must address the following:

- Arrangements with suppliers must not promote or require breaches of fatigue management requirements.
- Orders with suppliers must be placed as far in advance as possible to allow the planning of driver rosters appropriately, without breaching fatigue management requirements
- Confirmation must be sought that suppliers can meet fatigue management requirements for delivery of urgent orders, and/or using project staff to pick up goods where applicable
- Identification of unloading or loading requirements (i.e. plant type/size) so project resources can be planned and prioritised to avoid unnecessary delays
- Communication with incoming HV Drivers must ensure that:
- When delays of more than thirty (30) minutes occur to project schedules and/or loading and unloading times, drivers are notified to allow for fatigue to be managed appropriately
- Drivers of fatigue-regulated heavy vehicles are aware of the location of rest facilities and amenities, to assist with managing fatigue

5.10 Unplanned delays

In the event of unplanned delays, consideration must be given to the work and rest hours requirements of heavy vehicle drivers. This may involve:

- Allocating resources from other work activities to avoid breaches
- Postponing work activities to ensure heavy vehicle drivers have had appropriate rest
- Delaying work start time/s to allow greater periods of rest between shifts
- Accommodating the drivers of third-party vehicles to allow for quality rest

5.11 Heavy Vehicle Driver Work Diaries

Heavy vehicle driver work diaries provide evidence that a driver's work and rest hours are compliant with the law and that fatigue is being managed appropriately. Driver Work Diaries must be implemented for the drivers of all fatigue-regulated heavy vehicles driving 100km or more from their base, or all vehicles under a BFM or AFM accreditation. A driver work diary is not required if work is always local (within 100km/h) and under a standard work hours arrangement.

- Heavy vehicle operators must regularly validate the accuracy of driver work diaries by cross-referencing other points of reference e.g. docket site entry and exit times, tolls, GPS tracking, make regular contact with the driver to check on their welfare.
- Where a driver declares or is deemed unfit to drive, alternative arrangements including provisions for the driver to have an additional rest break shall be arranged.

5.12 Driver Speed

Reference Doc No.	Reference Title
JH-MPR-PAE-001	Plant and Equipment
JH-MPR-PAE-007	Heavy Vehicles

5.13 Scheduling

Projects must ensure trip plans are realistic and will not cause or encourage drivers to exceed the speed limit. This includes making sure that there is no coercion via direct or indirect request from any party which undermines safe trip plans.

Schedules must allow for traffic conditions or other delays and include contingency planning when appropriate. Heavy vehicle drivers should be consulted in the development of schedules.

Contract terms with suppliers or subcontractors (i.e. the terms of the consignment) must allow compliance with speed limits and not in any way incentivise breaches of speed limits.

5.14 Driving

Speed

Heavy vehicle drivers must ensure that their driving behaviour does not compromise road safety or involve breaking the law. This includes compliance with speed limits on public and project-controlled roads and requires drivers to ‘drive to conditions.’

If delayed, drivers must notify the consignee / receiver as soon as practicable to allow for the revision of trip plans

Drivers must immediately report any issues with the function of speed limiting devices or other components that relate to complying with speed limits (e.g. speedometers)

Heavy vehicles must be maintained in accordance with the requirements of the original equipment manufacturer and Heavy Vehicle (Vehicle Standards) National Regulation. This includes the regular maintenance of the specific vehicle components that relate to complying with speed limits, i.e. the speedometer, engine management system and any speed limiting devices.

5.15 Inspection and Monitoring

A system must be in place to monitor driver compliance with speed limits. Depending on the transport arrangement, this may involve:

- Preferably, the use of GPS systems or in-vehicle monitoring systems (IVMS)
- Use of VMS boards and speed radars / guns

Regular monitoring of heavy vehicle transit times against agreed trip plans. For any site load and haul operations, this option might be achieved by identifying the maximum number of haul journeys that can reasonably be achieved in a shift and comparing this to daily load sheet records.

5.16 Vehicle Requirements

Reference Doc No.	Reference Title
JHG-STD-WHS-001	GMR 1 - Traffic Plant and People
JH-MPR-PAE-001	Plant and Equipment
Code of Practice	Managing the Risks of Plant in the Workplace
JH-MPR-PAE-007	Heavy Vehicles

John Holland workplaces must ensure that processes are in place for the effective control of traffic, plant and people hazards in accordance with JHG-STD-WHS-001 'Traffic, Plant and People' GMR.

The correct selection, operation, maintenance and administration of heavy vehicles can have a significant effect on safety, productivity and profitability of the project.

Logbooks are the responsibility of the driver and checks must be conducted to determine the vehicle condition has been assessed prior to ongoing use.

Heavy Vehicle's will be equipped with Real Time tracking software, providing the capability of reporting to be provided, and available to the IRPL representative monthly and on request.

5.17 Vehicle Registration, Maintenance and Inspection

Vehicle owners/ operators must ensure:

- all vehicles are inspected, serviced and maintained in accordance with the manufacturer's recommendations
- vehicles must be registered and roadworthy
- maintain a register of company vehicles showing registration expiry dates and licence requirements; and
- Pre-acceptance check
- pre-start checked before being driven;

5.18 Minimum Vehicle Safety Equipment

All light and heavy vehicles used to transport equipment, plant, materials and people to and from the Construction Site and working areas plant, materials and people comply with the relevant Australian

Design Rules (ADR), and motor vehicle standards, equipped with the following:

- three-point seat belts (for the driver and all passengers);
- rear view mirrors;
- reversing cameras and alarms;
- lights (head and tail, stop, turn signal and emergency warning);
- flashing lights; and
- fire safety equipment capable of suppressing or extinguishing potential vehicular fires
- Where possible, meet 5-star ANCAP Safety Rating or the highest available ANCAP safety rating for vehicle category

5.19 Traffic Management

Reference Doc No.	Reference Title
JHG-STD-WHS-001	GMR 1 – Traffic Plant and People
JH-MPR-SQE-006	Managing Safety, Quality and Environmental Risks
JH-MPR-PAE-001	Plant and Equipment

The below information is in addition to the traffic management requirements outlined in the Workplace Safety Management Plan.
Heavy vehicle haulage routes must comply with any planning approval requirements. The Project must ensure that approved Heavy Vehicle haulage routes are adhered to at all times by heavy vehicle activities and that processes are implemented to monitor the location of the vehicle.

The Projects must ensure a system is in place to manage the access of restricted access heavy vehicles (RAVs), to the road network in a safe, efficient and sustainable manner, including the route(s) they must take to return or leave the area.

Routine inspections will be conducted to ensure heavy vehicles comply with roadworthiness and vehicle standards.

For the purpose of road network access, there are two (2) key types of heavy vehicles – those being General Access Vehicles (GAVs) and Restricted Access Vehicles (RAVs)

- GAVs that comply with mass and dimension requirements do not require a notice or permit to operate on the road network. GAVs have general access to the road network unless the road is sign-posted otherwise
- RAVs include Class 1, 2 or 3 vehicles and vehicles operating under higher mass limits (HMLs). These vehicles can generally only access certain parts of the road network and must operate under an NHVR notice or permit

Refer to the National Heavy Vehicle Regulator website for more information on vehicle class

The National Heavy Vehicle Regulator (NHVR) manages the access of heavy vehicles to the road network to ensure the network remains safe, efficient and sustainable for all road users.

Arrangements relating to traffic management for the Workplace shall be introduced to workers, contractors and visitors prior to being permitted access to the Workplace.

The vulnerable road users are at higher risk of being injured or harmed while using the road. The project will identify, plan and implement initiatives, to improve the safety of vulnerable road users.

5.20 Safety in Design

Reference Doc No.	Reference Title
Nil	WHS Act & Regulations
JH-MPR-DES-001	Internal Design Management
JH-MPR-DES-002	Management of Design Consultants
JH-MPR-SQE-006	Managing Safety, Quality and Environmental Risk
JH-MPR-DES-004	Design Change
JH-MPR-DES-005	Safety in Design
Code of Practice	Safe Design of Structures

John Holland will ensure that the CoR impacts of design throughout the lifecycle of the works undertaken at the Workplace are identified, assessed and reduced to acceptable levels, working with stakeholders, IRPL nominated personnel and the local community to identify opportunities to improve road and vehicle safety through collaborative safety initiatives
Guidance relating to design activities as conducted by John Holland provided in Group Procedure JH-MPR-DES-001 'Internal Design Management'. Design activities might include processes such as the Construction Hazard Implication Analysis Review (CHAIR), Hazard Operability (HAZOP) and other forms of design hazard and identification review activities.

Where the design is performed by external design consultants, the design shall be managed in accordance with JH-MPR-DES-002 'Management of Design Consultants'. Safety & CoR issues are addressed in design reviews performed by the designers but should be verified by John Holland nominated parties.

5.21 Purchasing

Reference Doc No.	Reference Title
Procurement and Subcontract Management Manual.pdf	
JH-MPR-WHS-002	Materials Control

JH-MPR-WHS-004	Health and Safety Management & Consultation Arrangements (HSMAs)
JH-MAN-QUA-001	Quality Manual

John Holland will identify and differentiate the role John Holland, and its subcontractors play in the chain of responsibility for heavy vehicle deliveries on site.

John Holland will also ensure that purchased equipment and materials do not introduce uncontrolled hazards into the workplace. All purchases will be reviewed to identify and assess potential hazards during transportation, installation, use, maintenance and/or demolition/removal/disposal activities.

Purchase Orders to suppliers must include the standards to which the equipment or material must conform, and a check conducted on receipt of the equipment or material to ensure that it meets the nominated safety requirements and compliance with HVNL.

5.22 Subcontractor & Suppliers

Reference Doc No.	Reference Title
JH-MPR-WHS-003	Managing Subcontractor Safety
JH-MPR-LGL-017	Standard Contract Agreements
JH-MAN-PRM-002	Precontracts Manual
JH-MPR-QUA-004	Performance Rating of Subcontractors

The below information is in addition to the Subcontracting requirements outlined in the Project Safety Management Plan 5-0019-220-PMA-00-PL-0031.

John Holland will ensure that contractors do not introduce unacceptable risks to the workplace. Preference will be given to contractors with superior management systems and performance, this includes compliance with the requirements of Chain of Responsibility in relation to the Heavy Vehicle National Law.

The Subcontractor or Supplier must provide information and evidence to demonstrate their capability to manage compliance with the HVNL, this occurs before or during the Tender Interview Meeting,

Subcontractors/ Suppliers must demonstrate the following:

- consultation process with the workers and other parties in the supply chain
- compliance with legal requirements
- proposed vehicles are appropriate for the task and comply with legal and project requirements
- processes for scheduling deliveries and establish transit times.
- safe loading practices including mass, dimension and load restraint.
- managing driver fatigue and fitness for work.
- manage the registration and roadworthiness of their fleet
- compliance with speed limits
- report CoR breaches
- process or auditing compliance to HVNL

A nominated staff member shall review documents submitted by the contractor. The nominated staff member shall document the review and discuss any deficiencies with the contractor's representative.

If deemed necessary, the Subcontractor/ Supplier may be required to provide a project specific Heavy Vehicle Management Plan.

The National Heavy Vehicle Accreditation Scheme (NHVAS) is a formal process for recognising operators who have robust safety and other management systems in place. It is also increasingly being used to show compliance with general duty requirements under road transport law. Preference will be given to Heavy vehicle operators with accreditation under the following NHVAS modules:

- Mass Management

- Maintenance Management.
- Fatigue Management: Basic Fatigue Management (BFM)
- Fatigue Management: Advanced Fatigue Management (AFM)

Management shall ensure that the performance of the Contractor is evaluated (at either the commencement or completion stage of the subcontract) and submitted to the Contracts Administrator for inclusion into the List of Suppliers/Contractors.

6. Supporting Processes

6.1 Risk Management

Reference Doc No.	Reference Title
JH-MPR-RCC-002	Risk Management – Pre-Contracts
JH-HB-PMA-002	Planning & Programme Handbook

JH-MPR-SQE-006	Managing SQE Risks
JH-MPR-WHS-001	WHS&R Planning
Code of Practice	How to Manage Work Health and Safety Risks

Detailed planning of activities associated with heavy vehicle loading, unloading and transportation occurs at both the tender through to all construction phases of the works. Planning and Risk Management Process aim to identify all parties in the supply chain, associated risks and ensure effective systems are in place to achieve compliance with HVNL.

To achieve this, the Project shall develop, implement and consult in Risk Management activities. These will include WRAs, AMS, PHAs, TRA and Safe Systems of Work in order to identify and assess the hazards and risks associated with CoR and ensure parties in the supply chain are aware and fulfilling their obligations.

Workplace Risk Assessment (WRA) (strategic risk assessment conducted on workplace and broken down into work components for the purpose of identifying system, training, legislative, and the identification of further detailed planning and risk assessment activities). The WRA shall identify high level risks associated with the CoR and outline project wide control strategies.

Activity Method Statements (AMS) are operational planning risk assessments which aim to address the detailed hazard/risk control reduction strategies for workplace activities. The AMS includes the methodology for the conducting activities, resources, plant, equipment and materials necessary to do the work safely.

During the development of the AMS the project team in consultation with subcontractors and suppliers shall define each party's role in the supply chain.

Task Risk Assessments (TRA) are team base planning risk assessments which aim to address hazard/risk control reduction at the task level. TRAs are facilitated by the Supervisor, Leading Hand and/or Engineer and are primarily identified in the AMS. TRAs must be developed for all heavy vehicle loading and unloading activities on site.

The Start Card process (also known a Take 5, Step Back 5 x 5 etc.) are worker owned situational awareness risk assessments which are conducted following Pre-Start Meetings. These must be conducted every day by every worker and must be reviewed by project management to ensure that they are appropriate, address and immediate hazards and involve worker in conversation about workplace hazards.

Further guidance on Planning, Programming and Risk Management can be found in Planning & Programme Handbook, WHS&R Planning and Managing SQE Risks.

6.2 Training Awareness and Competency

Reference Doc No.	Reference Title
JH-MPR-SQE-001	Site Induction
JH-MPR-PAE-005	Verification of Competency
JHG-STD-WHS-001	GMR1 – Traffic, Plant and People
As appropriate	Individual Task Risk Assessment (TRA)

6.3 Training

Although there is no specific requirement in the HVNL to undertake mandatory training courses in CoR, a contact or client may insist on CoR and other types of training as part of John Holland taking reasonable steps to ensure compliance with the HVNL.

Recommended accredited CoR training is detailed in the below table. The CoR Training Matrix links proposed training requirements to the responsible persons.

Where required, suppliers and subcontractors must be able to demonstrate a system of training that meets these requirements. Evidence of completion of this training is to be presented to John Holland before any agreements or contracts are executed.

Course	Description	Accredited	Duration	Mode	Assessment
Introduction to Chain of Responsibility	This course will provide an introduction to how to follow the requirements of the Chain of Responsibility legislation, as a member of the supply chain.	NO	60minutes	On-line E-Learning	Quiz On Line
Ensure the safety of transport activities – TLIF0009	This unit involves the skills and knowledge required to ensure the safety of transport activities, It also includes identifying and reporting chain of responsibility risks.	YES	4 to 6 hours	On-line Self Paced	Quiz Verbal Practical
Monitor the safety of transport activities TLIF0014	This unit involves the skills and knowledge required monitor the safety of transport activities It also involves administering and monitoring chain of responsibility workplace policies and procedures, and identifying and reporting chain of responsibility risks..	YES	1 day plus 4-5 hours Practical	On-line Self Paced	Quiz Verbal Practical
Manage Fatigue Management Policy and Procedures TLIF4064	This accredited course involves the skills and knowledge required to manage organisational fatigue management policy and procedures in accordance with relevant legislation and regulations.	YES	4 hours	Face-to-Face	Quiz On Line
Fatigue Management TLIF2010	Accredited course relating specifically to Fatigue Management strategies and recognising fatigue, for persons who operate using BFM or AFM hours.	YES	4 hours	On-line Self paced	Quiz Practical
Load and unload goods/cargo TLID0015	This unit involves the skills and knowledge required to load and unload goods and cargo, including loading and unloading goods, securing and protecting the load and completing all required documentation.	YES	4 to 6 hours	Face to Face	Quiz Practical Observation

Administer the implementation of fatigue management strategies TLIF0021	Accredited course relating specifically to the duties of the scheduler who schedules work for drivers who are operating under BFM hours or AFM hours.	YES	6-8 Hours	Self Paced Online	Quiz Verbal Practical

6.4 CoR Training Matrix

Course or Module Name	Senior Manager	Manager	Supervisors	Consignee / Consignor	Scheduler	Loader / Unloader	Loading Manager	Packer	Driver
Introduction to Chain of Responsibility	✓	✓	✓	✓	✓	✓	✓	✓	✓
Ensure the safety of transport activities TLIF0009			✓		✓				
Monitor the safety of transport activities TLIF0014	✓	✓	✓						
Manage Fatigue Management Policy and Procedures TLIF4064				✓	✓		✓		✓
Apply fatigue management strategies TLIF2010	✓	✓	✓	✓	✓	✓	✓	✓	✓
Loading and Unloading TLID0015D						✓	✓	✓	✓
Administer the implementation of fatigue management strategies TLIF0021					✓				

7 Record Management

All documents will stored in accordance with the John Holland record management Procedure JH-MPR-QUA-015

Appendix M – Communications and Stakeholder Engagement Management Plan



INLAND RAIL

ILLABO TO STOCKINBINGAL PROJECT

Communications and Stakeholder Engagement Management Plan

Document Number: 5-0019-220-PMA-00-PL-0045
Document Status: Issued for Use
Revision: 1



Document Control

Documentation Title	Communications and Stakeholder Engagement Management Plan	
IRPL Document No	5-0019-220-PMA-00-PL-0045	
Prepared By	Jenny Williams	
Document Owner	Jenny Williams	
	REVIEWED BY	APPROVED BY
Name	Jenny Williams	Justin McCarthy
Title	Communications & Stakeholder Manager	Project Director
Signature **Date**		

Revision History

REVISION	DATE ISSUED	DESCRIPTION
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0	29/01/2025	Issued for Use
0.1	24/02/2025	Updated to include Appendix D & E
1	24/08/2025	Issued for Use

Document Control

The current reviewed and approved version of this management plan is available on the I2S Project's IMS platform and within SharePoint. Downloaded management plans are deemed uncontrolled, and it is the responsibility of the user to ensure they are using the latest revision.

Sponsors should contact I2S's Document Control Team to obtain the latest revision of the management plan before commencing changes to the plan for the next revision.

Reviews and Amendments

This plan is to be reviewed periodically, minimum yearly ensuring the plan is kept updated and remains relevant to the I2S scope of work and consistent with policies, compliance standards and best practice.

Any major revisions or amendments must be approved by the Project Director and/or Senior Leadership Team representative before being distributed/implemented.

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1 Revisions and Distribution

1.1 Revisions

Draft issues of this document are identified as Revision A, B, C etc. Following acceptance by the document approver, the first finialled revision will be Revision 0. Subsequent revisions revision will have an increase of "1" in the revision number (1, 2, 3 etc.).

1.2 Distribution

The controlled master version of this document is available for distribution as appropriate and maintained on the document management system being used on the project. All circulated hard copies of this document are deemed to be uncontrolled.

Client's Representative	Conrad Stachan
Project Director	Justin McCarthy
Community & Stakeholder Engagement Manager	Jenny Williams
Quality & Completions Manager (Project Quality Representative)	Rao Talada
Engineering Manager	Jerome Cargnino
Project Personnel	Aconex Distribution

2 Management Systems

2.1 Management System Documents

Documents relevant to the implementation of this Plan are described below.

Document	Description
Policies	
John Holland will work within, and will be guided by IRPL policies	
Procedures	
Managing enquiries and complaints	Describes the standards and steps involved in responding to and managing complaints and enquiries
Communicating impacts and works	Describes the steps involved in communicating impacts and works
Offering and completing property condition surveys	Describes the steps involved in offering, completing and recording property condition surveys before works begin

2.2 System Applications

System Application	Description
Consultation Manager	Inland Rail's stakeholder engagement management and community complaint recordkeeping database

2.3 Interface with Other Planning Documents

This Plan is one of an integrated suite of management plans developed for I2S. The overarching Project Management Plan summarises the content and purpose of each Plan, and key interactions between them. Specific interfaces with this Plan are outlined below.

Management Plan	Interface
Project Management Plan	Parent plan to this management plan. Acts as an umbrella document to the Project Management System and ties together the Project delivery documents, such as management plans, procedures, forms, work instructions and other planning documents It also outlines the infrastructure and practices required to deliver the detailed design, procurement, construction and handover of the Project.
Design Management Plan	Complementary plan outlining the project management practices that will be implemented by the project team in delivery, in order to comply with all contractual and corporate management system requirements relating to Design
Engineering Management Plan	Complementary plan outlining the project management practices that will be implemented by the project team in delivery, in order to comply with all contractual and corporate management system requirements relating to Engineering

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Management Plan	Interface
Construction Management Plan	Complementary plan outlining the approach to construction including the methodology and strategy that will be implemented to ensure successful delivery of the Works.
Social Performance Management Plan	Complementary plan outlining our approach to the management and monitoring of social impacts and benefits
Local and Indigenous Industry Participation Sub-plan	Complementary plan outlining our industry participation strategy including identifying, developing and promoting opportunities for local, Indigenous and social enterprises
Housing and accommodation sub-plan	Outlines our strategy to avoid adverse social impacts on local communities and the local housing and accommodation market
Community Health and Wellbeing Sub-plan	Outlines our strategy to protect and contribute toward the health and wellbeing of the communities who live within the I2S Project footprint.
CTTAMP	Construction Traffic Transport and Access Management Plan (CTTAMP) addresses the process and requirements to facilitate the construction of the Inland Rail I2S Project through minimising impacts on the road users and the road network.
Construction Environmental Management Plan	The Plan that links the relevant legislative and client requirements to manage and address environmental requirements on the Project.
Emergency Management Plan	Complementary plan outlining emergency response actions to be taken on the Project
Sustainability	This plan is an interface between the CSEMP and the four Stakeholder credits in the Infrastructure Sustainability rating

2.4 Interface with Project Approvals and Permits

This Plan will also support fulfilment of project approval and permit conditions, including those outlined below.

Project Approval or Permit	Interface
NSW SSI 9406	Approval for the project to be constructed
EPBC Approval 2018/8233	Approval for the project to be constructed

2.5 Update and Ongoing Development

The CSEMP will be updated yearly in accordance with the requirements of IRPL Annexure F.

John Holland will undertake the ongoing development, amendment and updating of the CSEMP in consultation with IRPL to ensure it remains consistent with Project priorities, risk management, client requirements and Project objectives, taking into account:

- The status and progress of John Holland's activities
- Interface with neighbouring projects
- Lessons learnt during delivery
- Changes in other related Project Plans

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2.6 Definitions and Abbreviations

Definitions and abbreviations to be applied to the Communications & Stakeholder Engagement Management Plan are listed below.

Table 1: Definitions

Term	Definition
Client (Principal)	The party to whom John Holland is contracted for a Project
Client's Representative	The person appointed by the Client to perform the duties of the "Superintendent" as defined in the contract.
Contractor	John Holland Pty Ltd (John Holland) as the organisation responsible for the total performance of the works under the Head Contract.
Consultant	The Engineering Consultant who has been engaged or novated to John Holland to perform the design, preparation of detailed "For Construction" documentation and necessary certification to meet contractual requirements.
Indigenous Business	Any business that is 50 per cent or more Indigenous-owned and meets the definition of an Indigenous enterprise under the Australian Government Indigenous Procurement Policy as detailed in Appendix A of the Social Delivery Plan
Local Area	Identified Local Government Areas (LGAs) in the Project Area and Region. Note: the term 'Local' shall be understood in this context
Project Area	Identified Local government areas (LGAs) intersected by the Rail Corridor for the Illabo to Stockinbingal project, being Cootamundra-Gundagai, Junee and Temora
Region	Identified Local government areas (LGAs) outside the Project Area, but within an approximate 125km radius of the rail corridor for the I2S project including: Australian Capital Territory Bathurst Bland Blayney Cabonne Coolamon Cowra Federation Forbes Greater Hume Hilltops Lachlan Leeton Lockhart Narrandera Parkes Snowy Manaro Snowy Valleys Upper Lachlan Wagga Wagga Weddin Yass Valley The term 'Regional' shall be understood in this context.
Subcontractor	Any company, body or person who is contracted to John Holland for the purpose of supplying goods or services. Categories such as manufacturer, fabricator and supplier are considered Subcontractors.
Social Enterprise	Any business that trades to intentionally tackle social problems, improve communities, provide people access to employment and training, or help the environment, and: • is certified as a social enterprise by Social Traders, or • can provide evidence of trading as a social enterprise in the form of a statutory declaration, declaring that the enterprise: • is led by an economic, social, cultural or environmental mission consistent with a public or community benefit.

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Term	Definition
	• trades to fulfil their mission and derive a substantial portion of their income from trade; or reinvest most of their profit/surplus into the fulfilment of their mission.
Regional business	Any business whose street address is located outside the Project Area, but in a local government area within a 125km radius of the project corridor, and which employs Regional Residents.
Regional resident	Any person whose principal place of residence is located outside the Project Area, but in a local government area within a 125km radius of the project corridor.
Sustainable job	Direct employment as a worker for a minimum of 26 weeks and 15 hours per week with the employment subject to the conditions of the National Employment Standards.

Table 2: Abbreviations

Abbreviation	Definition
ARTC	Australian Rail Track Corporation
A2I	Albury to Illabo
CSEMP	Communications and Stakeholder Engagement Management Plan
D&C	Design and construct
EAP	Environmental and Sustainability Management Requirements
ER	Environmental Representative
I2S	Illabo to Stockinbingal
IPMP	Individual Property Management Plan
IRPL	Inland Rail Pty Ltd
KPI's	Key Performance Indicators
NSW	New South Wales
PSR	Project Scope Requirements
S2P	Stockinbingal to Parkes
TLO	Temporary Land Occupation
WCAG	Web Content Accessibility Guidelines

2.7 References

Head Contract No: 2200-0019

Inland Rail Specification

Relevant Australian and International Standards

Relevant Acts, Regulations, Codes and Ordinances

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3 Introduction

The purpose of this Communications & Stakeholder Engagement Management Plan (CSEMP) is to define the management and coordination of communication, community, and stakeholder engagement activities throughout the Design and Construct (D&C) period and is reflective of the scale and nature of the Inland Rail Illabo to Stockinbingal project.

It has been developed to meet the requirements outlined in Annexure E (Communication and Stakeholder Engagement Requirements) and provides a framework for achieving the Project's Communication and Stakeholder Management Key Performance Indicators (KPIs), while protecting and enhancing ARTC, IRPL, John Holland and the Project's reputation during the project delivery.

3.1 Community and Stakeholder Engagement Goal and Objectives

John Holland is committed to and will actively work towards delivering a communication, stakeholder and community engagement program that achieves the following goals and objectives while carrying out the Project activities.

3.1.1 Goal

John Holland's goal during the mobilisation, design and construct period is to connect with the community, Traditional Owners, businesses, and stakeholders to achieve awareness, understanding and support for the Project. This will be achieved through IRPL providing an engagement and communications briefing and formal introductions to key stakeholders. This goal will complement IRPL's three main engagement goals of building trust, building credibility and building visibility.

3.1.2 Objectives

The successful implementation of the CSEMP will ensure John Holland can deliver on our objectives. Our overarching goal is to build community and stakeholder understanding of, and trust and confidence in the design and delivery of the Project.

Our objectives are:

External

- Establish and build genuine relationships with the community and stakeholders to increase awareness and understanding of the Project's progress and potential impacts during construction
- Ensure community and stakeholder concerns are always addressed appropriately
- Ensure a 'no surprise' approach exists where commitments to the community are made
- Ensure the community and stakeholders fully understand the activities to be undertaken by John Holland, the potential impacts, expected outcomes, and duration
- Communicate early and often, while permitting two-way dialogue
- Monitor and continually review issues, risks, and mitigation strategies.

Internal

- Continually develop a high performing work interface between John Holland and Inland Rail personnel
- Develop a collaborative work environment for the wider project team
- Educate the team about the Project's commitment and obligations to community and stakeholder engagement.

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3.2 Project Scope

The Inland Rail - Illabo to Stockinbingal (I2S) Project is a 39-kilometre greenfield section where a new track will be constructed in a newly established rail corridor, just east of Illabo, tracking north to Stockinbingal, NSW.

This new section of rail corridor will provide a direct route from Illabo to Stockinbingal through to the existing Forbes line. The line will bypass Cootamundra and the steep and windy Bethungra Range with the Bethungra Spiral.

Bypassing the Bethungra Spiral will improve reliability and reduce travel distance by approximately 23 kilometres.

Burley Griffin Way will undergo a major realignment and a new road over rail bridge will be built. This will enable the closure of one of the existing rail level crossings in Stockinbingal, improving safety. In addition, Ironbong Road will undergo a minor realignment around the proposed level crossing to improve safety.

The project connects with the Albury to Illabo (A2I) and Stockinbingal to Parkes (S2P) enhancement projects.

This design and construct project works will include:

- New track construction
- Earthworks
- Bridge construction
- Culvert and drainage installation
- Road works
- Activated and passive level crossings
- Installation of rail systems
- Utility Adjustments





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3.3 Requirements

This Plan has been developed to fulfil relevant Project and contractual requirements relating to communication and stakeholder engagement outcomes and activities.

This plan responds to the requirements listed in PSR Annexure E Communications and Stakeholder Engagement Requirements - 4 Communication and Stakeholder Engagement Management Plan. This plan also responds to the requirements of the environmental and sustainability management requirements in section 6.1.1 and 6.2 of Annexure F and that in 2-0001-220-EAP-00-RP-0010 Social Impact Assessment Report.

A full list of Communications and Engagement Project Scope Requirements is included at Appendix A within the compliance matrix.

In addition, the I2S Conditions of Approval specify documents and monitoring programs to be prepared or a review to be undertaken in consultation with identified parties. Appendix C, lists the individual conditions of approval which relate to a deliverable (e.g. document, monitoring program, review) with reference to the condition, the deliverable, stakeholders and level of engagement required. Some other conditions of approval also require consultation if the requirement is triggered, however, these conditions are not listed because the stakeholder(s) and level of engagement will be determined by the triggered circumstance (e.g. CoA E2(c), E8 and E9).

3.4 Community and Stakeholder Engagement KPI

John Holland's effectiveness in delivering community and stakeholder engagement will be evaluated through KRA 3 – Stakeholder engagement and communications:

- KPI 3.1: Complaint Management
- KPI 3.2: Communication and Stakeholder Engagement Performance
- KPI 3.3: Knowledge of Community Issues and Stakeholder Engagement Procedures

4 Community and Stakeholder Engagement Team

4.1 Leadership and Commitment

John Holland's Project management team will demonstrate leadership and commitment with respect community and stakeholder engagement by:

- taking accountability for the effectiveness of engagement on the Project, including ensuring that the community and stakeholder engagement KPIs are achieved
- ensuring the integration of community and stakeholder engagement requirements into the Project's business processes
- ensuring the required community and stakeholder engagement resources are available to support Inland Rail's communication and engagement activities
- ensure the safety of all staff while undertaking communication and stakeholder engagement activities
- communicating the importance of effective engagement and of conforming to relevant project requirements to all team members and subcontractors
- directing and supporting Project team members and subcontractors to contribute to the effectiveness of our community and stakeholder engagement efforts
- promoting continual improvement
- supporting other relevant management roles to demonstrate leadership as it applies to their areas of responsibility.

Community and stakeholder engagement is every team member's responsibility – from project managers to traffic controllers. A key element of John Holland's team culture is our commitment to understanding and being considerate of community and stakeholder needs and minimising impacts throughout the planning and delivery of our projects while ensuring our staff remains safe.

4.2 Communications and Stakeholder Engagement Team

The Communications and Stakeholder Engagement team is responsible for supporting project delivery through effective engagement with residents, businesses, the local communities and key project stakeholders.

Communications and engagement activities will be developed and delivered in a collaborative approach with Inland Rail's Stakeholder Engagement and Communications team. This will be achieved through regular team meetings, briefings and ongoing reporting.

This includes ensuring stakeholders and the community are considered at all stages of the projects, including during the design, planning and delivery of construction works. It also requires John Holland to ensure stakeholders and the community are properly informed of key decisions around designs and legacy outcomes as well as upcoming construction works, site activity and impacts. The Communications and Stakeholder Engagement team works closely with the broader project team to minimise disruption, ensure that all required approvals are obtained in line with project requirements, and that feedback and concerns from the community and stakeholders are responded to promptly and with courtesy and respect.

The Communications and Stakeholder Engagement team will include locally based resources that will be embedded within the Construction team along with having the full support of John Holland's National Communication and Stakeholder Engagement team.

The hours of the Community and Stakeholder Engagement team will be a rostered approach to cover the core construction hours. The team will be on call for any enquiries or concerns raised during construction hours, along with being available for other activities outside their general work hours. This may include attendance at pre-start meetings, after hours activities, community events and information sessions. They will also be key members of the 24/7 on call roster to assist IRPL with responding to enquiries and complaints.

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4.3 Roles and Responsibilities

Various roles across the Project have responsibilities in relation to stakeholder and community engagement. John Holland's Communications and Stakeholder Engagement Manager will have the relevant qualifications including IAP2 training or at the minimum working towards this qualification.

Collectively all John Holland staff and workforce on the I2S Project are responsible for, and committed to, protecting and enhancing the reputation of the Project and IRPL during project delivery. The table below provides an overview of the scope of responsibility for key Project roles.

Position	Responsibility
Project Director	• Overall management of the Project • Instil a positive engagement culture across the Project team • Approve and support implementation of this Plan • Support opportunities to improve methodology to improve delivery of Project to minimise impact to community and stakeholders • Attend stakeholder meetings as required • Act as escalation point for resolution of existing and emerging issues • Ensure risks to reputation and project delivery are identified and mitigated.
Communications & Stakeholder Engagement Manager	• Member of the Project Management Team • Work closely with Inland Rail to develop and implement successful communications and engagement activities and meets related project scope and technical requirements • Lead and manage Communications and Stakeholder Engagement team to achieve compliance with relevant Project requirements • Oversee the efficient and effective management of community and stakeholder engagement resourcing, budget and suppliers • Ensure all project design and methodologies are developed with community and stakeholder needs and expectations in mind • Develop and lead initiatives to develop positive engagement culture • Identify and implement opportunities to enhance project awareness and reputation • Attend stakeholder meetings as required • Implement best practice solutions and measures to identify and mitigate risk, issues and concerns • Track and manage progress towards KPIs and objectives • Capture and share lessons learnt
Stakeholder Engagement Advisor	• Work closely with Inland Rail to proactively manage the relationship between the Project and key stakeholders across all works areas in particular landowners • Support fulfilment of community and stakeholder engagement requirements, objectives and KPIs • Develop and deliver high-quality, relevant, accurate and timely communications and engagement activities • Document and record all community and stakeholder interactions • Recommend and implement approaches to identify, minimise and mitigate engagement risks, issues and concerns • Contribute to the timely and comprehensive completion of all reporting requirements • 24/7 management of the community engagement phone line and email address
Community Liaison Officer/s	• Support the fulfilment of community and stakeholder engagement requirements and objectives

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Position	Responsibility
	• Assist with the implementation of relevant communications and engagement activities • Document and record all community and stakeholder interactions • Contribute to the timely and comprehensive completion of all reporting requirements • 24/7 management of the community engagement phone line and email address
Project Manager	• Identify methodologies that minimise impact and maximises project positivity on community and stakeholders • Work with community and stakeholder engagement team to resolve community issues relating to construction activities • Ensure construction processes are carried out in a manner that satisfies statutory and project safety, environmental, community and quality plan requirements • Attend stakeholder meetings as required • Encourage positive engagement culture across Construction team • Ensure Community and Stakeholder Engagement team representatives are involved in early stages of methodology development.
Supervisors	• Identify methodologies that minimise impact to community and stakeholders • Alert Community and Stakeholder Engagement team to potential public-facing issues or concerns on site • Encourage all subcontractors, traffic controllers and team members to be mindful of community and stakeholder needs and expectations • Provide input into development of communication materials to ensure construction methodology is represented correctly.
Project and Site Engineers	• Identify methodologies that minimise impact to community and stakeholders • Provide appropriate notice of upcoming activities to enable communications and engagement activities to be implemented within required timeframes • Alert Community and Stakeholder Engagement team to potential public-facing issues or concerns on site • Work with community and stakeholder engagement team to resolve community issues relating to construction activities • Provide input in development of communication materials to ensure construction methodology is represented correctly.
Land, Planning, Environment & Sustainability team	• Collaborate with Community and Stakeholder Engagement team to identify methodologies that minimise impact • Provide appropriate notice of upcoming activities to enable communications and engagement activities to be implemented within required timeframes • Alert Community and Stakeholder Engagement team to potential public-facing issues or concerns on site • Work with Community and Stakeholder Engagement team to resolve community issues relating to construction activities • Provide input in development of communication materials to ensure environment and sustainability issues and activities are represented correctly.
Traffic Management team	• Identify traffic management approaches that minimise impact to community and stakeholders

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Position	Responsibility
	• Provide appropriate notice of upcoming activities to enable communications and engagement activities to be implemented within required timeframes • Alert community and stakeholder team to potential public-facing issues or concerns • Work with community and stakeholder engagement team to resolve community issues relating to traffic and access changes and disruptions • Provide input in development of communication materials to ensure traffic management is represented correctly.
People, Social Performance & Training team	• Collaborate with Community and Stakeholder Engagement team to instil a positive engagement culture across the project team • Support opportunities to coach and train team members to improve community and stakeholder engagement outcomes • Ensure workplace-related risks to reputation and project delivery are identified and mitigated.

5 Community and Stakeholder Engagement

5.1 Approach

Our aim throughout the delivery of the Project is to minimise impacts and build long-term relationships generating support for the operation of the Inland Rail.

Community and stakeholder engagement activities and strategies for the I2S will be consistent with best practice frameworks developed by the International Association for Public Participation (IAP2) and the Infrastructure Sustainability Council of Australia (ISC).

Opportunities will be created to establish and build genuine relationships with stakeholders and the community to increase support and understanding of the Project.

We will encourage community involvement and participation by being accessible and available to the community by maintaining a strong and visible presence within their neighbourhoods, and by tailoring our communications and the tools we use to the requirements of individual stakeholders and their circumstances.

John Holland propose to evaluate stakeholder and community engagement by applying the ISC rating tool. The measures will include opportunities for community feedback on selected draft stakeholder engagement strategies, with that feedback documented and used to guide completion of the final strategy. These opportunities will be identified in co-ordination with IRPL.

In coordination with IRPL we will maximise participation and understanding and leave a positive legacy for the community by being:

- Proactive – identifying and planning for possible community impact and opportunity in advance, while understanding and involving the right stakeholders in the process
- Respectful and responsive – listening and acknowledging stakeholder concerns and engaging in a manner that fosters mutual respect and trust
- Innovative – consistently seeking new ways of doing things along with being flexible while combining the proven methods of communication such a newsletters, face to face engagement, traffic/work alerts via SMS and neighbourhood meetings
- Upfront, open and honest – providing clear and accurate information that responds to concerns, views and expectations. Using communication and consultative tools that match stakeholder needs with ‘no surprises’
- Focused on sustainable outcomes – looking for opportunities during community discussions, seeking mutually beneficial outcomes, sustainable outcomes, employment outcomes, and community legacy outcomes.

This will be achieved while complying with the following:

- 0-0000-900-PCS-00-ST-0005 Inland Rail Reputation Strategic Plan
- 0-0000-900-PCS-00-SP-0001 Specification - Complaints Management Requirements
- 2-0000-220-PCS-00-PL-0001 I2S | Engagement Implementation Plan; and
- 2-0001-220-EAP-00-RP-0010 I2S | Social Impact Assessment Report
- 5-0019-220-PMA-00-PL-0037 – Construction Environment Management Plan
- 5-0019-220-PMA-00-PL-0044 – Sustainability Management Plan

5.2 Avoiding and Minimising Disruption

Our aim during construction is to work with the community and avoid disruption wherever possible. This includes minimising impacts, delay and inconvenience to any affected stakeholders and nearby residents, along with mitigating impacts that cannot be avoided. John Holland will manage construction impacts, such as:

- Public safety due to increased heavy vehicle movements
- Noise, vibration and dust
- Traffic changes on local roads
- Protecting homes, property and amenity throughout high impact construction activities such as piling
- Managing impacts on farming operations during construction, including maintaining access for business operations and harvest requirements.

5.3 Investing in the Community

John Holland is strongly motivated to leave a positive legacy by investing in the community while delivering the Project. In addition to delivering high-quality infrastructure that enhance people's lives, and are sustainable over the long term, we also provide significant benefits including support for local charities.

John Holland will invest in innovative ways to actively support the community. We will continue to support local charitable organisations and build on the partnerships that we have already developed.

Construction workforce fundraising activities such as BBQs, raffles, recycling and social events will be held regularly with funds raised going to local charities. John Holland will also seek to participate in and support key community events with donations to be made through funds raised by both employees and subcontractors.

6 Stakeholder Management

6.1 Commitment Statement

The John Holland team is committed to the community and stakeholders that will be affected by our works. The I2S project will bring many benefits to the wider community, and in partnership with IRPL, we will celebrate and tell these stories. The John Holland team is also committed to protecting and enhancing the reputation of the Project, the IRPL program and ARTC during the delivery and performance of our works and activities. Through the onboarding process, Project inductions, toolbox sessions and other internal communication channels we will ensure our staff, workforce and subcontractors are aware of their requirements and Project expectations regarding worker behaviour and interactions with the community and stakeholders.

However, the nature of delivering the project means that there will also be disruptions. We understand that communications and engagement is everyone's job and commit to actively engaging with those impacted and communicating clearly and honestly.

John Holland will work with IRPL to plan and design the Project to reduce, as far as practicable, the disruption to landowners from direct acquisition or temporary occupation of residential land and land that is highly valued by community members (including public parks, walking tracks and recreational spaces).

Fundamentally the Communications and Stakeholder Engagement team will aim to ensure there are no surprises and will deliver on all our promises.

The strategy for effective community and stakeholder engagement will be founded on trust, openness and authenticity.

To meet critical interface milestones, we will establish a whole of project culture focused on strong, enduring relationships with IRPL, our delivery partners, key stakeholders and the community.

As a guest in the local community, we will operate with respect and integrity at all times and will direct our subcontractors to do the same. We will listen to people's needs and expectations and consider them during planning and delivery. We will communicate clearly about what we can and can't do and deliver on every one of our commitments.

In addition, we will work collaboratively with IRPL to develop a transition strategy to manage the transfer of certain stakeholder engagement responsibilities from IRPL to John Holland at an agreed point in time, prior to the commencement of works.

6.2 Negotiable and Non-Negotiable Aspects of the Project

The scope of John Holland's delivery work for I2S is made up of non-negotiable and negotiable items.

The John Holland team will communicate in line with the IAP2 Spectrum of Public Participation (Inform, Consult, Involve, Collaborate, Empower) and where possible, will consult with and involve stakeholders on negotiable issues.

John Holland will work closely with stakeholders to provide advice and alternatives in the decision-making process. Negotiable and non-negotiable elements may include the list outlined in the below table but this will continue to be investigated and updated.

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Negotiable Items	Non-negotiable Items
• Some elements of the urban design legacy including artwork and creative elements • Relocation and respite assistance during out of hours work subject to discussions between John Holland and IRPL • Management of local issues (location of some plant and equipment eg generators, staging of some minor works) • Timing, location and content of community information sessions	• Scope of work as stipulated by IRPL and/or Federal/State standards and requirements • Occupational health and safety (OHS) • Construction methodology • Location of infrastructure within the rail corridor • Planning permits and Project approvals

6.3 Sustainability

Sustainability considers social, economic, and environmental performance over short, medium, and long-term timeframes. John Holland's approach to sustainability has been addressed in 5-0019-220-PMA-00-PL-0044 – Sustainability Management Plan. To achieve an 'Excellent' ISC rating in accordance with Version 1.2 of the IS Technical Manual Guidelines for the design and as built phases John Holland's Communication and Stakeholder Engagement Team will focus on the following community credits.

Table 1 - ISC community credits

Credit	Credit Name	Project approach
Sta-1	Stakeholder engagement strategy	• This Plan will be managed and reviewed by a senior qualified person with at least 5 years' experience in stakeholder engagement and is a current member of the International Association of Public Participation (IAP2) or has 10 years' experience in stakeholder engagement. In addition, the strategy will be reviewed / audited by Inland Rail's independent stakeholder engagement auditor. • This Plan will be implemented, and formal monitoring, evaluation and corrective action processes will be implemented. • The community will be informed of the draft strategy via email and on the Inland Rail website and will be provided an opportunity to provide feedback. Community feedback will be documented and used to guide completion of the final strategy.
Sta-2	Level of engagement	• John Holland will identify negotiable issues and as per the IAP2 spectrum of 'involve' or higher will engage relevant stakeholders in the consultation process.
Sta-3	Effective communication	• John Holland will ensure that the community is provided with information that: ◦ Is provided in a timely manner ◦ Supports community participation ◦ Is meaningful and relevant ◦ Is accessible; and ◦ Has been verified by Inland Rail's Independent Audit Auditor in their annual audit.
Sta-4	Addressing community concerns	• John Holland will manage and address community concerns and take all considerations into account.

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Credit	Credit Name	Project approach
		• This will be verified by Inland Rail's Independent Audit Auditor in their annual audit.
Hea-1	Community health and well-being	• Measures to positively contribute to community health and wellbeing for three priority issues will be targeted and, if feasible, implemented. Where applicable, monitoring of community health and wellbeing indicators related to priority issues may be undertaken at appropriate intervals. This will be evidenced through design reports and/or procurement, training or management plans.

6.4 Early Engagement

As part of the development of the Environmental Impact Statement under Division 5.2 of the *(NSW) Environmental Planning and Assessment Act 1979* (EP&A Act), Inland Rail undertook a robust engagement process to support the development of the Project during the application of approvals for the Project under the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Through briefings, coordination meetings, consultation reports and reference design comment registers, Inland Rail will provide John Holland with a summary of stakeholder feedback and concerns. John Holland will consider stakeholder feedback during design development and throughout the planning, mobilisation and delivery of the project. John Holland will provide Inland Rail with responses to reference design comment register to assist with closing out community feedback and demonstrating where and how feedback was incorporated.

6.5 Stakeholder Analysis and Engagement Techniques

John Holland recognises the vital importance of establishing clear accountabilities for managing stakeholder relationships. Accountability for engagement with some stakeholders will remain with Inland Rail. This includes engagement with the Federal Minister for Infrastructure and Transport, Federal and State Members of Parliament, local government councillors and the media.

John Holland will continue to provide advice and support to Inland Rail to support the ongoing engagement of these individuals and groups.

The table below provides an overview of stakeholders, responsibilities and the engagement techniques we will employ to support positive community outcomes on this project during the detailed design and delivery stages of the I2S works.

John Holland recognises stakeholder engagement must build on Inland Rail's previous engagement activities and we commit to protecting and enhancing the Project's reputation.

Alignment workshops will be held on project award to ensure that the management of relationships by John Holland is transitioned effectively and considers the strong and enduring relationships Inland Rail has established with many key stakeholder groups.

Table 1 - Stakeholder analysis and engagement approach

Stakeholder	Lead	Key Project Interests and Issues	Approach (IAP2 spectrum)
Federal Government – Elected Representatives • Hon. Michael McCormack, Member for Riverina (The Nationals)	• Inland Rail	• Supportive of the Project and benefits • Managing constituent concerns	• Inform

Stakeholder	Lead	Key Project Interests and Issues	Approach (IAP2 spectrum)
Federal Government – Ministers • The Hon Richard Marles, Minister for Defence and Member for Corio • Senator the Hon Murray Watt, Minister for Agriculture, Fisheries and Forestry, Minister for Emergency Management • – The Hon Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government	• Inland Rail	• Supportive of the Project and benefits • Managing constituent concerns	• Inform
State Government – Ministers • Hon. Paul Toole, Deputy Premier, Minister for Regional NSW, Minister for Police (The Nationals) • Hon. Rob Stokes, Minister for Infrastructure, Minister for Cities, and • Minister for Active Transport (Liberal) • Hon. David Elliott, Minister for Transport, Minister for Veterans (Liberal) • Hon. Kevin Anderson, Minister for Lands and Water (The Nationals) • Hon. Sam Farraway, Minister for Regional Transport and Roads (The Nationals) • – Hon. James Griffin, Minister for Environment and Heritage (Liberal)	• Inland Rail	• Supportive of the project and benefits • Managing constituent concerns	• Consult
State Government – Elected Representatives • Hon. Stephanie Cooke, Member for Cootamundra (The Nationals)	• Inland Rail	• Level crossing safety • Land acquisition • Property impacts • Social economic benefits • Impacts on community • Managing constituent concerns	• Involve
Local Government – Mayors • Junee – Cr. Neil Smith • Temora – Cr. Rick Firman • – Cootamundra-Gundagai - Cr. Charlie Sheahan	• Inland Rail	• Impact to local infrastructure • Level crossing safety • Roads • Construction impacts	• Involve

Stakeholder	Lead	Key Project Interests and Issues	Approach (IAP2 spectrum)
		• Land acquisition • Hydrology and flooding impacts • Social economic benefits	
Local Government – Councillors • Junee • Temora • Cootamundra-Gundagai	• Inland Rail	• Impact to local infrastructure • Level crossing safety • Roads • Construction impacts • Land acquisition • Hydrology and flooding impacts • Social economic benefits	• Involve
Local and State Government – Economic and Technical Staff • Junee Shire Council • Temora Shire Council • Cootamundra-Gundagai Regional Council • Riverina Eastern Region Organisation of Councils (REROC) • Local Emergency Management Office (LEMO) • Department of Regional NSW (DPC) • Emergency Services: • NSW Fire & Rescue • NSW Rural Fire Service • NSW Ambulance • NSW Police Force • State Emergence Services • Safe Work NSW • RDA Riverina & Murray • Murrumbidgee Public Health Network	• John Holland	• Impact to local infrastructure • Level crossing safety • Roads • Construction impacts • Land acquisition • Hydrology and flooding impacts • Social economic benefits • Accessibility • Temporary traffic diversions • Services during construction	• Collaborate
Approval Agencies • NSW Department of Planning, Housing and Infrastructure (DPHI) • NSW Department of Planning and Environment – Biodiveristy Conservation Division • NSW Department of Planning and Environment – Crown Lands	• Inland Rail / John Holland	• Level crossing safety • Design and connections • Social economic benefits • Primary approvals • Land acquisition • Utility access and relocation • Impacts during construction	• Consult

Stakeholder	Lead	Key Project Interests and Issues	Approach (IAP2 spectrum)
• NSW Department of Planning and Environment – Heritage NSW • NSW Department of Planning and Environment – Water • NSW Department of Primary Industries – Agriculture • NSW Department of Primary Industries – Fisheries • NSW Environmental Protection Authority • Transport for NSW • Local Land Services			
Other Stakeholders • ARTC • Department of Infrastructure, Transport, Regional Development & Communications (DITRDC) • UGL (CRN) • Communications / Telstra, NBN • Power • Gas • Water	• John Holland	• Level crossing safety • Design and connections • Social economic benefits • Primary approvals • Land acquisition • Utility access and relocation • Impacts during construction	• Consult
Chambers of Commerce • NSW Business Chamber • NSW Indigenous Chamber of Commerce • Junee Business and Trades Association • Temora Business Enterprise Group • Cootamundra Development Corporation	• John Holland	• Social economic benefits • Accommodation • Job availability	• Involve
Environmental and other Community Groups • Landcare Riverina • Stockinbingal Heritage Room	• John Holland	• Environmental impacts • Biodiversity offsets • Impacts to existing infrastructure	• Involve
Community Consultative Committees • Illabo to Stockinbingal CCC	• Inland Rail	• Hydrology and flooding impacts • Noise impact on livestock • Level crossing safety • Land acquisition • Mental health and landowners	• Consult

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Stakeholder	Lead	Key Project Interests and Issues	Approach (IAP2 spectrum)
Industry Bodies • Australian Trucking Association • Australian Railway Association	• John Holland	•	• Inform
Indigenous Stakeholders • Young Local Aboriginal Land Council • Wagga Wagga Local Aboriginal Land Council • Cootamundra Aboriginal Working Party • Mawang Gaway Elders Group • Registered Aboriginal Parties • –Cultural Heritage – Local Land Services and Crown Land	• IRPL	• Social economic benefits • Job availability • Indigenous employment • Accommodation • Cultural heritage impacts • Parking impacts • Community safety	• Inform • Consult on educational activities and opportunities for students to visit site • Involve on cultural heritage impacts and indigenous employment
Community Action Groups • NSW Farmers Association (Eastern Riverina) • Riverina Country Women's Association • Engineers Australia	• John Holland	• Impacts on landowners • Land acquisition • Alignment selection • Fencing	• Inform
Community (General) • Community members Junee • Community members Illabo • Illabo Show Society • Community members Bethungra • Community members Temora • Community members Cootamundra • Rotary Club of Cootamundra • Cootamundra Show Society • Cootamundra Country Women's Society • Community members Stockinbingal • Rail operators (PN, Qube, SCT etc) • Rail Hubs	• Inland Rail & John Holland	• Level crossing safety • Social economic benefits • Noise and vibration • Traffic movements • Construction impacts • Local infrastructure • Accommodation • Job availability	• Inform
Community (Directly Impacted) • Landowners	• Inland Rail & John Holland	• Land acquisition and compensation • – Level crossing safety	• Inform • Where possible consult on legacy outcomes
Media • The Cootamundra Herald • Junee Southern Cross Newspaper • Riverina Leader	• John Holland	•	• Inform

Stakeholder	Lead	Key Project Interests and Issues	Approach (IAP2 spectrum)
• Temora Independent • Western Magazine • TEM-FM • 2AAA • 2LF			
Third Party Projects • TfNSW level crossing removal program (Harris Gates Olympic Highway) • Goldenfields Water mains upgrade west of the water tower in Stockinbingal • Stockinbingal interchange proposal • Others as they become known	• John Holland	• Various including: • Level crossing safety • Utility infrastructure impacts • Workforce • Changes in property ownership & corridor alignment	• Inform

7 Communications and Engagement Strategy

John Holland's approach to community engagement will be proactive, open, timely and transparent, using a variety of tools and techniques to facilitate a meaningful exchange of information and provide opportunities for genuine engagement with the local community and stakeholders.

Building on Inland Rail's previous engagement, John Holland will work closely with Inland Rail to establish trusted relationships with impacted stakeholders and community members by engaging early, clearly communicating upcoming works and impacts and seeking feedback and input where possible.

The community engagement team will work closely with the Project's Design, Delivery, Environmental and Traffic teams, to ensure feedback from key stakeholders is considered throughout the design and delivery of the Project and any commitments are kept.

John Holland's Communications and Stakeholder Engagement team will:

- Develop and implement best practice, effective and appropriate communications and engagement activities, in consultation with Inland Rail and taking into consideration feedback and advice from Local Councils, community members, nearby residents, and key stakeholders to build community understanding and acceptance of our works
- Maintain open, honest and regular communication with affected stakeholders (including adjacent Inland Rail packages) and will build relationships based on trust and integrity
- Establish and follow clear procedures for communicating with the community and will treat impacted stakeholders with respect, sensitivity and empathy
- Work closely with our Safety Teams, Superintendents and Supervisors to educate the Project workforce, subcontractors and staff, through inductions, toolbox sessions and internal communications channels, about representing I2S and the expectation that all Project personnel contribute towards the Project reputation
- Provide timely, accurate and relevant information to key stakeholders regarding construction activities and impacts, and work to minimise disruption
- Collaborate closely with design and construction teams to ensure stakeholder feedback is passed on and can be considered during planning stages
- Maintain regular communication with Inland Rail's Communications and Stakeholder Engagement team, and other teams as appropriate, to ensure Inland Rail is aware of and consulted on upcoming activities
- Work with Inland Rail to develop online and digital content and promotion opportunities, including media opportunities, functional advertising, social media content and website updates
- Work with Inland Rail to support Project engagement activities with appropriate staff from the Communications and Stakeholder Engagement team or relevant project disciplines
- Identify opportunities to promote local businesses to the Project workforce and local community
- Respond to issues raised by impacted residents and businesses in a timely manner and seek solutions that, where possible, are in the best interests of both the Project and impacted stakeholders
- Offer and fund the temporary relocation of Stakeholders, particularly residents adjacent to the site or adjacent to any high impact works that occur out-of-hours for more than three (3) consecutive nights
- Commit to meaningful, best practise engagement and interaction with stakeholders during the performance of our activities
- Maintain, update and record all stakeholder interactions Consultation Manager.

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7.1 Communications and Engagement by Project Phase

Communications and engagement activities will be tailored by project phase (Figure 1). This approach to communications and engagement will ensure that:

- Community and stakeholder needs and expectations are managed well from the outset
- Communications and community relations activities are proactive, well planned and appropriate to the project stage
- Appropriate resources and budget are allocated to undertake the necessary activities.



Figure 1 - Summary of the key communications and engagement activities undertaken in each phase of the project

7.1.1 Planning and Design Phase

Stakeholder needs, expectations and feedback will help shape the project and during the planning phase, John Holland will seek to map key stakeholders, identifying concerns, issues and areas of interest.

During the planning and design phase John Holland will aim to reduce as far as practicable the disruption to the local community including landowners from direct acquisition or temporary occupation of land.

The table below details the communications and engagement activities that will be undertaken to support community and stakeholder input and understanding during the planning phase.

Engagement approaches will be developed collaboratively with IRPL, and outcomes provided through summaries and minutes of meetings to ensure compliance. Relevant representatives from IRPL will be invited to attend all engagement discussions in regard to the design phase.

The outcomes from the design phase that have an impact on local landowners will be included in the Individual Property Management Plans (IPMP).

Table 2 – Key elements of design consultation

Element	Activity
Consultation on design including public exhibition of development and	• John Holland will lead the consultation of design development IRPL supporting through technical design information and drawings, access to subject matter experts, detailing negotiable and non-negotiable items, providing 3D visualisation inputs, providing justification for decisions and developing FAQs and key messaging

Element	Activity
design plans and permits	• Engagement will be undertaken through number of channels including requests for formal feedback from technical stakeholders, via community surveys, individual consultation and through information sessions and pop-up displays • John Holland will review community reference design comments to understand sentiment and local preferences and will consider community feedback in design development. John Holland will provide responses to community feedback and will detail why feedback has or has not been reflected in designs • Engagement approaches will be developed collaboratively, with outcomes provided through summaries and minutes of meetings • Public display of development and design plans and permits will be undertaken with specific technical permits and associated public consultation requirements as needed throughout the planning and mobilisation phases
Consultation on construction planning and staging	• Where possible the Communications and Engagement Team will engage on elements of the delivery strategy and planning approach and will encourage the construction team to consider community and stakeholder feedback
Communications and engagement about investigative works	• Stakeholders and sensitive receivers around proposed works areas will be identified, mapped and notified of upcoming works in line with notification requirements • Stakeholders and community members will be notified about works, timing and impact, including doorknocks and letter drops and individual meetings with sensitive receptors • Transparent, ongoing communication around works program and challenges, including regular email updates to stakeholders, as required
Stakeholder engagement about reinstatement of public and open spaces	• Engagement will be undertaken through number of channels including requests for formal feedback from technical stakeholders, via community surveys, individual consultation and through information sessions and pop-up displays • Engagement approaches will developed collaboratively, with outcomes provided through summaries and minutes of meetings
Review of early engagement activities and community feedback	• Review of consultation reports • Meetings with Inland Rail's Stakeholder Engagement team to understand community issues and areas of interest • Site visits and stakeholder mapping
Engagement with Registered Aboriginal Parties and First Nations representatives	• Initial engagement meetings between key project team members and Traditional Owner Groups and representatives including Cultural Appreciation site visits • Design discussions regarding opportunity to include First Nations representation in project legacy outcomes • Development of an Aboriginal Community and Stakeholder Engagement Strategy and Aboriginal Cultural Values Plans in consultation with the relevant parties. • Additional aboriginal cultural heritage investigations will also be undertaken to ensure compliance with the CoA

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7.1.2 Mobilisation Phase

John Holland will begin to impact on community and stakeholders as works commence and detailed design development continues. The mobilisation phase is a key period of transition as Inland Rail begins to introduce John Holland to key project stakeholders and hands established relationships across to the Communications and Engagement Team.

During this phase Inland Rail's Stakeholder Engagement Team 's will support John Holland with community engagement activities around design development. John Holland will consider feedback gained during this process in both design development as well as work planning, staging and delivery where possible.

The table below details the communications and engagement activity to support stakeholder and community input into these elements.

Element	Activity
Communications and engagement about site establishment	• Stakeholders and sensitive receivers around sites will be identified, mapped and informed of upcoming works in line with notification requirements • Feedback from stakeholders and the community (including advice from Inland Rail's Stakeholder Engagement Team) will inform and shape John Holland's approach to site establishment and mobilisation • Stakeholders and community members will be notified about works, timing and impact, including door knocks and letter drops and individual meetings with sensitive receptors • Opportunities will also be explored with key stakeholders to use hoardings and other temporary structures to mitigate impacts and support placemaking activity
Completion of property condition surveys and reports	• Properties to be offered condition surveys and reports will be mapped and identified and shared with Inland Rail for feedback and advice • Records of all contact and completed surveys and reports will be documented securely • Road dilapidation surveys of key haulage routes will also be undertaken prior to main works commencing to record the condition of the local road network
Communications about traffic and transport changes	• Communication and engagement approaches will be shared with Inland Rail in a timely manner to enable feedback to be considered prior to notification of impacts • Stakeholders and community members will be notified about upcoming traffic and transport changes through established and recognised channels including works notifications, VMS boards and individual consultation as required • Appropriate permits and approvals, managed by the Traffic Team will be in place prior to works commencing
Business engagement	• Businesses and organisations around proposed works areas and sites will be identified, mapped and informed of upcoming works and impacts • Businesses and organisation impacted by Project works will be closely supported from the mobilisation phase forward and will be notified about works, timing and impact, including door knocks and letter drops and individual meetings with sensitive receptors • The Communications and Engagement Team will seek to promote local businesses, with a focus on businesses and organisations most impacted by works. • Engagement with businesses will be tailored and specific, and will consider the individual requirement and concerns
Detailed design consultation	• Detailed design development will involve John Holland taking an active role in engagement activities, while maintaining Inland Rail's ongoing involvement in the process through the planning, implementation, review process associated with all design engagement activities

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Element	Activity
	• Design consultation will involve engagement with key stakeholders including Local Councils, Asset Owners, impacted landowners, community and advocacy groups. This will be led by John Holland, with support from Inland Rail • Consultation will be conducted through stakeholder meetings, the release of design packages for comment, and (as required) detailed design workshops • All feedback will be recorded through meeting minutes and actions registers as appropriate for the highly technical and specific document management approaches required for the Project • In line with the Design and Engineering Management Plan and through an agreed approach, Inland Rail will support John Holland through design stages, including communicating design updates, changes and impacts to stakeholders
Identification of legacy initiatives	• This phase includes the opportunity to engage the community to identify, prioritise and shape legacy initiatives
Early engagement with stakeholders	• Test and revise delivery approach and proposed mitigation measures with Inland Rail • Meetings with key stakeholders, including local councils, authorities, community interest groups and impacted landowners to advise of upcoming work and impacts and proposed mitigation measures
Engagement with Registered Aboriginal Parties and First Nations representatives	• Ongoing engagement with Traditional Owner groups regarding implementation of the Cultural Heritage Management Plan and project cultural awareness inductions • Design discussions regarding opportunity to include First Nations representation in project legacy outcomes

7.1.3 Construction Phase

Ongoing construction will create impact and disruption for community members, businesses and stakeholders, which will require a pointed communications and engagement effort to manage.

A critical part of this phase is notifying the community (residents, businesses, road users, etc) of upcoming project activities, construction works and impacts and implementing measures to mitigate and minimise impacts.

The Communications and Stakeholder Engagement Team recognises that construction fatigue is a real issue and can impact stakeholders in different ways. We will treat impacted stakeholders with respect and sensitivity and are committed to working closely with impacted stakeholders to reduce and mitigate impacts from our works as much as possible.

During this phase the primary responsibility for management and staffing the Project information centre/s will sit with John Holland. Location, opening hours and staffing requirements will be agreed between John Holland and Inland Rail during the planning and mobilisation phases, with consideration given to meeting project scope requirements while being responsive to community needs and expectations.

Element	Activity
Communications about construction activity and milestones	• Activities and milestones will be regularly communicated through standard and established channels • The communication of significant events will be documented in Communications Action Plans

Element	Activity
Management of construction impacts	• Construction activities, timing, expected impacts and mitigation measures will be communicated early, to enable the community and stakeholders to anticipate and plan around upcoming disruption • Notification will be provided through a range of methods, including SMS, email, door knocks, VMS and letter box drops • The Communications and Stakeholder Engagement team will work close with the Construction team to develop work methods that minimise community impacts
Management of construction fatigue, including offering respite and relocation	• The Communications and Stakeholder Engagement team will implement a process to monitor and identify instances where works and activities may lead to construction fatigue or require respite and relocation offers. This will include reviewing the delivery program, identifying sensitive stakeholders, modelling impacts, undertaking 'heath checks' and implementing strategies to reduce the impact including: • Managing expectations from the outset and communicating accurate timeframes • Providing clear justification for delays, extensions of works or elevated impacts • Consolidating works notifications to reduce number of notifications received • Providing accurate information about progress, key timings and likely end date, which is responsive to feedback (ability to increase or decrease level of proactive communication) • Engaging in a respectful and empathetic way, understanding each stakeholder is impacted differently. • Implementing the Respite and Relocation sub-plan to ensure residents likely to be impacted by out of hours works are informed of upcoming works, likely impacts and offered respite and relocation in line with an agreed approach and taking into consideration individual sensitivities
Communications about traffic and transport changes	• John Holland will engage with transport operators and authorities to agree and communicate changes to traffic and transport arrangements • Information will be provided through a range of methods, including signage, advertising, media relations, digital channels and direct engagement • The communication of significant changes or disruptions will be documented in Communication Action Plans
Business engagement	• Businesses and organisations around proposed works areas and sites will be identified, mapped and informed of upcoming works and impacts • Businesses and organisation impacted by Project works will be closely supported from the mobilisation phase forward and will be notified about works, timing and impact, including door knocks and letter drops and individual meetings with sensitive receptors • The Communications and Engagement Team will seek to promote local businesses, with a focus on businesses and organisations most impacted by works. • Engagement with businesses will be tailored and specific, and will consider the individual requirement and concerns
Detailed design consultation	• Detailed design development will continue in the delivery phase and will involve John Holland taking an active role in managing engagement activities, while maintaining Inland Rail's ongoing involvement in the process through the

Element	Activity
	planning, implementation, review process associated with all design engagement activities • Design consultation will involve engagement with key stakeholders including Local Councils, Asset Owners, impacted landowners, community and advocacy groups • Consultation will be conducted through stakeholder meetings, the release of design packages for comment, and (as required) detailed design workshops • All feedback will be recorded through meeting minutes and actions registers as appropriate for the highly technical and specific document management approaches required for the Project • As designs are finalised John Holland will work closely with Inland Rail to respond to all feedback and provide justification for design changes or where feedback cannot be incorporated
Delivery of legacy initiatives	• Legacy initiatives identified in the mobilisation phase will be developed and delivered during the construction phase in line with Project commitments
Review effectiveness of mitigation measures with stakeholders	• Seek feedback and advice from impacted stakeholders on the effectiveness of mitigation measures and support provided

7.1.4 Completion and Demobilisation phase

Communications and engagement around the commissioning and completion phases seeks to build on our commitment to delivering a range of social, economic and environmental benefits through the delivery of the Project.

Element	Activity
Communications and engagement about commissioning and completion milestones	• Inland Rail will develop a Completion Communications Strategy for the Project's completion • John Holland will provide information and input into the Completion Communications Strategy as requested, including planning and participation in events and the preparation of materials to support media announcements and events • The communications and stakeholder engagement program will be developed further and refined towards the end of the construction phase to reflect activities proposed as part of the Completion Communications Strategy • Broadly the program will reflect commissioning events, and seek to celebrate completion milestones in ways that involve and engage key stakeholders and the broader community, including engagement with Traditional Owner groups for Welcome to Country and acknowledgement of any First Nations reference at project open events
Handover of stakeholder and community relationships to owner/operator	• Where appropriate, engagement and communication records will be handed over to the owner/operator • A written briefing on key community and stakeholder relationships will be provided to the owner/operator, as required

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Element	Activity
Closing out of property condition surveys and reports	• As required, owners of a property surveyed during the mobilisation or construction phases will be offered a post-construction property survey • Any damage claims arising will be managed consistently with the established damage claims procedure in earlier project phases • Complete the Temporary Landowner Occupation (TLO) handback process in consultation with property owners to ensure all parties are satisfied with the return of property.
Completion and work to embed legacy initiatives	• This phase marks the opportunity to celebrate and build on the Project's social legacy • This includes capturing and communicating lessons learned in terms of sustainability, social procurement, research and capability building initiatives
Support of Defects and Liability period	• Communications and Stakeholder Engagement representatives will support the Project Manager in closing out any enquiries or issues from the owner or Inland Rail during the defects and liability period

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8 Communications and Stakeholder Engagement Activities

8.1 Inland Rail Policies

Inland Rail policies relevant to this Plan will be identified and will guide John Holland's communications and stakeholder engagement activities.

Additionally, John Holland will recognise and operate in accordance with the IAP2 Spectrum of Public Participation and Core Values.

8.2 Key Messaging

Project key messages will be developed in consultation with IRPL and will be used when preparing communication material for the Project and when responding to enquiries and complaints.

Such key messages may include:

John Holland is committed to being a good neighbour during the construction of the Project. Our commitment is to build and maintain good relationships and minimise disruption to local businesses, residents and travelling public

Construction of the Project is scheduled to begin in 2025 and will be completed in 2027

8.3 Communication Action Plans

Activities and milestones that are likely to create very high levels of impact or attract significant community or stakeholder attention will require the development of a Communication Action Plan (CAP).

All CAPs will be developed by John Holland and submitted to Inland Rail within the defined timeframe for approval. Inland Rail will review the plan and provide feedback within a reasonable period of time from receiving a draft. No significant communication or engagement activities will be undertaken prior to Inland Rail's sign off, unless discussed and approved in writing by the project's Manager Stakeholder Engagement and Communications.

CAPs will reflect the project's community and stakeholder engagement requirements and will take into account any stakeholder consultation that has already been carried out.

CAPs will include actions to be implemented during key phases of the activity, as well as specifying timeframes and the person or people responsible for each action.

A template / outline of a Communication Action Plan is outlined in Appendix B.

8.4 Communications and Engagement Tools

A variety of communication tools and materials will be used throughout the project, according to the purpose of the communications and the audience's needs.

John Holland understands the importance of developing accurate, informative and professional communication and engagement materials that meet the needs and expectations of Project stakeholders and ensuring that all publicly available documents are compliant with the Web Content Accessibility Guidelines (WCAG) level AA or above. In addition, John Holland will inform IRPL of any changes to the planned engagement activities as they arise.

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John Holland's Communications and Stakeholder Engagement Team will work closely with IRPL to develop communication and engagement materials in line with specific project scope requirements and 0-0000-900-PCS-00-GU-0006 Inland Rail Brand Guidelines for Construction Contractors. The basic steps of this process is outlined below.

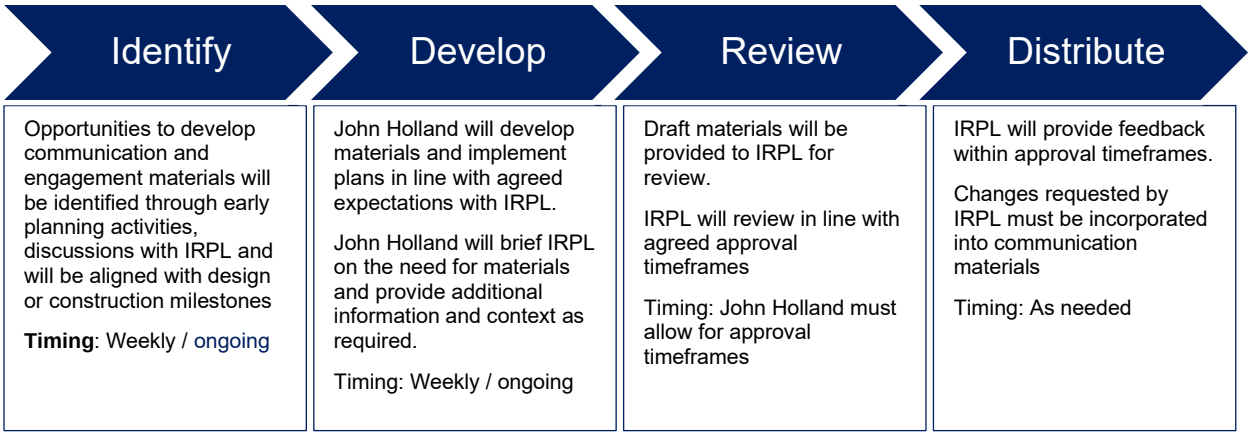


Figure 1 - Overview of the process to develop communication and engagement materials

John Holland acknowledges IRPL's approval is required for all materials distributed externally.

The below table outlines key communication and engagement channels, materials and activities, their purpose, and the role of John Holland and IRPL in the development of these materials.

The application of these tools to specific consultation and/or communication activities and opportunities will be determined in consultation with IRPL at regular meetings.

Activity / Tool	Description / Purpose	John Holland	IRPL
Community Contact Tools			
24-hour community information line: 1800 732 761	Allows stakeholders to access the project team 24 hours a day. The community can enquire or lodge a complaint via the information line. All calls are registered and directed to a member of the Stakeholder Engagement Team. The community information line number is displayed on all communication material (signage, project updates and calling cards etc) and on the Inland Rail website. The number is monitored and answered by a team member 24 hours a day and is not automatically diverted to a message bank. All calls are registered and recorded on Consultation Manager (CM). Details of all complaints are reported to IRPL, the Environmental Protection Agency and the Environmental Representative.	Support	Lead

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Activity / Tool	Description / Purpose	John Holland	IRPL
Community email address: inlandrailnsw@inlandrail.com.au	Allows the community and other stakeholders to have access to the project team. All communication materials and the website display this email address.	Support	Lead
Community post box: Inland Rail Stakeholder Engagement Team PO Box 2150 Wagga Wagga NSW 2650	This central postal address is displayed and included on all the Inland Rail website. It offers another way for the community and other stakeholders to contact the I2S project team. Correspondence will be redirected to the relevant project team and contractors as required.	Support	Lead
John Holland's community email address: I2Scommunity@jhg.com.au	Allows the community and other stakeholders to have access to the project team.	Lead	Support
Interpreter and translation services	Verbal (interpreter) or written (translation) information or engagement for linguistically diverse audiences	Lead	Support
Information Tools			
Community and Stakeholder Reference Groups (CCC)	Face to face or online forums involving residents, local traders and stakeholders	Support	Lead
Project newsletters (print)	Hard copy project newsletter to be produced on an Inland Rail template by IRPL and distributed by John Holland to stakeholders to provide an update on work and rail safety messages.	Support	Lead
Project e-newsletters	E-newsletter to stakeholders registered for emails to provide an update on work and rail safety messages. John Holland to prepare content for Inland Rail production and distribution.	Support	Lead
Project advertisements	Advertisements in local newspapers to update stakeholders who are not on the email distribution list providing stakeholder with an update on work and rail safety messages. John Holland will be responsible for providing content. IRPL will be responsible for advert placement and payment, and graphic design.	Lead	Support
Community works notifications	Works notifications are used to notify impacted stakeholders of any activity prior to commencing. Notifications must advise of planned construction activities, likely impacts, mitigation measures and plant and equipment used	Lead	Support

Activity / Tool	Description / Purpose	John Holland	IRPL
Site signage	Signage including contact details and information about the project, to give the public easy access to the project team. Site signage will be used in publicly visible areas such as roads and towns.	Lead	Support
Site hoarding	Treatment of site perimeter hoarding, designed to improve visual amenity or raise awareness of the project.	Lead	Support
Emergency works notification	Where emergency work is required, sensitive receivers will be notified as soon as possible of the impact and duration of the work.	Lead	Support
Photography and videography	Photographs, videos and timelapse used to record construction will be taken as requested by IRPL and provided on a monthly or as required basis. Refer section 7.4.3.	Lead	Support
Feedback Survey's	Structured format for community feedback on project. Can include written, web-based or telephone feedback. Feedback surveys will help measure awareness of and engagement with the project. Survey to be conducted six months into construction and frequency to be reassessed after first results.	Support	Lead
Fact Sheets	IRPL to produce fact sheets relevant to the project.	Support	Lead
Community contact cards	Business cards printed with the project email and phone number and provided to project team members – including workforce – to support a single point of contact for community members and stakeholders	Lead	Support
Online Tools			
Inland Rail website	I2S Project page on the Inland Rail website to be reviewed monthly and updated as required. The website must also publish information that complies with the Minister's Conditions of Approval	Support	Lead

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Activity / Tool	Description / Purpose	John Holland	IRPL
Social media	To raise awareness and understanding of project, and to share updates and achievements of the I2S project.	Support	Lead
Face to Face Tools			
Stakeholder Engagement Coordination Group (SECG)	Coordination and engagement across the Inland Rail program that includes members of other projects, statutory authorities and government bodies.	Support	Lead
Community Reference Group (CRG)	Face to face or online forums involving residents, local traders and stakeholders	Support	Lead
Information centres	IRPL has a number of Project Information Centers established. John Holland will take the lead with regard to the management of the Project Information Centre approach during the delivery phase of the works if they are operating. Location, opening hours and staffing requirements will be agreed between John Holland and Inland Rail with consideration given to meeting project scope requirements while being responsive to community needs and expectations	Lead	Support
Information sessions and pop-up displays	Face to face activities seeking input or providing information about upcoming major disruptions or consultation opportunities (e.g. about key design elements)	Support / Lead	Lead / Approve
Meetings with individual / groups	Discuss project activities, including work in progress, upcoming activities and any issues associated. Meetings will also be used to discuss potential impacts and proposed mitigation measures.	Support / Lead	Lead / Approve
Site visits	To inform select stakeholders about the Project's progress and any key milestones or activities taking place.	Lead	Support
Presentations and forums	To provide technical or specific issue-related information for specific stakeholder groups and agencies. Collateral for forums and presentations will be developed and suitable project personnel will attend and/or participate as requested.	Support / Lead	Lead / Approve

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Activity / Tool	Description / Purpose	John Holland	IRPL
Host / support Community Events	The project team will identify opportunities to participate in or host an event/s.	Support / Lead	Lead / Approve
Briefing and Media			
Briefing Papers	Provided to government to outline key issues and strategies.	Support	Lead
Media Releases	To inform and raise awareness about the project among the media and industry, potentially leading to coverage in news and media channels not usually targeted by paid advertising, such as ABC radio and TV.	Support	Lead
Media events and liaison	Events or liaison with local, state or national media to communicate project milestones, or strengthen project awareness or reputation	Support	Lead
Traffic Communication			
Signage – 7-day prior	Informational or directional signage at the location of the traffic change to give advice to road users and pedestrians on direction of change or alternative paths	Lead	Support
Traffic alerts – 7-day prior	Communication to transport operators, relevant authorities and emergency services to advise of changes to traffic and access arrangements including road or lane closures and detours as per the approved CTTAMP.	Lead	Support
VMS signs	Electronic variable message signs providing advanced notice to road users of traffic changes	Lead	Support
Advertisement	Advertise if requested as part of the CTTAMP in local newspapers (that cover the area) or via the radio, significant traffic management changes, detours, traffic disruptions and work outside working hours contained in the Environmental Documents at least 7 days before any detour, disruption or change occurs	Lead	Support
Management			
Site inductions / toolbox talks	Used to present information about the Project's communication and stakeholder and community engagement requirements and obligations. Refer section 4.1.3	Lead	Support

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Activity / Tool	Description / Purpose	John Holland	IRPL
Property condition survey's	Used to record property condition prior to the commencement of construction. The property condition survey will assess the property's current general condition and document any damage present.	Lead	Support

8.4.1 Community Notifications

A key communication tool will be the development and dissemination of community works notifications. All works notifications developed by John Holland will be reviewed and approved by Inland Rail, in line with agreed approval timings.

The amount of notice to be provided to the community is seven days for construction activities including low impact works and within 2 hours of emergency works commencing. The table below outlines the minimum notification periods for a variety of impacts. Works may not be given approval to proceed if sufficient notice to the community cannot be provided.

Notifications must include:

- scope of works, location including a map, hours, dates and duration
- type of equipment used
- likely impacts such as noise, vibration, traffic impacts
- mitigation measures
- the Inland Rail 1800 number, postal address and email address.

The type of notification activities required will depend on the level of impact expected (based on predictive noise modelling for all works to demonstrate compliance with the CoA). Beyond written notification or VMS boards, doorknocks, one-to-one meetings and tailored communication materials may be required to assist impacted stakeholders to understand the upcoming works, the likely impacts and mitigations in place to reduce disruption.

John Holland will provide written/verbal notification to properties immediately adjacent to, or impacted by, emergency works within two hours of the emergency works commencing.

NB: Notification of impact to utilities (water, electricity and gas) will be developed and issued by the asset owner, although John Holland will work with service providers to meet required timeframes for notification.

In addition, when works including low impact works are undertaken under an Environmental Protection Licence not held by John Holland, the community notice period will be in accordance with the IRPL I2S Community Communications Strategy that has been approve by DPHI and the Environmental Representative (ER).

Table 3 - Timing of Works and Community Notification Period

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Timing	Type of work	Inland Rail sign off period	Community notice period
Standard hours **Monday to Friday 7am-6pm,** **Saturday 7am-6pm**	Any activity with the potential to impact on any stakeholder	48 hours for review and feedback (additional time may be needed for a round of changes)	7-days
Work out of hours **6am – 7am**	Low impact noise activities such as refuelling machinery; environmental controls and other non-machine type work like concreting finishing works		
Work out of hours **Saturday, 6pm to Monday 7am – every second week**	Any activity that does not have the potential to impact any given receiver unless the receiver is consulted at least every three months.		
All hours	Unforeseen events and emergency works	Within 1 hour of receiving notification	Within 2 hours of commencing the emergency works

Where out-of-hours works (OOHW) are required to be completed, John Holland will undertake these works in accordance with the Environment Protection Licence (EPL) or the approved OOHW protocol where the works are not covered by an EPL, as required by Condition E5.

John Holland will undertake noise and vibration assessments to determine the impacts to affected residents and sensitive land users and will communicate and notify impacted residents where required by the assessment undertaken and in accordance with Condition E2 (where required).

Additional communication tools will be utilised to communicate and notify impacted residents of the OOHW and respite requirements depending on predicted impacts associated with the work activities.

8.4.2 Advertising

Advertisements in local newspapers provide an opportunity to update stakeholders who are not on the email distribution list or not located within the vicinity of works but have a keen interest in the project, with an update on work activities, lookahead of upcoming works and project benefits. Newspaper advertisements will be published utilising an approved IRPL branded template as determined in consultation with IRPL.

Key activities where newspaper and radio advertising will be beneficial will be in relation to significant traffic changes providing an opportunity to reach a broader audience and potentially minimising calls to the 1800 number. Radio scripts will be approved by IRPL before being booked.

8.4.3 Photography / Videography

John Holland will provide IRPL with photographs and videography of the construction sites for uploading to Inland Rail's website and social media channels. A minimum of 30 photographs will be provided to IRPL on a monthly basis and will be a minimum of 300dpi. Signed release forms will be provided for photographs or videos submitted to IRPL.

All footage and stills that is provided to IRPL will have undergone an internal review process by the relevant subject matter experts including but not limited to safety, environmental and engineering. All footage and stills provided to IRPL will remain the property of IRPL and John Holland will seek the relevant permissions if they require the use of the video's and photos for their own marketing or other requirements.

John Holland will also provide 30 minutes of professionally edited film footage every quarter or as otherwise requested by IRPL reflecting construction progress with all necessary requirements such as air space restrictions and Civil Aviation Safety Authority (CASA) specifications will be adhered to.

8.4.4 Site Inductions / Toolbox Talks

All project inductions will incorporate a community and stakeholder management component. All employees, subcontractors and consultants will be required to attend the induction.

The Communications and Stakeholder Engagement Team will incorporate awareness of local stakeholders and community issues into the induction, in addition the requirements to adhere to the social media as per the John Holland Code of Conduct, the Inland Rail PEO-PO-001 ARTC Code of Conduct and the COR-PR-010 ARTC Social Media Use Procedure.

8.4.5 Stakeholder Engagement Coordination Group (SECG)

An approach will be further developed to ensure the coordination and engagement across the Inland Rail program that includes members of other projects, statutory authorities and government bodies is maintained.

John Holland will ensure a collaborative approach to ensure all stakeholder issues, enquiries and complaints are managed in accordance with the IRPL requirements.

John Holland will attend quarterly meetings or as required at the request of IRPL.

8.5 Consultation

John Holland will work closely with communities and stakeholders as the Illabo to Stockinbingal component of the Inland Rail project is constructed.

Consultation will be undertaken as per all relevant approval authorities' conditions and as detailed throughout this plan. In addition, a monitoring program will be undertaken and completed in collaboration with IRPL to ensure an effective and efficient process. This will also ensure that the consultation is being conducted in accordance with the required aims and objectives. An evaluation with key representatives from both IRPL and John Holland will be undertaken at the conclusion of the consultation to determine the effectiveness of the consultation and can be used as lessons for future consultation processes. Evidence of each consultation must will be tracked and recorded in Consultation Manager (CM), the IPMP's and/ or Aconex.

8.6 Communication Material Development and Review Process

1. Relevant document provided to stakeholder. The document will be sent via email with a request for comments back by a certain date and requesting a response even if the stakeholder has nil comments on the document or are not providing comment. A 10-business-day review period will typically be specified, unless specified otherwise in the CoA. Stakeholders will be encouraged to communicate any limitations around meeting timeframes early, and requests for additional time will be duly considered. Where comments are received and responded to, an additional two business days will be provided for review.
2. Where necessary and when requested by a stakeholder, a briefing can be coordinated.
3. Where no response is received within the period provided, it will be followed up with a phone call and email. If no response is received within 2 days, further efforts will be made to contact that stakeholder. This will include additional phone calls, emails and a visit to the stakeholders' offices. If this fails, the document will be progressed, and it may be assumed that the stakeholder has no comments.
4. Where a stakeholder has raised an issue, John Holland with the support of IRPL will work with the stakeholder to resolve and provide an overview of how they have been addressed.
5. The following will be provided as a separate attachment to DPHI, as required, to demonstrate consultation undertaken in accordance with the CoA:
    - a comments register outlining the comments raised and John Holland's response to each comment

- a copy of the original email request
- a copy of meeting minutes, where applicable
- a copy of a follow up email where this has been required.

8.7 Media Liaison

IRPL will lead all media activity in consultation with the project team. John Holland will support media enquiries as required, including:

- providing information to inform media responses
- identifying positive media opportunities
- coordinating safe site access to support events
- reviewing and fact checking content (with regard to technical, safety, environmental and other standards).
- All efforts will be made by the project team to meet IRPL's media team's deadlines.

John Holland will not conduct any proactive or responsive contact with the media without written approval from IRPL.

8.7.1 Proactive Media Strategy

It is important to build and maintain positive media relationships during all phases of the project, from initial workforce ramp up, to construction commencement and project completion.

Local media outlets are a valuable tool for communicating project milestones, showcasing community support and, in some instances, helping to manage community expectations and concerns.

John Holland will further develop a proactive media strategy that will ensure the I2S project will:

- Positively and continually be promoted at key project milestone achievements
- Be given the ability for Right of Reply if contentious project issues are raised by the public
- Gain the Australian Government, ARTC and IRPL positive recognition for delivery on its infrastructure delivery commitment
- Gain the Australian Government, ARTC and IRPL an enhanced reputation for its community support for jobs/local content.

John Holland understands that any media interactions and activities will be managed by IRPL. John Holland will support IRPL as required, through the identification of opportunities, preparation of copy / content and provision of resources to support any activities within reason.

8.8 Incident and Issue Management

Incident and issues management is a crucial aspect of the project and involves the identification, assessment, and effective handling of incidents and issues that arise within the community surrounding the I2S project. These incidents and issues may include safety concerns, complaints from the landowners, local community, environmental impacts, or any other matter that may affect the community's well-being.

The goal of incident and issues management is to address and resolve these concerns in a transparent, timely, and respectful manner and in accordance with PSR Annexure F. By doing so, this will assist in maintaining a positive relationship with the community and minimise any negative impacts that may arise. Effective incident and issues management also helps to build trust, maintain good public relations, and promote responsible construction practices.

8.8.1 Incident Management

John Holland will manage incidents in accordance with discipline-specific Management Plans, including the:

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- Rail Safety Management Plan
- WHS Management Plan
- Construction Management Plan
- Construction Environmental Management Plan.

A thorough review of potential risks associated with project activities will be undertaken during the risk assessment process. This review will include identification of any reputational risk arising from incidents, and requirements to ensure that the Community and Stakeholder Engagement team are informed of any events.

In addition, the following protocols will be implemented to ensure a coordinated approach in the event of a major incident:

- Ensure crisis communications procedures are aligned with IRPL's and John Holland's Crisis Communications Management Plan. This includes:
  - Ensure emergency procedures are developed and implemented to guide the response to any emergency event which may occur within the site;
  - ensure staff are trained in the application of emergency procedures
  - complete an emergency drill for the Project at least once every six (6) months
  - comply with 5-0019-220-PMA-00-PL-0032 – Emergency Management Plan to guide the management response to events and issues which impact the construction area
  - complete and emergency management training exercise within six (6) months of commencing construction and then every 12 months over the course of the Project
  - provide IRPL with copies of relevant crisis plans and procedures
  - complete a full-scale mock exercise at least once within the first (12) months which is to include interaction with IRPL staff and teams
  - following each mock exercise, critically evaluate the Emergency Management Plan and make recommendations for improvements and complete those improvements within three (3) months
- John Holland's Communications and Stakeholder Engagement Manager will provide notification to IRPL's Stakeholder Engagement Lead of any incident or issue that may have an impact on the community, environment, personnel, subcontractors or other stakeholders or may attract the attention of the media, the Minister for the Department of Infrastructure, Transport, Regional Development and Communications, a local MP, council or the broader community
- John Holland's Communications and Stakeholder Engagement Manager will obtain approval from IRPL's Stakeholder Engagement Lead before contacting or providing information to any person, other than that which is required to directly manage the incident or to comply with Law, including stakeholders, the media or the public
- John Holland will make available suitably qualified and experienced personnel to support IRPL's Stakeholder Engagement Lead in responding to the community, the media and other stakeholders
- John Holland will provide all necessary communications materials that may need to be disseminated as a result of such incidents

8.8.2 Issues Management

John Holland will promptly inform the IRPL Representative of any emerging issues that could potentially impact the reputation of IRPL, ARTC, the Inland Rail Program, or the Project. Additionally, John Holland will keep the IRPL Representative updated as they become aware of any further information regarding the issue.

Furthermore, if John Holland becomes aware of any planned or unplanned community protests related to the Project, will notify the IRPL Representative immediately. John Holland will also proactively identify and monitor any community and stakeholder behaviour that may indicate the gathering of momentum leading to the formation of a group or activist that may have an impact on the Project. This information will be provided to the IRPL Representative within twenty-four (24) hours of the contractor's initial awareness.

Additionally, John Holland will notify the IRPL Representative of any incidents that has attracted or is expected to attract attention from the media, politically elected representatives (at the local, state, or national level),

Emergency Services Organisations, Local Government Authorities, Authorities, or the broader community. This ensures that the IRPL Representative is kept informed of any developments that may have implications for the Project's public image or community relations.

John Holland will manage the operational response to any event or issue which directly impacts the works or other John Holland activities. John Holland will provide IRPL with all relevant and timely information and coordinate the response with all relevant stakeholders.

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8.9 Internal Communication

Ensuring internal understanding of community and stakeholder engagement requirements and expectations is essential.

All team members have a part to play in supporting positive community and stakeholder engagement, including identifying opportunities to minimise impact and maximise support. To support the development of a positive engagement culture, the project team will:

- Hold regular management meetings in which community and stakeholder issues are discussed
- Develop a project induction that includes information about communications, community and stakeholder engagement requirements
- Deliver pre-start and toolbox meetings to discuss specific community and stakeholder issues and requirements
- Plan and implement training and coaching as needed.
- The Communications and Stakeholder Engagement team will work collaboratively with the broader project team, including:
- Attendance at regular meetings with engineers and supervisors to discuss upcoming works and impacts, and agree required actions
- Raising awareness of upcoming community and stakeholder engagement activities
- Identifying opportunities to communicate positive stories and milestones from the Project to the broader community via IRPL.

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9 Enquiries and Complaint Management

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

I. 0-0000-900-PCS-00-SP-0001 Specification – Complaints Management Requirements
II. 0-0000-900-PCS-00-ST-0005 Inland Rail Reputation Strategic Plan
III. 2-0000-220-PCS-00-PL-0001 I2S Engagement Implementation Plan
IV. 4-0000-220-PCS-00ST-0001 IR Community Communication Strategy; and
V. Conditions of Approval (CoA).

John Holland will also comply with the enquiries and complaints management requirements within the Environmental Protection Licence (EPL) that they are operating under. This may include ARTC, UGL RL or John Holland's EPL and any other secondary approval requirements.

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.

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@artc.com.au
- John Holland's project email: I2Scommunity@jhg.com.au
- Inland Rail's office
- John Holland's Project Office

The 24-hour telephone number and email address are maintained by Inland Rail who will notify John Holland of all contact specific to the Project for investigation and response in accordance with required response timeframes. 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.

John Holland will investigate and determine the source of the complaint and acknowledge the complaint with the complainant where the complaint was received by telephone or where a phone number was provided.

Members of the Communication and Stakeholder Engagement Team will be on a 24/7 on call roster to respond to enquiries and complaints. A member of the team will manage the ongoing communication with the complainant until they are satisfied with the actions taken to resolve the complaint.

In the event that a complainant remains unsatisfied, the complaint will be escalated to IRPL. Complaints that cannot be resolved by John Holland and/or IRPL will be further escalated to the Independent Mediator for resolution. John Holland will provide feedback on requests for information within two hours and will comply with directions in relation to resolution of an escalated complaint.

John Holland will also respond to enquiries and complaints received through letters mailed to the project team, during community information sessions and meetings or through construction/site staff. John Holland will take all actions and implement all measures to prevent the reoccurrence of stakeholder and community complaints.

9.1 Complaint Management System

All complaints received during the I2S project are actioned and recorded through Consultation Manager (CM) and used as an improvement opportunity for John Holland and IRPL.

IRPL has already established a Complaints Management System in the lead-up to construction commencing on the project and will continue to implement this system for at least six months after construction on the project is complete.

Upon the request of the Secretary of the Department of Planning, Housing and Infrastructure (DPHI), a Complaints Register will be provided, within the timeframe stated in the request.

At the request of the Environment Representative, the details of complaints on the I2S project will be provided in a report format within the agreed time frame. The Environment Representative will have access to Inland Rail's CM system to see all complaints related to the I2S project.

The Complaints Register provided to the Secretary and Environmental Representative will include the number of complaints received, the date and time of the complaint, the method by which the complaint was made, the nature and location of the complaint (including issues raised), the number of people affected in relation to complaint, means by which the complaint was addressed and whether resolution was reached (with or without mediation), and if no action was taken, the reason(s) why no action was taken.

- The Complaints Register will also note whether a complaint has necessitated independent mediation services. In addition to the information collected in the register, complainants will be advised of the following before, or as soon as practicable after, providing personal information:
- the Complaints Register may be forwarded to Government Agencies such as DPHI to allow them to undertake their regulatory duties
- by providing personal information, the complainant authorises Inland Rail to provide that information to government agencies
- the supply of personal information by the complainant is voluntary
- the complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement).

A Collection Statement will be included on the project website to make prospective complainants aware of their rights under the Privacy and Personal Information Protection Act 1998 (NSW). The Conditions of Approval relating to the Complaints Register are CoA B8 – B11.

9.2 Contact Response Timeframes

These sections need to refer and be in accordance with the relevant CoA's related to complaints management, the IRPL I2S Community Communication Strategy and the community complaints mediator.
All enquiries and complaints will be responded to in accordance with the Project Approval including the CoA B6 – B7 and the requirements of the Project Contract and the IRPL I2S Community Communication Strategy.

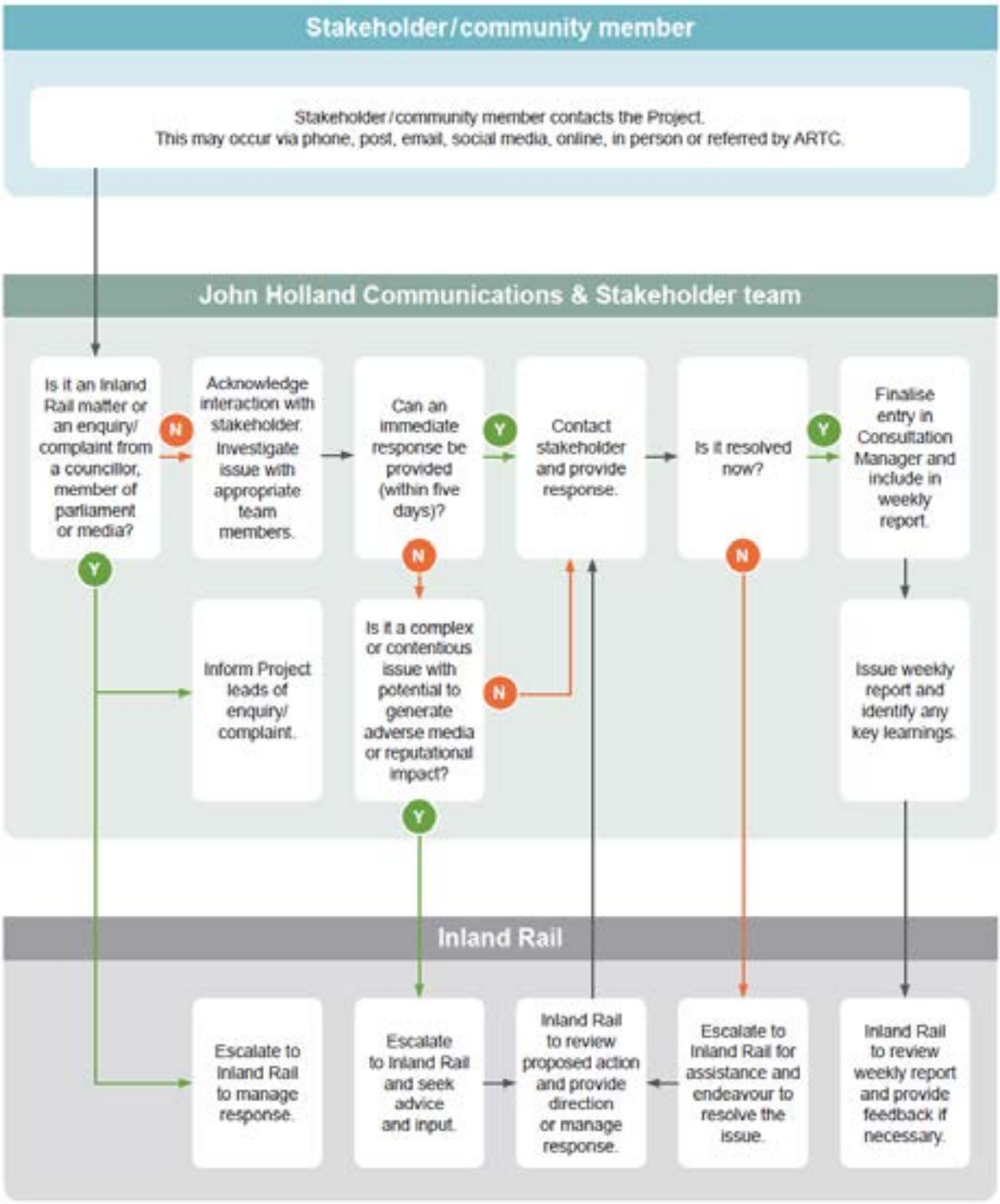
Details of each enquiry or complaint including how it was managed and closed out will be recorded in the Consultation Manager (CM) database.

Where possible, all complaints should be resolved within three (3) business days.

Category	Acknowledge	Respond	Escalate (if required)
From the media or an elected representative of local, State or Federal Parliament	Refer to Inland Rail within 15 minutes		
Urgent enquiries and complaints, involving: • serious property damage that represents an immediate risk to people in the vicinity • injury that requires immediate medical attention, or hospitalisation • individuals in acute distress, especially arising from impacts relating to construction or maintenance works.	Within 15 minutes	Within two hours	John Holland Communications and Stakeholder Engagement Manager John Holland Project Delivery Manager Inland Rail Manager Stakeholder Engagement and Communications Inland Rail Senior Project Manager
General non-urgent complaints and enquiries	Within 24 hours	Within five days	
Complex or technical enquiries and enquiries	Within 24 hours	Within 10 days	

9.3 Managing Enquiries and Complaints

An overview of the enquiries and complaints management process is provided in the below flowchart which is also reflective of 0-0000-900-PCS-00-SP-0001 Specification - Complaints Management Requirements.



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9.4 Complaint Escalation Process

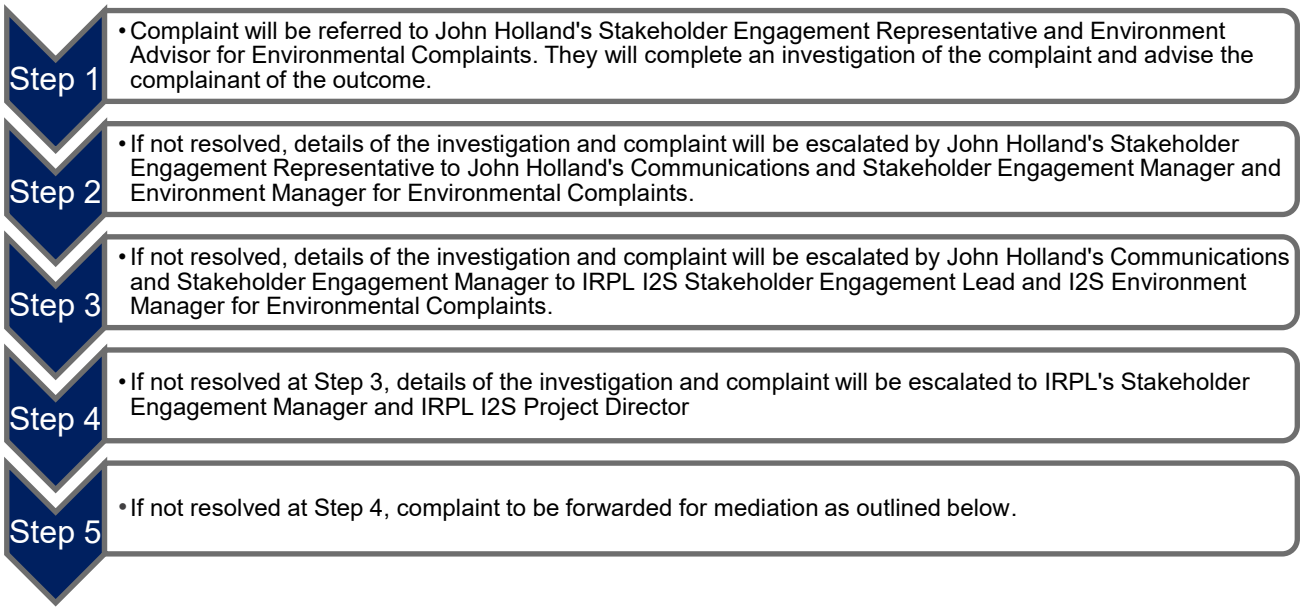


Figure 3 - Complaint escalation process

It is to be noted that a complaint is deemed to be resolved when it reaches a conclusion, not necessarily resolved to the satisfaction of the complainant.

9.5 Dispute Resolution

If the complaints management and escalation process has been followed and the issue is unable to be resolved, the complainant will be invited to attend an independent mediation session. The mediation session will aim to obtain an acceptable resolution for all involved parties. Where no agreement is reached, the complaint will be closed out and the person who submitted the complaint will receive a response in writing advising the complaint has been closed. The same approach will apply to complainants who decline an invite to the mediation session.

Inland Rail will engage a Community Complaints Mediator that is independent of the design and construction and accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board. The nomination of the Community Complaints Mediator was required to be submitted to the Planning Secretary for approval within one month before the commencement of Work (refer Conditions of Approval B12 – B17). The role of the Community Complaints Mediator is to address any complaint where a member of the public is not satisfied with Inland Rail's response to issues raised through the Complaints Management System, including disputes regarding rectification and compensation. The mediation process will review unresolved disputes relating to the environmental management and delivery of the I2S project where an acceptable resolution to both parties has not been achieved.

The Community Complaints Mediator will:

- review unresolved disputes where the complaints escalation procedure and mechanisms have not been able to satisfactorily address the complaint
- make recommendations to Inland Rail to address complaints, resolve disputes or mitigate against the occurrence of future complaints and disputes
- provide a copy of the recommendations, and Inland Rail's response to the recommendations, to the Planning Secretary within one month of the recommendations being made.

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10 Record Keeping and Reporting

10.1 Record Keeping

John Holland's community and stakeholder engagement team will be responsible for recording and updating all interactions in Consultation Manager, in line with our Managing enquiries and complaints procedure.

IRPL will provide access to Consultation Manager for all John Holland community and stakeholder engagement team members.

Records of meeting minutes will be shared with IRPL to ensure transparency of interactions with Project stakeholders.

10.2 Reporting

The project team will regularly keep IRPL informed about project activities and issues both through formal reporting via the weekly issues and activity report and informally, by meetings, phone calls and emails. Weekly meetings will also ensure mutual awareness of upcoming activities and issues and will support the shared development of management approaches and solutions.

Reporting documents and templates, including weekly reports, will be developed following consultation with IRPL to ensure John Holland is meeting reporting requirements and providing information in a format suitable for IRPL.

The table below summarises our reporting approach.

Timeframe	Reporting
At all times	• Make 24-hour response phone number available for IRPL to use to contact John Holland
As soon as practicable	• Notify IRPL of any significant issue raised by key stakeholders at a meeting not attended by John Holland
Within 15 minutes	• Advise IRPL of major incident, emergency or crisis • Refer to Inland Rail any enquiry or complaint received from the media or an elected representative of local, State or Federal Parliament
Within 48 hours	• Update Consultation Manager with any interaction, including enquiries or complaints received
Weekly	• Provide an issues and activity report containing details of all communication and community engagement activities, community enquiries and complaints and issues arising from stakeholder meetings
Monthly	• Provide a report detailing: • All community and stakeholder contact in the corresponding periods, including all complaints received, their status, and actions to achieve a satisfactory resolution • Any proposed presentation and site visits with the community and stakeholders.
Quarterly	• Prepare a three month-month media milestone lookahead report identifying potential opportunities to promote the project progress, highlight good news stories or notify the wider community of upcoming major works/disruption.

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11 Review and Evaluation

11.1 Audits and Reviews

This CSEMP was developed following a review and feedback provided by John Holland's National Manager, Stakeholder and Community Engagement.

Audits of Project management plans are detailed in the Quality Management Plan.

This plan is subject to review by the Independent Environmental Auditor every six and a half months. The independent review will look at the development and implementation of the CSMP including but not limited to:

The Community has been provided with information that:

- was provided in a timely manner
- supported community participation
- was meaningful and relevant
- was accessible.

The commitments outlined in the CSEMP have been met or actioned in line with Project requirements.

The independent review will be documented and used to inform and update the CSEMP.

The CSEMP will be updated within six months of receipt of the feedback from the independent review. If it is considered that an update is not necessary based on independent review feedback received, then this will be justified and recorded.

In addition, this plan is to be reviewed periodically, minimum yearly ensuring the plan is kept updated and remains relevant to the I2S scope of work and consistent with policies, compliance standards and best practice.

Any major revisions or amendments must be approved by the Project Director and/or Senior Leadership Team representative before being distributed/implemented.

Appendices

Appendix A PSR Compliance Matrix

Reference	PSR – Management Plan Requirements	This plan reference
2675106	2.1 The Contractor shall adhere to the requirements made in the 2-0001-220-EAP-00-RP-0010 Social Impact Assessment Report relating to Stakeholder engagement.	3.3
2675107	2.2 The Contractor's Activities and the Works shall comply with the environmental and sustainability management requirements in section 6.1 and 6.2 of Annexure F, respectively.	3.3
2675108	2.3 The Contractor shall undertake communication and Stakeholder engagement activities that inform, consult and collaborate with Stakeholders during the performance of the Contractor's Activities.	6.2 6.5 8.1
2675109	2.4 The Contractor shall use all reasonable endeavours to carry out the Contractor's Activities in a way which minimises Stakeholder complaints.	9
2675110	2.5 The Contractor shall submit all Project communication and engagement materials and plans to the IRPL Representative for approval prior to distribution to Stakeholders and/or public release, with the exception of general day-to-day communication such as responding to email enquiries.	8.5
2675111	2.6 The Contractor shall adhere to branding guidelines as outlined in 0-0000-900-PCS-00-GU-0006 Brand Guidelines for Construction Contractors, and where required, adhere to Australian Government Brand Guidelines for Construction Contractors in relation to Inland Rail.	8.4
2675112	2.7 The Contractor shall adhere to the timeframes as outlined in Appendix E1.	8.4
2675113	2.8 The Contractor shall support IRPL in the management and coordination of communication and Stakeholder engagement activities in respect to the Works and the Contractor’s Activities.	8
2675114	2.9 The Contractor shall work collaboratively with IRPL to develop a transition strategy to manage the transfer of certain Stakeholder engagement responsibilities from IRPL to the Contractor at an agreed point in time, prior to the commencement of the Works. It is intended such matters will be addressed in a transition plan developed jointly by the Contractor and the IRPL Representative.	6.1
2675115	2.10 The expected general communication and Stakeholder engagement tasks undertaken by the Contractor shall include:	
2675116	a) complying with the environmental management requirements in section 6.1 of Annexure F, Inland Rail Program key messages and any relevant ARTC Standards and Reference Documents including, but not limited to:	This Plan
2675117	i. 0-0000-900-PCS-00-ST-0005 Inland Rail Reputation Strategic Plan;	9
2675118	ii. 0-0000-900-PCS-00-GU-0006 Brand Guidelines for Construction Contractors;	8.4

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Reference	PSR – Management Plan Requirements	This plan reference
2675119	iii. PEO-PO-001 ARTC Code of Conduct (see section 5 – Social media);	8.4 8.4.4
2675120	iv. COR-PR-010 ARTC Social Media Use Procedure; and	8.4.4
2675121	v. 0-0000-900-PCS-00-SP-0001 Specification - Complaints Management Requirements;	9.3
2675123	b) developing an overarching Communication and Stakeholder Engagement Management Plan (CSEMP) that is in accordance with the environmental management requirements in section 6.1 of Annexure F and the requirements outlined in this Annexure E. The Contractor shall:	This Plan
2675125	i. consult with the IRPL Representative during the development of the CSEMP and any of its subsequent revisions;	2.5
2675126	ii. without limiting clause 20 of the Deed, submit the CSEMP and any of its subsequent revisions, to IRPL for review in accordance with Annexure F, Table 1; and	2.5
2675127	iii. implement, monitor and report the tasks outlined in the CSEMP in accordance with the environmental management requirements in section 6.1 of Annexure F;	This Plan
2675128	c) ensuring all Contractor's Activities are undertaken with consideration for all Stakeholders, including the public, and demonstrate, where required, innovative approaches to achieve positive outcomes for the Project and Stakeholders;	5 0
2675129	d) ensuring systems and processes are implemented to enable the Contractor to receive and respond to Stakeholder requests, enquiries and complaints;	9
2675130	e) developing Communication Action Plans for specific Contractor's Activities that outline the scope of the Contractor's Activities, expected construction impacts, key messages, impacted Stakeholders, communication and engagement activities that will be implemented as well as the timing of those Contractor's Activities;	8 8.3
2675131	f) contributing to a range of communication and engagement materials, including but not limited to; letters, works notifications, newsletters, maps and posters, which are fit-for-purpose and tailored to specific Stakeholders. The Contractor shall ensure that these materials contain information and key messaging that is consistent with that of other Inland Rail engagement activities, including that of Other Works package(s);	8 8.4
2675132	g) ensuring the communication and engagement materials contain information and key messaging consistent with that of other Inland Rail engagement activities, including that of the Other Works package(s);	8.4
2675133	h) developing a procedure for the safety of staff whilst undertaking communication and Stakeholder engagement activities;	4.1
2675134	i) monitoring, reporting and evaluating frameworks which measure the effectiveness of communication and Stakeholder engagement tasks;	0

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Reference	PSR – Management Plan Requirements	This plan reference
2675135	j) ensuring the Contractor has systems in place to communicate with Stakeholders who have linguistically and culturally diverse backgrounds, low literacy levels and/or limited technology skills; and	8.4
2675136	k) ensuring that all publicly available documents are compliant with the Web Content Accessibility Guidelines (WCAG) level AA or above.	8.4
2675139	3.1 Without limiting the definition of Stakeholder in Annexure G, Stakeholders for the purposes of this Annexure E and the Project include:	
2675159	4.1 The Contractor shall prepare, maintain and implement a CSEMP in accordance with Annexure F, that is consistent with:	This Plan
2675161	a) the environmental and sustainability management requirements in section 6.1.1 and 6.2 of Annexure F, respectively;	8.5 5.1
2675162	b) 0-0000-900-PCS-00-ST-0005 Inland Rail Reputation Strategic Plan;	5.1
3397484	c) 0-0000-900-PCS-00-SP-0001 Specification - Complaints Management Requirements;	5.1
2675163	d) 2-0000-220-PCS-00-PL-0001 I2S | Engagement Implementation Plan; and	5.1
2675164	e) 2-0001-220-EAP-00-RP-0010 I2S | Social Impact Assessment Report | Technical Paper 11 responsibility breakdown matrix.	5.1
2675166	4.2 The CSEMP and its implementation shall include the following:	
2675167	a) a commitment to protecting and enhancing the reputation of ARTC, IRPL, the Inland Rail Program, the Contractor and the Project during performance of the Contractor's Activities;	8.4 8.8 9
2675168	b) a commitment to effective and appropriate engagement to achieve community understanding and acceptance of the Contractor's Activities;	0
2675169	c) a commitment to ensuring Stakeholders are well informed of the Contractor's Activities and that the Contractor's Activities will be well managed to minimise disruption;	0 8.2
2675170	d) a commitment to meaningful, best practice engagement and interaction with Stakeholders during the performance of the Contractor's Activities;	0
2675171	e) a commitment to treat impacted Stakeholders with sensitivity, recognising that construction fatigue is a real issue, and outline the process for how this will be managed in collaboration with IRPL and Other Works Contractors;	0 8.4
2675172	f) recognition of the communication and engagement activities of other local construction projects, including adjacent Other Works package(s). The Contractor shall outline the process of how they will commit to working with these projects in a consultative and constructive manner, including engagement activities for work in the same geographical area;	8.4 8.4.5

Reference	PSR – Management Plan Requirements	This plan reference
2675173	g) recognition that Stakeholder engagement shall build upon IRPL or ARTC's previous engagement activities;	3.1 5 6 0 8
2675174	h) a commitment to undertaking inductions and implementing an internal communication program that ensures the Contractor's workforce, including the workforce of its Subcontractors, understand they are Inland Rail Program representatives who will contribute to the Inland Rail Program's brand and reputation; and	8.4 8.4.4 8.9
2675175	i) a commitment to attending and presenting at consultation events of Other Works Contractors, where appropriate.	8.4
2675176	4.3 The CSEMP shall include:	
2675179	a) an organisational chart detailing reporting and resourcing;	4
2675180	b) flowcharts with timelines for communication and engagement material development, approval, dissemination and reporting;	8.5
2675181	c) procedures for managing any Stakeholder issues, opportunities, enquiries and complaints;	9
2675182	d) proposed arrangements for Stakeholder engagement with reference to, and consideration of, relevant planned Contractor's Activities and how the Contractor will engage and communicate with the Stakeholders;	5 6 0 8
2675183	e) processes describing how the Contractor will work with IRPL to engage with Stakeholders regarding design development and keep all Stakeholders updated about detailed design progress, changes and/or design impacts;	5 6 0
2675184	f) processes describing that the Contractor will notify IRPL of all meetings to be held with Authorities, providing a detailed agenda of topics to be discussed together with any supporting documentation, no later than five (5) Business Days before the date of the proposed meeting;	5 6 0 8
2675185	g) processes describing how the Contractor will work with Other Works Contractor(s) regarding Stakeholder engagement activities for the Works, including managing Stakeholder issues, enquiries and complaints. The process shall also outline how Stakeholder engagement between contractors will be coordinated, including regular interface meetings between the Contractor's communication and Stakeholder engagement teams. These processes shall include:	8.4.5
2675186	i. an approach for Stakeholders including residents, property owners and businesses to be informed prior to commencement of the Contractor's Activities and, on an ongoing basis thereafter, about those Contractor's Activities, predicted impacts and mitigation measures;	6 0 8

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Reference	PSR – Management Plan Requirements	This plan reference
2675187	ii. a template for the preparation of Communication Action Plans outlining how Stakeholders will be informed about the nature of the Contractor's Activities in accordance with section 5.4.3, including the timing, duration, location and predicted impacts of the Contractor's Activities in advance of their commencement;	8.3Annexure B
2675188	iii. a process to demonstrate how an ongoing complaint/grievance will be escalated; and	9 9.4 9.5
2675189	iv. a means of identifying and addressing key issues relating to business, commercial and agricultural impacts by locality with a focus on proactive engagement with affected businesses;	5 6 0 8
2675190	h) how the Contractor will manage the relationship among its consortium members (if applicable) in order to ensure seamless achievement of the requirements relating to communication and Stakeholder engagement;	N/A
2675191	i) a draft outline of proposed milestones for the Contractor's Activities, including indicative timing;	8.7.1
2675192	j) processes and templates for reporting on communication and Stakeholder engagement activities undertaken;	8.4
2675197	k) systems, processes and templates for the evaluation of communication and Stakeholder engagement activities undertaken;	8.4
2675198	l) the community and Stakeholder engagement requirements contained in the 2-0001-220-EAP-00-RP-0010 I2S | Social Impact Assessment Report | Technical Paper 11; and	This Plan
2675199	m) a procedure to offer and fund the temporary relocation of Stakeholders, particularly residents adjacent to the Site or adjacent to any high impact Contractor's Activities, during impactful night works of a duration of more than three (3) consecutive nights.	0
2675202	5.1 The Contractor shall ensure consistency between the CSEMP and the 2-0001-220-EAP-00-RP-0010 I2S Social Impact Assessment Report | Technical Paper 11.	This Plan
2675204	5.2.1 The Contractor's Stakeholder engagement obligations include:	
2675205	a) informing IRPL of Stakeholder issues, resulting from any Contractor's Activities, as they arise, including:	This Plan
2675206	i. construction activities that are likely to impact on Stakeholders such as residents, businesses and rail customers;	0 8
2675207	ii. ensuring appropriate timeframes for communication material to be reviewed as per the timeframes outlined in Appendix E1;	8.4
2675208	iii. changing traffic conditions;	8.4
2675209	iv. changing or disruption to Utility Services;	8.4

Reference	PSR – Management Plan Requirements	This plan reference
2675210	v. road closures and modification of pedestrian routes, cycleways and bus stops; and	8.4
2675211	vi. works and deliveries to be undertaken outside standard working hours (including permitted night works);	8.4
2675212	b) providing appropriate personnel and relevant technical experts to attend and present at Community Reference Group meetings as requested by the IRPL Representative or Other Works Contractors;	8
2675213	c) developing a forward plan of key Project milestones and advising IRPL of upcoming milestones, including significant milestones such as sod turning, bridge construction completion, placement of first rail, etc;	8.7.1
2675214	d) providing IRPL with relevant information about the Contractor's Activities and the Works as required in a timely manner such that IRPL can conduct briefings, photographing or filming of the relevant Works and Contractor's Activities, and distribute media releases, newsletters and publish social media posts about the Project on a regular basis;	8.7.1
2675215	e) providing a full-time highly experienced Communication and Stakeholder Engagement Manager, supported by a team of suitably qualified personnel with relevant industry experience. The Contractor's Communication and Stakeholder Engagement Manager, and supporting personnel, are expected to be located on Site during working hours;	4
2675216	f) ensuring a suitably qualified communication and Stakeholder engagement team member is available via mobile phone twenty-four (24) hours a day every day of the year with the delegated authority to respond to all community and Stakeholder issues;	4
2675218	g) complying with requests from IRPL, including the IRPL Representative, for the Contractor's Communication and Stakeholder Engagement Manager (or a suitable delegate approved by IRPL) to engage (or hold off engaging) with a Stakeholder, or engage with a Stakeholder through a particular method;	4
2675219	h) providing appropriate personnel and relevant technical experts to facilitate and attend meetings, presentations and site visits, communication activities and events with Stakeholders as reasonably requested by the IRPL Representative;	4 8
2675220	i) informing IRPL of any changes to the planned engagement activities as they arise; and	8
2675221	j) ensuring key messaging and responses to FAQs are consistent across the Project and the Other Works within the geographic area in and around the Site and align to Inland Rail Program messaging and FAQ responses.	8
2675222	5.2.2 IRPL's Stakeholder engagement obligations include:	
2675223	a) reviewing the CSEMP in accordance with clause 20 of the Deed and Annexure F, Table 1;	2.5 0
2675224	b) responding to requests from the Contractor for information relating to previous Stakeholder engagement activities;	8
2675225	c) managing all contact with political elected representatives (including local, State and Commonwealth), in connection with the Works and the Contractor's Activities;	8

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Reference	PSR – Management Plan Requirements	This plan reference
2675226	d) engaging with Stakeholders, including landholders, regarding land resumption;	8
2675227	e) providing the project Consultation Manager database access to the Contractor's Stakeholder engagement team to allow data input and recording of communication and engagement activities;	8
2675228	f) using reasonable endeavours to attend Stakeholder meetings, information sessions and other engagement activities if requested by the Contractor;	8
2675229	g) working collaboratively with the Contractor to develop a transition strategy to manage the transfer of certain Stakeholder engagement responsibilities from IRPL to the Contractor at an agreed point in time, prior to the commencement of the Contractor's Activities. It is intended such matters will be addressed in a transition plan developed jointly by the Contractor and the IRPL Representative; and	8
2675230	h) provision of an IRPL Communication and Stakeholder Engagement Representative (or suitable delegate) to oversee and coordinate the provision of information to particular key Stakeholders as identified by IRPL, for issue management purposes.	8
2675232	5.3.1 In respect of liaising with landholders:	
2675234	a) the Contractor shall liaise with owners, leaseholders, tenants and occupiers of land and any other landholders who are directly or indirectly impacted by the Contractor's Activities or the Works;	5 6 0 8
2675235	b) all interactions shall be recorded in the Consultation Manager database by the Contractor within forty-eight (48) hours of even occurrence; and	8
2675236	c) the Contractor shall nominate a suitable member of their communication and Stakeholder engagement team to manage the engagement with any owners, leaseholders, tenants and occupiers of land and any other landholders where the relevant land is potentially affected by the Works or the Contractor's Activities and also by Other Works.	4
2675238	5.4.1 The Contractor shall engage all Stakeholders as outlined in section 2, with the exception of any political elected representatives (local, State and Commonwealth) and ONRSR, in consultation with IRPL and ARTC.	8
2675239	5.4.2 As part of its Stakeholder engagement, the Contractor shall:	
2675240	a) provide clear and timely communication to the community and Stakeholders of the Project's benefits, objectives, definition and consultation to date;	6 0 8
2675241	b) provide timely, inclusive and regular opportunities for Stakeholders to participate in communication and engagement, including face-to-face meetings with the Contractor representatives as appropriate. These opportunities shall be provided at a minimum every three months. The Contractor shall provide the IRPL Representative (and any persons nominated by the IRPL Representative) an opportunity to attend meetings with Stakeholders, where requested by the IRPL Representative; and	8
2675242	c) consult with and inform Stakeholders in advance of the commencement of any Contractor's Activities about the timing, location, duration and predicted impacts and seek Stakeholder input in identifying potential impacts, mitigation and regeneration strategies. This includes any Contractor's Activities undertaken during the development of Design Documentation.	8

Reference	PSR – Management Plan Requirements	This plan reference
2675244	a) A Communication Action Plan shall be developed and implemented by the Contractor for any Contractor's Activities that involve:	8.3
2675245	i. the start of construction activities or movement of materials;	8.3
2675246	ii. out of hours work (including deliveries outside of standard working hours);	8.3
2675247	iii. blasting and piling;	8.3
2675248	iv. traffic changes;	8.3
2675249	v. operational rail impacts;	8.3
2675251	vi. the start of significant new Contractor's Activities;	8.3
2675252	vii. establishing new work sites (including Site offices, laydown areas and material storage sites);	8.3
2675253	viii. implementing and/or changing the use of approved haulage routes; and	8.3
2675254	ix. significant delivery of equipment/materials.	8.3
2675255	b) The Contractor shall comply with requests by the IRPL Representative to develop and implement a Communication Action Plan(s) for specific Contractor's Activities.	8.3
2675256	c) All Communication Action Plans shall be approved by the IRPL Representative and any other applicable Approval Authority prior to their implementation.	8.3
2675258	a) The Contractor shall notify relevant Stakeholders a minimum of five (5) Business Days before commencing any Contractor's Activities with the potential to impact on those Stakeholders.	8
2675259	b) Notwithstanding section 5.4.4a), where notification timeframes greater than five (5) Business Days are stipulated in the environmental management requirements in section 6.1 of Annexure F, applicable Third Party Agreements, applicable Authority policies or an approved Communication Action Plan for the Contractor's Activities, the Contractor shall comply with the greater notification timeframe and other associated requirements.	8
2675260	c) The Contractor shall ensure that the notifications contain all required details of the relevant Contractor's Activities, including:	8.4
2675261	i. scope, location, hours, dates, duration;	8.4
2675262	ii. type of equipment used;	8.4
2675263	iii. likely impacts such as noise, vibration, traffic, access and dust;	8.4
2675264	iv. mitigation measures for likely impacts; and	8.4
2675265	v. the Inland Rail 1800 enquiry telephone number, postal address and email address.	8.4
2675266	d) During planned high impact Contractor's Activities, based on predictive noise, dust and/or vibration modelling, the Contractor shall undertake engagement with potentially impacted Stakeholders above the standard written notification. This may include:	6 8
2675267	i. doorknocking;	6 8
2675268	ii. newspaper public notices;	6 8

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Reference	PSR – Management Plan Requirements	This plan reference
2675269	iii. one-to-one meetings;	6 8
2675271	iv. tailored communication materials; and	8 6
2675272	v. specific mitigation measures, including relocation.	6 8
2675273	e) The Contractor shall provide written and/or verbal notification to owners, leaseholders, tenants and occupiers of land, and any other landowners or Other Works Contractors immediately adjacent to, or impacted by, Emergency Works within two (2) hours of commencing the Emergency Works.	8
2675274	f) Notwithstanding section 5.4.4e), where notification timeframes less than two (2) hours are stipulated in the environmental management requirements in section 6.1 of Annexure F, applicable Third Party Agreements, applicable Authority policies or an approved Communication Action Plan for the Contractor's Activities, the Contractor shall comply with the more stringent notification timeframe and other associated requirements.	8
2675275	g) Notifications shall be provided to IRPL sufficiently in advance to allow the review and approval process outlined in Appendix E1 to be completed, including allowing time for any potential amendment and resubmission. This does not apply to materials developed for Emergency Works given the urgency associated with those Emergency Works. The Contractor will supply any materials to IRPL relating to Emergency Works for information only.	8
2675277	a) IRPL may administer an Inland Rail telephone enquiry number (e.g. 1800 number) and enquiries or complaints received in relation to the Contractor's Activities or the Works may be forwarded by IRPL to the Contractor to address and resolve. The Contractor shall provide a telephone number to which such enquiries or complaints may be forwarded. The Contractor shall be available to respond to calls on this telephone number twenty-four (24) hours a day, seven (7) days a week.	8
2675278	b) IRPL will have an email address for the Project, and any enquiries/complaints relevant to the Contractor's Activities or the Works received at that email address or otherwise may be forwarded by IRPL to the Contractor to address and resolve.	8
2675279	c) The Contractor shall maintain an email address staffed during Business Hours by suitably qualified and experienced personnel to respond directly to enquiries and complaints received.	8
2675280	d) The Contractor shall respond directly to all enquires and complaints received via IRPL's Project email address which have been forwarded to the Contractor.	9
2675282	a) The Contractor shall establish an email address for IRPL to forward all enquiries and complaints received via IRPL's Project email address or otherwise.	9
2675283	b) The Contractor shall respond to enquiries and manage complaints on behalf of IRPL, as well as respond to any enquiries and complaints received directly by the Contractor.	9
2675285	c) The Contractor shall ensure enquiries, complaints and requests are dealt with adequately and shall identify and facilitate proposed solutions where reasonable.	9

Reference	PSR – Management Plan Requirements	This plan reference
2675287	a) The Contractor shall develop and implement a procedure for receiving, managing, resolving, escalating and reporting on all Stakeholder enquires and requests relating to the Contractor, Subcontractors, the Works, and the Contractor's Activities that includes:	9 9.4
2675288	i. established workflows and timeframes to respond to and close out enquiries;	9
2675289	ii. a mechanism for notifying the community of the enquiry procedure and how it may be accessed;	9
2675290	iii. a procedure for providing an initial response to the enquirer within the timeframe specified in Table 1;	9
2675291	iv. a process for registering and handling enquiries and requests received, including use of the Consultation Manager database for tracking and details of actions taken in response;	9
2675292	v. record details of every enquiry received in the Consultation Manager database within forty-eight (48) hours of receiving the enquiry; and	9
2675293	vi. a procedure for recording the response and/or resolution to each enquiry in the Consultation Manager database in a timely manner.	9
2675295	Nature of enquiry | required response time	9
2675296	All enquiries | initial acknowledgement within twenty-four (24) hours	9
2675297	General or information enquiries | response to enquiry within forty-eight (48) hours	9
2675298	Technical enquiries | up to five (5) business days	9
2675299	24-hour project response line | immediate acknowledgement and response including for emergencies	9
2675301	a) The Contractor shall develop and implement a procedure for receiving, managing, resolving, and escalating Stakeholder complaints relating to the Contractor, Subcontractors, the Contractor's Activities and the Works that complies with:	9
2675302	i. 0-0000-900-PCS-00-SP-0001 Specification - Complaints Management Requirements;	9
2675303	ii. 0-0000-900-PCS-00-ST-0005 Inland Rail Reputation Strategic Plan;	9
2675304	iii. 2-0000-220-PCS-00-PL-0001 I2S Engagement Implementation Plan; and	9
2675306	iv. all complaint management requirements from NSW EPA EPL 3142 Environment Protection Licence for Australian Rail Track Corporation Limited; and	9
2675307	The procedure developed and implemented in accordance with section 4.4.8a) must be integrated and consistent with IRPL's Enviroline Service (phone: 1800 732 761 ; email: inlandrailnsw@inlandrail.com.au).	9
2675308	b) The Contractor's complaints management procedure shall:	
2675309	i. be established prior to the commencement of any Contractor's Activities on the Site; and	9
2675310	ii. include the following elements:	

Reference	PSR – Management Plan Requirements	This plan reference
2675311	A. a procedure for receiving and responding to complaints on a twenty-four (24) hour, seven (7) days a week basis, during the performance of the Contractor's Activities, including the performance of construction activities;	9
2675312	B. workflows and timeframes to respond to and close out complaints in accordance with the 0-0000-900-PCS-00-SP-0001 Specification - Complaints Management Requirements and environmental Approvals, reproduced in Table 2;	9
2675313	C. a mechanism for notifying the community of the complaints procedure and how it may be accessed;	9
2675314	D. a procedure for providing an initial response to the enquirer within the timeframe specified in Table 2;	9
2675315	E. a process for registering and handling complaints received, including use of the Consultation Manager database for tracking of complaints, actions taken in response and the resolution reached;	9
2675316	F. a procedure for verifying complaints through monitoring and detailed investigation, and escalating and resolving verified complaints;	9
2675317	G. a procedure for identifying and reporting to the IRPL Representative on avoidable vs non-avoidable complaints. An avoidable complaint will occur when a complaint was received resulting from the failure of the Contractor to follow relevant management plans, documentation or other forms of commitment. It may also occur where a commitment to the community or Stakeholder is broken and a complaint is received; and	9
2675318	H. a procedure for complaints to be escalated as required to the IRPL Representative.	9
2675320	Complaint action | required response time	9
2675321	Acknowledge complaint | within twenty-four (24) hours	9
2675322	Response to complaint | up to five (5) business days (depending on technicalities of complaint)	9
2675325	a) The Contractor shall attend and participate in the Stakeholder Engagement Coordination Group (SECG), established by IRPL, to ensure coordination and engagement across the Inland Rail Program, and will include members from other projects, statutory authorities and government bodies as determined by IRPL (e.g. Federal Government, State Government, Councils).	8 8.4 8.4.5
2675326	b) The SECG will meet at least once every quarter of a year.	8.4.5
2675327	c) The Contractor shall provide all plans, relevant information and current or emerging issues regarding any potential impact that the Works or the Contractor's Activities may have on the community or Stakeholders and engagement activities for discussion at the meetings.	This Plan
2675329	a) IRPL shall establish and coordinate one or more Community Reference Groups aligned with the following local government areas to ensure local concerns are raised and addressed:	8.4
2675330	i. Junee Shire Council; and	8.4
2675331	ii. Cootamundra-Gundagai Regional Council.	8

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Reference	PSR – Management Plan Requirements	This plan reference
2675332	b) The Contractor shall prepare and present a presentation at each meeting with the Community Reference Group(s) local to the Project, about upcoming Contractor's Activities and planned engagement activities.	8
2675333	c) The Contractor shall review and confirm the receipt of any key learnings shared by IRPL as an outcome of previous Community Reference Groups, throughout the life of the Project.	8
2675336	a) The Contractor shall establish a physical presence in the communities and ensure all Stakeholders have easy access to face-to-face engagement with representatives from the Contractor.	8
2675337	b) At the request of IRPL, the Contractor shall coordinate with Other Works Contractors (e.g. contractor for the Albury to Illabo and Stockinbingal to Parkes enhancement project) to determine whether it would be reasonable, practical and cost effective to co-locate a project information centre with the Other Works Contractor.	8
2675338	c) At a minimum, a project information centre must be established within Cootamundra-Gundagai or Junee communities within the first six (6) weeks of the construction activities commencing and be staffed by the Contractor throughout the duration of construction activities, until thirty (30) days after the Date of Practical Completion, unless otherwise directed by IRPL.	8
2675340	d) The project information centre shall:	8
2675341	i. be located to maximise usage by visitors and, where the information centre forms part of the Contractor's Site facilities, be located near the main access;	8
2675342	ii. provide for visitor parking and access including for disabled visitors; and	8
2675343	iii. include toilet facilities (male, female and disabled) in or immediately adjacent to the information centre.	8
2675344	e) The Contractor shall also undertake other forms of face-to-face engagement opportunities which may include information stalls at local events or information stands at local shopping centres on occasion.	8
2675345	f) The Contractor shall provide suitably qualified and experienced team members to staff the project information centre during business hours between 8.30am to 5.00pm Monday to Friday and outside of these hours as agreed with the IRPL Communication and Stakeholder Engagement Representative for events and by appointment.	8
2675346	g) The Contractor shall develop concepts and content for creative and engaging interactive displays relating to the Works and the Contractor's Activities and make these available for use by information centre visitors from the initial opening of the Project information centre. The interactive displays must be approved by IRPL and shall include content as defined in Appendix E2.	8
2675347	h) The Contractor shall ensure that relevant community engagement personnel are available to assist with enquiries at project information centres and/or IRPL shopfronts during Business Hours.	8
2675348	i) The Contractor shall supply the project information centre and/or IRPL shopfronts with copies of current Project communication materials for visitor use. This may include, but is not limited to, copies of the most current newsletters, factsheets or work notifications.	8

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Reference	PSR – Management Plan Requirements	This plan reference
2675351	a) Without limiting clause 16 of the Deed, during the performance of the Contractor's Activities, the Contractor shall ensure any IRPL Associates and invitees are provided with access to the Site to facilitate and host events including, but not limited to:	8.7
2675352	i. the provision of Site access prior to and during an event;	8.7
2675353	ii. the provision of safe event areas (including demarcation of areas for large scale events) and Site escorts;	8.7
2675354	iii. tidying and cleaning the Site in preparation for any Site visits or events;	8.7
2675355	iv. the provision of Site inductions;	8.7
2675356	v. the provision of security to manage entry and exit of visitors;	8.7
2675357	vi. the provision of appropriately qualified personnel;	8.7
2675358	vii. the provision of safety equipment;	8.7
2675359	viii. the provision of drinking water;	8.7
2675360	ix. the provision of shade areas close to event locations of a minimum 18m2 in size; and	8.7
2675361	x. the provision of suitable transport to accommodate all event participants.	8.7
2675362	b) The Contractor shall accommodate media events on the Site at Project milestones as agreed with the IRPL Representative.	8.7
2675363	c) In the event IRPL (including IRPL Stakeholders) is required to arrange for visitors to attend the Site, the Contractor shall provide access within forty-eight (48) hours of being notified by IRPL and provide the required escorting resources as requested by IRPL.	8.7
2675364	d) The Contractor shall provide access to the Site for the IRPL Representative and any IRPL Associates for the purposes of taking photographs, shooting video footage and undertaking interviews of personnel.	8.7
2675365	e) The Contractor shall provide the IRPL Representative with at least forty-eight (48) hours prior written notice of all proposed visits by anyone who is not personnel of the Contractor or a Subcontractor. The Contractor shall not confirm any visit with the proposed attendees without prior approval from the IRPL Representative.	8
2675367	a) IRPL will establish and hold responsibility for the Consultation Manager database and will provide access to appropriately trained Contractor personnel as relevant.	7 8 9 10
2675368	b) The Contractor shall:	
2675370	i. keep a record of contact with the public and other Stakeholders in the Consultation Manager database together with copies of any correspondence or information distributed to each person; and	7 8 9 10
2675371	ii. update the Consultation Manager database regularly with all consultation information which includes capturing events, actions and how issues and/or complaints were resolved.	7 8 9 10
2675376	6.1.1 IRPL will provide the Contractor with templates for:	8

Reference	PSR – Management Plan Requirements	This plan reference
3397679	a) works notifications;	8
2675377	b) fact sheets;	8
2675378	c) signage;	8
2675379	d) site hoardings;	8
2675380	e) video intro and outros; and	8
2675381	f) other items included in 0-0000-900-PCS-00-GU-0006 Brand Guidelines for Construction Contractors.	8
2675382	6.1.2 If an item requiring branding is not depicted in 0-0000-900-PCS-00-GU-0006 Brand Guidelines for Construction Contractors, IRPL shall consider any additional communication collateral requests from the Contractor.	8
2675383	6.1.3 The Contractor shall not use any trademark of Inland Rail, IRPL or ARTC or reproduce the Inland Rail, IRPL or ARTC logo without IRPL's consent.	8
2675385	6.2.1 The Contractor shall only use templates issued or approved by IRPL for works notifications, Site signage, Site hoardings, video intro and outros and other items included in 0-0000-900-PCS-00-GU-0006 Brand Guidelines for Construction Contractors. If an item requiring branding is not depicted in 0-0000-900-PCS-00-GU-0006 Brand Guidelines for Construction Contractors, the Contractor shall submit a request to IRPL for consideration.	8
2675386	6.2.2 The Contractor shall only use its own logo for the following applications:	5
2675387	a) Site office signage;	5
2675388	b) office wear/contractor clothing (e.g. polo and long sleeves); and	5
2675389	c) construction vehicle, plant and equipment (for Contractor's use) decals.	5
2675390	6.2.3 The Contractor shall apply Inland Rail branding on all other Project related communication and Stakeholder engagement materials.	5
2675392	6.2.4 When establishing any Contractor brand, the Contractor shall not reproduce any distinctive elements of the Inland Rail brand.	5
2675393	6.2.5 When establishing any Contractor brand, the Contractor shall comply with all intellectual property and copyright Laws insofar as it relates to the Inland Rail logo.	5
2675394	6.2.6 All logos developed by the Contractor in connection to the Project, including joint ventures, shall be approved by the IRPL Representative prior to being produced on collateral or shared in any form in the public domain.	5
2675395	6.2.7 With the exception of Contractor vehicles being provided for IRPL use (if any), the Contractor shall use their brand on all Contractor-owned or leased passenger vehicles used by their team.	5
2675399	7.1.1 The Contractor's communication obligations include:	
2675400	a) providing the Works and the Contractor's Activities update information (including detailed designs) to the IRPL Representative as reasonably requested for purposes such as IRPL or ARTC leadership enquiries, ministerial and/or other government enquiries;	6 0 8

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Reference	PSR – Management Plan Requirements	This plan reference
2675401	b) preparing all Works and all Contractor's Activities communication and Stakeholder engagement materials in accordance with the 0-0000-900-PCS-00-GU-0006 Brand Guidelines for Construction Contractors;	5
2675402	c) ensuring all communication and Stakeholder engagement materials are approved by the IRPL Representative prior to distribution. The Contractor shall provide a cleanly formatted final version of communication materials to IRPL for this approval process;	8
2675403	d) conducting drone photography and videography in adherence to EPP-00-01 Drone Management Procedure and providing the IRPL Representative all required documentation as outlined in the procedure;	8.4.3
2675404	e) sharing Project information with IRPL for the purposes of responding to information and media requests from Federal and State Government Stakeholders. This means providing information, content, story leads and contacts to IRPL for public communication purposes, including on Inland Rail's website, interactive maps, social media and other channels and for sharing with ministerial / government department Stakeholders for media and other public communication purposes;	8.7
2675405	f) providing communication collateral (such as photographs and video) for IRPL to use in communication and promotional activities and ensuring strict adherence to safety, quality and environmental requirements when conducting photography and video shoots (e.g. appropriate PPE worn by people featured). Also ensuring key contacts, locations and other subject matter pertaining to the shoot is captured for metadata purposes, and provided to IRPL;	8.7
2675406	g) informing the IRPL Representative of media requests (via ARTC Media Hotline - 1300 196 401) in a timely manner as they arise;	8.7
2675407	h) nominating suitably qualified and experienced personnel to support IRPL in responding to Stakeholders, the media or the public as required and requested by the IRPL Representative;	8.7
2675408	i) ensuring all PDF documents intended for publishing on the Inland Rail Program website are compliant with Web Content Accessibility Guidelines (WCAG) level AA or above; and	8.4
2675409	j) providing inputs to IRPL to create visualisations for defined milestones or specific construction activities (as agreed with IRPL) for use in community consultation and public awareness. The Contractor will work with IRPL to determine frequency and timing of visualisation development.	8
2675410	7.1.2 IRPL's communication obligations include:	
2675421	a) The Contractor shall prepare all Project related communication and Stakeholder engagement content for assets such as Contractor's Activities notifications, maps, videos, signage, hoarding and content for IRPL newsletters in accordance with the 0-0000-900-PCS-00-GU-0006 Brand Guidelines for Construction Contractors. The Contractor shall utilise IRPL templates as required and send all materials to the IRPL Representative for approval prior to public distribution or installation.	5 8
2675422	b) The Contractor shall contribute content for Inland Rail newsletters and shall ensure that newsletter content and final designed documents are approved by the IRPL Representative.	8

Reference	PSR – Management Plan Requirements	This plan reference
2675423	c) The Contractor is responsible for all aspects of production (including printing and distribution costs) of Project related communication and Stakeholder engagement materials and assets.	8
2675424	d) The Contractor shall provide content for construction works advertising to the IRPL Representative to review and approve. IRPL shall design the advertisement and provide back to the Contractor. The Contractor shall be responsible for advertisement placement and associated costs.	8
2675425	e) The Contractor shall provide all source files of communication and Stakeholder engagement materials to the IRPL Representative (e.g. Microsoft Word, Adobe InDesign).	8
2675426	f) The Contractor shall provide all information about any Contractor's Activities requested by the IRPL Representative to enable IRPL to distribute that information to Stakeholders, including political elected representatives (local, State and Commonwealth) (e.g. geo-coordinates, description of the Contractor's Activities, duration of the Contractor's Activities, map of location, contact details).	This Plan
2675429	g) The Contractor shall provide basic metadata details such as location, date, subject and/or Contractor's Activities shown, names of identifiable people featured in photo and video shoots, as well as signed talent release forms for all identifiable people.	8 8.4 8.4.3
2675430	h) The Contractor shall provide details of the process for managing employment and subcontractor / supplier enquiries, as well as email addresses and telephone contact numbers, to be shared publicly.	6 7 8
2675432	7.3.1 The Contractor shall consult with the IRPL Representative in advance of accepting an invitation to present or share information relating to the Project at conferences, webinars, industry events, panels, roundtables or any public-facing activities and, further, shall seek approval from IRPL a minimum of ten (10) Business Days in advance of an activity to include any Project-related information intended for use during these activities.	8
2675433	7.3.2 The Contractor shall advise IRPL of its intention to use information about the Project as the subject matter of a white paper, abstract, blog, case study or any similar document, and, further, shall seek approval from IRPL to include the Project-related information intended for use.	8
2675434	7.3.3 In advance of finalising any commitment, the Contractor shall consult with IRPL regarding the provision of monetary or in-kind sponsorship/support to individuals, events and other activities local to the Project in order that IRPL can assess its suitability.	8
2675436	7.4.1 The Contractor and IRPL commit to sharing information regarding Project and Inland Rail Program activities or anything which may encourage internal staff awareness and participation.	8
2675438	7.5.1 IRPL will establish and is responsible for the Inland Rail website.	N/A
2675439	7.5.2 The Contractor shall not establish its own Project-related website. An exemption may be made on application, to the IRPL Representative, for the purposes of recruitment and engagement of Subcontractors.	8
2675440	7.5.3 If approved by application, all Project-related websites for the purposes of recruitment and/or engagement of Subcontractors/suppliers shall:	8
2675441	a) adhere to co-branding guidelines as outlined in 0-0000-900-PCS-00-GU-0006 Brand Guidelines for Construction Contractors; and	5

Reference	PSR – Management Plan Requirements	This plan reference
2675442	b) comply with the Web Content Accessibility Guidelines (WCAG) level AA or above.	8.4
2675443	7.5.4 The Contractor shall, as a minimum, provide the following information in electronic or any other requested format to the IRPL Representative for use at its discretion on the Inland Rail website:	8
2675445	a) notifications of the Works and the Contractor's Activities, including details on the timing, duration, location (map and location description) and predicted impacts;	8
2675446	b) in accordance with the environmental management requirements in section 6.1 of Annexure F;	5
2675447	c) monthly non-compliance event report/s and construction compliance report/s;	10
2675448	d) public communication material related to the Project that have been published or publicly distributed by the Contractor;	8
2675449	e) environmental, sustainability, transport, traffic, noise and vibration reports and complaints management procedures and reports relating to the Project that are publicly available and the executive summaries of these reports;	8
2675450	f) any other information requested to be published for compliance purposes; and	8
3397748	g) any other information as reasonably requested by the IRPL Representative.	8
2675451	7.5.5 The Contractor shall provide within two (2) Business Days from request, any imagery, wording or content/copy requested from them by the IRPL Representative, in relation to updating or improving the Inland Rail website.	8
2675452	7.5.6 The Contractor shall ensure that all documents provided for publishing on the Inland Rail website are:	
2675453	a) compliant with the Web Content Accessibility Guidelines (WCAG) level AA or above;	8.4
2675454	b) optimised to a reasonable file size to ensure ease of download. Documents larger than 20Mb shall be split into multiple files less than 20Mb in size, to allow for ease of download;	8
2675455	c) provided in Acrobat PDF and original file format (e.g. Microsoft Word); and	8
2675456	d) provided to the IRPL Representative in adherence to the timeframes outlined in Appendix E1.	8
2675457	7.5.7 Any costs associated with optimising documents for web or accessibility shall be borne by the Contractor.	8
2675460	7.6.1 IRPL shall establish and is responsible for Inland Rail social media channels.	8
2675461	7.6.2 The Contractor shall not establish its own Project-related social media channels. An exemption may be made on application, to the IRPL Representative, for a Project-related LinkedIn account for the purposes of recruitment and/or engagement of Subcontractors. If approved by application:	8
2675462	a) all posts and advertising for the Project-related LinkedIn account shall be reviewed and approved by IRPL prior to publishing, in adherence to the timeframes outlined in Appendix E1; and	8

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Reference	PSR – Management Plan Requirements	This plan reference
2675463	b) all posts and advertising referencing the Project must include a tag to the Inland Rail LinkedIn account.	8
2675464	7.6.3 The Contractor shall provide content for the purpose of developing posts for sharing on the Inland Rail social media channels and others which:	8
2675465	a) include, but are not limited to text, images, footage, animations and illustrations;	8
2675466	b) are sufficient to allow for a minimum of one post per month on the Inland Rail social media channels; and	8
2675467	c) include information and updates about scheduled activities, progress of the Contractor's Activities, and unexpected changes to the construction program.	8
2675468	7.6.4 The Contractor shall seek approval from the IRPL Representative for all Project-related posts and advertising on its own corporate social media channels or that of the Contractor Associates.	8
2675469	7.6.5 The Contractor shall operate a monitoring and moderation process on its own social media channels to remove or hide offensive, inappropriate or otherwise non-constructive user-submitted content relating to IRPL, ARTC, the Inland Rail Program or the Project.	8
2675471	7.7.1 The Contractor shall:	
2675472	a) commission the services of a suitable professional photographer and/or videographer, as approved by the IRPL Representative, to capture at least once per month, or as otherwise agreed with the IRPL Representative, progress of Contractor's Activities and human-interest images, time lapse and film footage, and other aspects of the Contractor's Activities to help explain how Inland Rail is being delivered, including:	8.4.3
2675473	i. providing 30 professional quality photographs (with a minimum 300 dpi) of the Contractor's Activities and the Works to the IRPL Representative monthly in a format suitable for IRPL use in publications and Project communications, with a focus on a diverse range of images capturing action, people, machinery and structures;	8.4.3
2675474	ii. supplying 30 minutes of professionally edited film footage every quarter or as otherwise requested by the IRPL Representative; and	8.4.3
2675476	iii. providing monthly time-lapse and videography, including drone footage, reflecting progress of the Contractor's Activities. In doing so, the Contractor must adhere to all necessary requirements such as air space restrictions and EPP-00-01 Drone Management Procedure, including provision of all required documentation as outlined in EPP-00-01 Drone Management Procedure to the IRPL Representative;	8.4.3
2675477	b) supply all raw files, basic metadata details such as location, date, subject and/or the Contractor's Activities shown, names of identifiable people featured in photo and video shoots, as well as signed talent release forms for all identifiable people to the IRPL Representative. The Contractor shall allow for updates to the requirements of managing, capturing and issuing photo and/or video metadata;	8.4.3
2675478	c) ensure that prior to supplying photographs, images and film footage to the IRPL Representative, that the Contractor's safety, environmental and engineering representatives have reviewed and approved the content;	8.4.3

Reference	PSR – Management Plan Requirements	This plan reference
2675479	d) ensure that any identifiable person(s) in photographs, images or film footage have signed an IRPL-supplied talent release form (attached to respective files), which must be provided to the IRPL Representative;	8.4.3
2675480	e) without limiting the provisions of the Deed, ensure all photographs, images, film footage and other media produced by or on behalf of the Contractor in connection with the Project are the property of IRPL;	8.4.3
2675481	f) enable and support IRPL's Inland Rail communication and engagement team and/or IRPL Associates to have access to Site (with reasonable notice) for filming and photography purposes;	8.4.3
2675482	g) enable and support IRPL's Inland Rail communication and engagement team and/or IRPL Associates to interview and video Contractor and Contractor Associate(s') personnel about their involvement on the Inland Rail Program for the purposes of promotional 'good news' case studies; and	8 8.4 8.4.3
2675483	h) without limiting clauses 23.9 and 23.10 of the Deed, accept that all photography and videography on its creation becomes and shall remain the property of IRPL, and use of these assets by the Contractor or any Contractor Associate shall be subject to approval by the IRPL Representative.	8 8.4 8.4.3
2675485	7.8.1 The Contractor shall develop a signage plan for Site hoardings and fencing for key locations throughout the Project which comply with the 0-0000-900-PCS-00-GU- Brand Guidelines for Construction Contractors and any required directive to co-brand with the Australian Government in partnership.	8
2675486	7.8.2 To support the delivery of the signage plans, the Contractor shall ensure Site hoardings, fencing, and other structures that may be used to display signage materials, are designed with consideration given to necessary fixings, safe access for installation and removal, maintenance, interface with the public and provision of services such as electricity, data, etc.	8
2675488	7.8.3 Installation plans for branding any on-Site zones and project Site offices including all hoardings, fencing banners or signage, including shade cloth or other material on the external face of any structure and including interior and exterior Project office fit-outs, shall be approved by the IRPL Representative prior to being erected.	8
2675489	7.8.4 The Contractor shall liaise with IRPL for the graphic design of all public facing signage such as hoardings, fencing banners, shade cloth, and interior and exterior Project office branding such as wall, desk, window and door decals.	5 8
2675490	7.8.5 The Contractor is responsible for maintenance of all branding and artwork on acoustic sheds, hoardings, fencing banners and signage, ensuring they remain presentable, undamaged and free of vandalism throughout the Project.	5 8
2675491	7.8.6 The Contractor shall remove all signs, flags or banners that do not comply with the approved signage plan or at the request of the IRPL Representative (in its sole discretion).	8
2675493	7.9.1 All media opportunities and enquiries relating to the Project shall be managed by IRPL.	8.7
2675494	7.9.2 The Contractor and the Contractor Associates shall adhere to ARTC's media policy.	8.7

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Reference	PSR – Management Plan Requirements	This plan reference
2675495	7.9.3 The Contractor shall provide a three-month forward plan of upcoming media opportunities and key milestones, and shall work collaboratively with IRPL to coordinate on-Site logistics for media events.	8.7 8.7.1
2675496	7.9.4 The Contractor shall refer all media enquiries to the IRPL Representative, who will consult with the Contractor to obtain the necessary information to respond to the enquiry.	8.7
2675497	7.9.5 The Contractor shall not communicate with any media or respond to any media enquiries except as approved by IRPL.	8.7
2675498	7.9.6 The Contractor shall respond to the IRPL Representative's request for information to support media releases or responses to media enquiries.	8.7
2675499	7.9.7 Without limiting clause 10.14(b) of the Deed, the Contractor shall obtain the IRPL Representative's consent prior to the issue of any media releases or company statements or media briefings.	8.7
2675500	7.9.8 The Contractor shall identify and provide a spokesperson suitably trained in media communications to speak on behalf of the Contractor, if IRPL requires a spokesperson from the Contractor to speak to the media.	8 8.4 8.4.3
2675501	7.9.9 The Contractor shall provide IRPL employees, agents, contractors and consultants access to the Site for filming, photography, interviews and other related activities upon request by IRPL.	8 8.4 8.4.3
2675502	7.9.10 The Contractor shall provide a single contact for IRPL to manage any requests to visit the Site, facilitate photography/videography/media activities or to engage Subcontractors for project promotion purposes.	4
2675504	7.9.11 The Contractor shall provide a representative to escort the above Site visits.	8
2675507	8.1 The Contractor shall ensure that all Contractor and Contractor Associates personnel are adequately inducted and trained on the Stakeholder and community engagement requirements of the Deed (including the PSR), including:	
2675508	8.1.1 observing the obligations of the PEO-PO-001 ARTC Code of Conduct as it applies to social media and public relations;	This Plan
2675509	8.1.2 understanding that personnel are the 'face of the Project' on the ground and each person contributes to the Project's brand and reputation;	This Plan
2675510	8.1.3 behaviours to prevent incidents and complaints;	This Plan
2675511	8.1.4 incident management;	This Plan
2675512	8.1.5 incident reporting procedures;	This Plan
2675513	8.1.6 community enquiries and complaints management;	This Plan
2675514	8.1.7 media and government enquiries; and	This Plan
2675515	8.1.8 social media awareness training, including to ensure that all personnel are aware that social media content (including social media posts) may:	This Plan
2675516	a) have unintended consequences for the Project;	This Plan
2675517	b) inadvertently damage the reputation of the Project; and/or	This Plan
3397811	c) result in the release of sensitive Project information.	This Plan

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Reference	PSR – Management Plan Requirements	This plan reference
2675518	8.2 The Contractor shall implement a program of internal communication to ensure that all personnel of the Contractor and Subcontractors understand and support their Stakeholder and engagement obligations, as set out in the Deed (including the PSR).	8.9
2675519	8.3 The Contractor is ultimately responsible for the online behaviour of its personnel and Contractor Associates (including the Contractor Associates personnel).	8.4.3
2675520	8.4 The induction package shall be provided to the IRPL Representative for approval prior to use.	8.4.4
2675522	9 Issues Management Communication	8.8
2675523	9.1 The Contractor shall advise the IRPL Representative immediately when the Contractor becomes aware of any emerging issues that could impact the reputation of IRPL, ARTC, the Inland Rail Program or the Project, and keep IRPL informed as the Contractor becomes aware of any further information about those issues.	8.8
2675524	9.2 The Contractor shall inform the IRPL Representative immediately when the Contractor becomes aware of any planned or unplanned community protests in relation to the Project and be proactive:	8.8
2675525	a) by identifying and monitoring any community and Stakeholder behaviour that may suggest the gathering of momentum which could lead to the formation of a group and/or activist that may impact the Project, and ensure the IRPL Representative is provided with this information within twenty-four (24) hours of the Contractor first becoming aware of this; and	8.8
2675526	b) by notifying the IRPL Representative of any incident that has attracted or can be reasonably expected to attract the attention of the media, a politically elected representative (local, State and Commonwealth), Emergency Services Organisations, Local Government Authorities, Authorities or the broader community.	8.8
2675527	9.3 The Contractor shall have a primary responsibility to manage the operational response to any events or issues which directly impact the Works or the Contractors Activities.	8.8
2675528	9.4 The Contractor shall provide IRPL with relevant and timely situational information and coordinate the response with relevant Stakeholders.	8.8
2675529	9.5 With respect to crisis management, the Contractor shall:	
2675530	a) ensure emergency procedures are developed and implemented to guide the response to any emergency event which may occur within the Site;	8.8
2675531	b) ensure staff are trained in the application of emergency procedures;	8.8
2675532	c) complete an emergency drill for the Project at least once every six (6) months;	8.8
2675533	d) ensure an Incident Management Plan (IMP) is developed and implemented to guide the management response to events and issues which impact their construction area;	8.8
2675534	e) ensure the Contractor's management group is trained in the application of the IMP;	8.8
2675535	f) complete an incident management training exercise within six (6) months of commencing construction of the Works and then once every twelve (12) months over the course of the Project;	8.8

Reference	PSR – Management Plan Requirements	This plan reference
2675536	g) provide IRPL with copies of relevant crisis plans and procedures;	8.8
2675537	h) complete a full-scale mock exercise at least once within the first (12) months which is to include interaction with IRPL staff and teams; and	8.8
2675539	i) following each mock exercise, critically evaluate the IMP and make recommendations for improvements and complete those improvements within three (3) months.	8.8
2675542	10.1 The Contractor shall meet with the IRPL Representative weekly (or at such other interval as is required by IRPL) to provide and discuss details of the Contractor's community engagement activities and Contract Program.	10
2675543	10.2 The Contractor shall provide an 'issues and activity' report to the IRPL Representative each week, which includes details of the previous weeks' engagement activities, enquiries and complaints received, and their status and resolution reached. The weekly 'issues and activity report' shall be provided electronically to IRPL by 12 noon on the first working day of each week.	10
2675544	10.3 The Contractor shall prepare and submit to the IRPL Representative a monthly report that includes:	10
2675545	a) all community and Stakeholder contact in the corresponding period, including all communication and Stakeholder engagement materials and all community or Stakeholder complaints and enquiries received, their status, and actions and response given to achieve a satisfactory resolution;	10
2675546	b) any proposed presentations and Site visits with the community and Stakeholders;	10
2675547	c) a Contractor's Activities update for the Site activities, where community or Stakeholders are directly affected, with a four (4) week look ahead; and	10
2675548	d) a three (3) month media milestone look-ahead report.	10
2675549	10.4 The Contractor shall contribute information to the 2-0001-220-EAP-00-RP-0010 I2S Social Impact Assessment Report | Technical Paper 11 reports.	10
2675550	10.5 The Contractor shall provide quarterly reports about the implementation of contracted communications, Stakeholder engagement and social impact management commitments and details on how the conditions were met.	10
2675551	10.6 The Contractor shall provide updates as the Contractor becomes aware of any further material information, and otherwise as requested by the IRPL Representative regarding emerging and/or escalating community or Stakeholder issues.	10
2675554	11.1 The Contractor shall provide information and input into IRPL's completion communications strategy if requested by the IRPL Representative. This may include (but is not limited to):	
2675555	a) input into the planning as well as participation in Project completion event/s;	10
2675556	b) participation in media events and the preparation of communication materials such as photography, videography and social media;	8 10
2675557	c) input into the planning of, and as participation in safety and awareness campaigns; and	8
2675558	d) any other activities in the environmental management requirements in section 6.1 of Annexure F.	8

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Reference	PSR – Management Plan Requirements	This plan reference
2675559	11.2 The Contractor shall develop a Communication and Stakeholder Engagement Report that will include a detailed summary of communication and Stakeholder engagement activities undertaken during the Project. This report shall include information about Project milestones, events, Site tours, major activities, issues and opportunities, Stakeholder influenced outcomes, Inland Rail legacy projects and/or programs, awards and other topics as requested by IRPL.	10
2675560	11.3 The Contractor shall provide a draft of their Communication and Stakeholder Engagement Report to the IRPL Representative for review at least three (3) months prior to the Date for Practical Completion, or as agreed by the IRPL Representative.	10
2675561	11.4 The final Communication and Stakeholder Engagement Report shall be provided to the IRPL Representative no more than one (1) month after the Date of Practical Completion.	10
2675562	11.5 The Contractor's Communication and Stakeholder Engagement Manager shall be available via phone and email during standard working hours to assist IRPL with enquiries relating to the Works and the Contractor's Activities.	4
2675565	All materials required to be submitted by the Contractor for approval pursuant to this Annexure E are to be supplied to the IRPL Representative, in accordance with the Review Procedures set out in Schedule 9 of the Deed, who will manage the internal IRPL approval process.	8
2675566	All Contractor and Contractor Associate communication and Stakeholder engagement materials are subject to the review and final approval by IRPL. Any changes to the materials requested by IRPL shall be incorporated before final approval will be given by IRPL. The Contractor shall allow for iterative changes on all communication and Stakeholder engagement materials and documents.	8
2675567	The materials to be provided by the Contractor for IRPL approval pursuant to this Annexure E must be submitted in sufficient time to allow IRPL the review time set out in Table 3 below before those materials are required for use.	8
2675568	These timeframes do not apply to materials developed for Emergency Works, given the urgency associated with those Emergency Works. The Contractor will supply any materials to IRPL relating to Emergency Works for information only as soon as reasonably practicable.	8
2675570	Communication document or material | IRPL review timeframes (minimum)	8
2675585	Table 4 Specific communications materials to support or facilitate Stakeholder engagement for I2S during detailed design and construction by site	8
2675586	Communication document or material | description	8
2675587	Photographs and videos; artist impressions, diagrams, photomontages, infographics | a still image depicting the assets approximate appearance before and after completion, which allows the viewer to rotate and look around 360 degrees.	8
2675588	Information regarding uses for equipment and any associated construction activity | to be provided in written, photographic, video formats or in person.	8

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Reference	PSR – Management Plan Requirements	This plan reference
2675589	Details of environmental protection work; safety and sustainability practices and/or initiatives | to be provided in written, photographic, video formats or in person.	8
2675590	Maps including but not exclusive of access routes, noise & vibration impacts, hydrology, traffic detours, heavy vehicle detours, pedestrian and emergency services | provision of maps (up to A0 size) in digital and printed format for use across both public and internal process.	8
2675591	Copy and content as required for community information sessions, meetings, presentations, printed and online formats | format and content to be defined by IRPL as required.	8
2675594	Communication document or material | description | location/feature	8
2675595	Simulations of construction activities | virtual reality – an immersive experience that allows the user to move through a virtual environment at a 1 to 1 scale. | • typical embankment• typical small cutting• typical large cutting involving blasting• road underbridge construction• level crossing construction	8
2675596	Fly throughs and fixed path animations | fly throughs to be prepared and submitted for each package of works at each design milestone: 70 and 100% detailed design milestones. Changes made following consultation at the 70% design milestone must be incorporated into the 100% design fly through. | •whole alignment• fixed animation at southern tie-in, Billabong Creek underbridge, Old Sydney Road level crossing, Ironbong Road level crossing, Run Boundary creek Underbridge, Dirnaseer Road underbridge, Isobel Creek underbridge, Old Cootamundra Road underbridge, Corbys Lane level crossing, Powderhorn Creek underbridge, Burley Griffin Way overbridge, Dudauman Creek underbridge, Northern tie-in	8
2675597	Time lapse videos of designated sites and activities | sites and locations chosen by IRPL and frequency of images to be confirmed by IRPL. | • Burley Griffin Way overbridge construction (including reconfiguration of rail)• old Cootamundra Road underbridge (including southern embankment)• Dirnaseer Road underbridge• Ironbong Road realignment and level crossing installation• Old Sydney Road level crossing• Corbys Lane level crossing• crossing loop and maintenance siding• cutting of Stockinbingal Hill (chainage 38200)• Run Boundary Creek underbridge• Isobel Creek & tributary underbridges• Powderhorn Creek & Tributary underbridges• Billabong Creek underbridge	8 8.4 8.4.3
2675598	Before and after images | rendered 3d image from multiple public perspectives. | • Burley Griffin Way realignment and overbridge• Corbys Lane level crossing• Old Cootamundra Road underbridge• Dirnaseer Road underbridge• Ironbong Road realignment and level crossing• Old Sydney Road level crossing• Billabong Creek underbridge	8 8.4 8.4.3
2675599	Virtual reality/ virtual project tours | a group of 360 degree rendered images where the viewer can navigate from one to the next. | • Burley Griffin Way realignment and overbridge• Old Cootamundra Road underbridge• Dirnaseer Road underbridge• Ironbong Road realignment and level crossing• Old Sydney Road level crossing• Corbys Lane level crossing	8 8.4 8.4.3

Reference	PSR – Management Plan Requirements	This plan reference
2685002	1.3.2 Without limiting the requirements of clause 20.3 of the Deed, 8the Contractor shall ensure that Management Plans set out in Table 1 remain at all times relevant and are updated, as a minimum, at each update interval identified in Table 1 for the period from initial submission until:	8 8.4 8.4.3
2685004	b) in the case of each other Management Plan, until the Date of Final Completion.	This Plan
2685009	No. | Contractor Management Plan title | Submission Timeline | Criticality rating and update interval	This Plan
2685065	21 | Communication and Stakeholder Engagement Management Plan | within 20 business days after the date of the deed | medium / 12 monthly	This Plan
2685874	8.1.1 The Contractor shall manage communication and Stakeholder engagement in accordance with the requirements of Annexure E.	This Plan
2685875	8.1.2 Note that the Stakeholder management category credits in the Infrastructure Sustainability Council IS Technical Manual Version 1.2 rating scheme address consultation and Stakeholder management issues and may contain specific requirements for compliance if the Contractor chooses to pursue any of these credits.	5 6 7 8

Appendix B – Communication Action Plan Template

Communications Action Plan - <TITLE>		
Activity		
Date of Activity		
Background		
Impacts		
Project Key Messages		
Activity Key Messages		
Objective		
Mitigation measures		
Affected stakeholder/s and community		
Key Stakeholder Liaison		
Key Stakeholder	Issue / Interest	Communication strategy and tools
Risks and Issues Register		
Risk/Issue	Management Strategy	
Engagement Activities		
IRPL responsibilities		
John Holland responsibilities		
Communication Activities		
IRPL responsibilities		
John Holland responsibilities		

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Appendix C - Consultation on Condition of Approval Deliverables

Condition	Deliverable	Stakeholders	Level of Engagement

A18	Temporary Accommodation Facility Management Plan	• Cootamundra-Gundagai Regional Council
		• Relevant emergency Services:
		  ◦ LEMC
		  ◦ NSW Police
		  ◦ NSW Ambulance
		  ◦ NSW Fire and Rescue
		  ◦ SES
		  ◦ RFS
		• Environmental Representative (Endorsement)
		• Planning Secretary (Approval)
			Consult

C5	Site Establishment Management Plan	• Relevant councils • Relevant state agencies • Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
C12, C14	Construction Environmental Management Plan	• Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
C17(a)	Construction Environmental Management Plan (CEMP) Sub-plan – Construction Traffic, Transport and Access	• TfNSW • Relevant councils • Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
C17(b)	Construction Environmental Management Plan (CEMP) Sub-plan – Noise and Vibration	• Relevant councils • Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
C17(c)	Construction Environmental Management Plan (CEMP) Sub-plan – Biodiversity	• Biodiversity, Conservation and Science Division of the Environment and Heritage Group of the NSW Department of Climate Change, Energy, the Environment and Water (BCS) • Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
C17(d)	Construction Environmental Management Plan (CEMP) Sub-plan – Soil and Water	• Relevant councils • BCS • Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
C17(e)	Construction Environmental Management Plan (CEMP) Sub-plan – Heritage	• Heritage NSW • Registered Aboriginal Parties (RAPs) • Relevant councils	Consult

Condition	Deliverable	Stakeholders	Level of Engagement
		• Environmental Representative (Endorsement) • Planning Secretary (Approval)	
C17(f)	Construction Environmental Management Plan (CEMP) Sub-plan – Flood Emergency Management	• SES • BCS • Relevant councils • Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
C17(g)	Construction Environmental Management Plan (CEMP) Sub-plan - Biosecurity	• BCS • DPI Agriculture • Local Land Services (LLS) • Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
C27(a)	Construction Monitoring Programs – Noise and vibration	• Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
C27(b)	Construction Monitoring Programs – Surface water	• DCCEEW Water • Crown Lands • Relevant councils • Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
C27(c)	Construction Monitoring Program – Traffic, transport and access management	• TfNSW • Relevant councils • Environmental Representative (Endorsement) • Planning Secretary (Approval)	Consult
D5(a)	Operational Monitoring Programs – Fauna Connectivity Monitoring, Predator Prevention and Adaptive Mitigation Program	• BCS • Relevant councils	Consult
D5(b)	Operational Monitoring Programs – Surface Water Monitoring Program	• DCCEEW Water	Consult
D8	Ongoing need for Operational Monitoring Programs	• BCS • Planning Secretary (Approval)	Consult
E3(c)(iii)	Variation to Work Hours	• Directly affected residents and sensitive land uses	Consult
E5	Out-of-Hours Work Protocol	• EPA • Planning Secretary (Approval)	Consult

Condition	Deliverable	Stakeholders	Level of Engagement
E10	Blast Management Strategy	• Utility asset owners and managers • Planning Secretary (Approval)	Consult
E15	Operational Noise and Vibration Review - Rail	• EPA • Impacted sensitive receivers • Relevant councils	Consult
E16	Operational Noise Compliance Report - Rail	• Planning Secretary (Approval) • EPA (Approval)	Consult
E17	Operational Noise and Vibration Review - Road	• EPA • Impacted sensitive receivers • Relevant councils • TfNSW • Planning Secretary (Approval)	Consult
E18	Operational Noise Compliance Report - Road	• Planning Secretary • EPA	Inform
E24	Biodiversity - SAII	• BCS • Planning Secretary	Consult
E26	Biodiversity – updated Credit Report (if required)	• BCS • DCCEEW (Cth) • Planning Secretary (Approval)	Consult
E33	Confirmation of Biodiversity Impacts of Unsurveyed Land Report	• BCS • Planning Secretary (Approval)	Consult
E35	Box Gum Woodland Restoration Plan	• BCS • Planning Secretary (Approval)	Consult
E37	Box Gum Woodland Restoration Report	• BCS	Consult
E40	Fauna Crossings – Baseline Monitoring	• BCS	Consult
E44	Connectivity Strategy	• BCS • DPI Fisheries • Planning Secretary (Approval)	Consult
E58	Impacts on Flood Behaviour (if triggered)	• Relevant road authorities • Affected landowners	Consult
E59	Flood Design Consultation Protocol	• Landowners • Road authorities • TfNSW	Consult
E63	Erosion Threshold Velocities Report	• DPHI • Planning Secretary (Approval)	Consult
E66	Flood Design Verification Report	• BCS • DCCEEW Water • TfNSW • Councils • Planning Secretary (Approval)	Consult

Condition	Deliverable	Stakeholders	Level of Engagement
E67	Interim Flood Design Verification program	• BCS • DCCEEW Water • TfNSW • Councils • Planning Secretary (review)	Consult
E69	Operational Erosion Mitigation and Monitoring Program	• BCS • DCCEEW Water • Relevant landowner(s) • Relevant council(s)	Consult
E70	Operational Erosion Mitigation and Monitoring Program	• Affected parties	Consult
E71	Flood Review Reports(s)	• Affected parties • Planning Secretary (inform) • BCS (inform) • Relevant road authority (inform) • Relevant council(s) (inform)	Consult and inform
E72	Monitoring methodology for spatially defined monitoring zones	• BCS • DCCEEW Water • Planning Secretary (Approval)	Consult
E73	Flood Emergency Response Plan	• Relevant agencies	Inform
E79	Culvert impacts	• Affected landowners • Relevant road authority	Consult
E80	Farm dam register	• Landowners	Consult
E84 & E85	Surface Water Monitoring Program	• DCCEEW Water • Planning Secretary (Approval)	Consult
E88 & E90	Public Level Crossing Treatment Report	• TfNSW • Relevant road authority • Planning Secretary (Approval)	Consult
E89 & E90	Private Level Crossing Treatment Report	• Landowner • Planning Secretary (Approval)	Consult
E91	Level Crossing Performance Report	• TfNSW • Relevant council	Consult
E94 & E95	Individual Property Management Plans	• Landowners	Consult
E99	Report on communication system of train movements	• Landowners • Stock operators • Local Land Services • Planning Secretary (Approval)	Consult
E101	Road Dilapidation Report	• Relevant road authority	Inform

Condition	Deliverable	Stakeholders	Level of Engagement
E109	Social Impact Management Plan	• Directly affected communities and businesses • LALC/s • Community organisations and representative groups • Councils • Planning Secretary (Approval)	Consult
E120 & E121	Bushfire Management Plan	• RFS • FRNSW	Consult
E126	Visual and Landscape Impact Mitigation Plan	• Landowners and residents	Consult
E132	Aboriginal Community and Stakeholder Engagement Strategy	• Heritage NSW • Relevant RAPs • LALCs	Consult
E133	Aboriginal Cultural Values Plan	• Relevant RAPs • LALCs • Planning Secretary (Approval)	Consult
E135, E136 & E138	Additional Aboriginal Archaeological Survey Methodology, Aboriginal Archaeological Test Excavation Methodology and Aboriginal Archaeological Salvage Excavation Methodology	• Heritage NSW • RAPs • Planning Secretary (inform)	Consult and inform
E139	Aboriginal Cultural Heritage Excavation Report(s)	• RAPs • Planning Secretary (inform) • Heritage NSW (inform) • Relevant Councils (inform) • Relevant LALCs (inform) • RAPs (inform)	Consult and inform
E143	Unexpected Heritage Finds and Human Remains Procedure	• Planning Secretary (inform)	Inform
E149	Water Reuse Strategy	• Relevant agencies (seek advice)	Consult
E156	Remedial Action Plan (if required)	• Planning Secretary (if requested)	Inform
E161	Unexpected Finds Procedure for Contamination	• Planning Secretary (if requested) • EPA (if requested)	Inform.

Appendix D – Private Landowner Design Review Procedure

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4.2 Identified landowners and community 117

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1 Definitions and Abbreviations

1.1 Definitions and Abbreviations

Definitions and abbreviations to be applied to the Unexpected and Incidental Finds Protocol are listed below.

Table 1: Definitions and Abbreviations

Term/Abbreviation	Definition
A2I	Albury to Illabo
ARTC	Australian Rail Track Corporation
CSEMP	Communications and Stakeholder Engagement Management Plan
DDD	Detailed Design Development
FDD	Feasibility Design Development
I2S	Illabo to Stockinbingal
IPMP	Individual Property Management Plan
IRPL	Inland Rail Pty Ltd (IRPL), The Client
JH	John Holland, The Contractor
LGA	Local Government Area
PAP	Property Adjustment Plan
PDD	Preliminary Design Development

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2 Introduction to I2S

The Inland Rail - Illabo to Stockinbingal (I2S) Project is a 39-kilometre greenfield section where a new track will be constructed in a newly established rail corridor, just east of Illabo, tracking north to Stockinbingal, NSW.

This new section of rail corridor will provide a direct route from Illabo to Stockinbingal through to the existing Forbes line. The line will bypass Cootamundra and the steep and windy Bethungra Range with the Bethungra Spiral.

Bypassing the Bethungra Spiral will improve reliability and reduce travel distance by approximately 23 kilometres

Burley Griffin Way will undergo a major realignment and a new road over rail bridge will be built. This will enable the closure of one of the existing rail level crossings in Stockinbingal, improving safety. In addition, Ironbound Road will undergo a minor realignment around the proposed level crossing to improve safety.

The project connects with the Albury to Illabo (A2I) and Stockinbingal to Parkes (S2P) enhancement projects.

This design and construct project works will include:

- New track construction
- Earthworks
- Bridge construction
- Culvert and drainage installation
- Road works
- Activated and passive level crossings
- Installation of rail systems
- Utility Adjustments

2.1 Purpose of this Protocol

The purpose of this Private Landowner Design Review Protocol is to outline the integrated strategy for engaging neighbouring project property landowners, document the management approach and the design review process and to:

- Outline responsibilities of all parties involved
- Outline the process to document consultation with individual landowners at each design gate
- Outline the agreed outcomes for managing design activities on or adjacent to private properties.

This protocol should be read in conjunction with the Individual Property Management Plans (IPMP) which have been developed in collaboration with IRPL and the individual property owners, see Appendix B for master template.

2.2 Key Objectives

The key objective of this protocol is to outline an approach which clearly sets out expectations and the program of engagement along with providing a framework to achieve the following:

- Provide an opportunity for individual landowners to engage in the design review process, actively participate in shaping the project to align with their needs and interests, ultimately ensuring that the design solutions are in accordance with the Property Adjustment Plan (PAP) and what has been previously agreed with IRPL.
- Clearly set out expectations and program of engagement to help minimise the risk of overwhelming landowners with adhoc requests taking into consideration their own business operations and commitments
- Align expectations between John Holland and Individual Property Owners
- Foster a collaborative approach to the design development process

3 Design Management

3.1 Scope

John Holland has engaged BG&E as its design consultant to the deliver the design of the I2S project. The scope includes the following:

- Roads
- Corridor works include track & formation, fencing, rail systems
- Structures including bridges and miscellaneous
- Geotechnical & Hydrogeological Interpretive Report
- Drainage
- Flood Assessment
- Level Crossings
- Utilities

3.2 Roles & Responsibilities

Roles	Responsibilities
Communications & Stakeholder Engagement Manager	Direct line of contact between the project and private property landowners
Design & Engineering Manager	Manages the design process
Design & Engineering Lead	Supports both the Design & Engineering Manager and the Community & Stakeholder Engagement Manager to expedite the design management process.
Delivery Manager	Manages construction
Area Manager	Supports both the Delivery Manager and the Community & Stakeholder Engagement Manager to expedite construction.

3.3 Design Gates

Our overall objective is to provide a design that meets or exceeds IRPL, asset owners and relevant authority requirements. We intend to operate within a spirit of cooperation to achieve a best for project and value for money solution.

The design process follows a robust series of gates, at each gate, the design undergoes rigorous internal reviews to ensure the design meets all required principles, rules and standards before it can be issued to private landowners for review.

The design gates are as follows:

- **Feasibility Design Development (FDD)**
  - Design is developed to approximately 30%
  - The design must demonstrate that it can meet the project's functional requirements
- **Preliminary Design Development (PDD)**
  - Design is developed to approximately 70%
  - Sufficiently developed to allow the design details to be presented
  - Stakeholders to gain an appreciation of the solution being proposed

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- **Detailed Design Development (DDD)**
  - Design is developed to approximately 100%
  - All elements of the design shall be shown on the drawings, specifications and reports and are associated with a more advanced level of detail.
- **Issued for Construction (IFC)**
  - IFC Design Stage is the final stage in the development of the Design Documentation, once approved, the design is Issued for Construction.

Once design documentation is issued as IFC, construction of the works can commence. Changes to design are no longer permissible without consultation with IRPL.

3.4 Design Review Management Process

Stakeholder needs, expectations and feedback will help shape the project and during the design phase, John Holland will seek to map key stakeholders, identifying concerns, issues and areas of interest.

From preliminary Design Development Phase (PDD) onwards, all individual property owners will be given an opportunity to review and make comment on the design. The intent is to manage this process collaboratively to ensure best for project outcomes.

3.4.1 Communication Approach

The communication approach for each landowner will be divided into three phases:

- Phase 1 – Preparation/lead-up to landowner engagement
- Phase 2 – Meet with landowners and engagement implementation
- Phase 3 – Engagement follow-up, reporting and feedback

Engagement approaches will be developed collaboratively with IRPL, and outcomes provided through summaries and minutes of meetings to ensure compliance. Relevant representatives from IRPL will be invited to attend all engagement discussions in regard to the design phase.

Evidence of each consultation will be tracked and recorded in Consultation Manager (CM), the IPMP's and / or Aconex.

A summary of the engagement sequence is below:

Table 2 Design Consultation Program

	February 2025	March 2025	April 2025	June - July 2025
Design Consultation	Phase 1	Phase 2		Phase 3

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The activities, objectives and approach proposed at each phase are outlined below:

Table 3 – Phases of Engagement

Phase 1 - Preparation
Activities

• Desktop analysis
  ◦ Identification of stakeholders
  ◦ Identify negotiable vs non-negotiable prior to meeting with the stakeholder
• Collaborative session with IRPL to confirm and agree engagement strategy, collateral and identified stakeholders
• Initiate contact with stakeholders to decide collateral requirements and set expectations for the engagement program and activities
• Ongoing engagement with government agencies such as local Councils; Government agencies

Objectives
1. Identifying stakeholders 2. Managing expectations and de-risking the experience by engaging early and often 3. Outlining engagement activities and the process (program for delivery) 4. Prepare for engagement – develop tools/program/information packs and identify issues and opportunities and map our management approach to these.
Methodology

• Utilise existing stakeholder relationships
• Use the same process for all stakeholders to ensure consistency
• Data collection approach: prepare a proforma / comment sheet
• Differentiate between:
  ◦ Features – objective (based on engineering/technical requirements) and subjective (influenced by personal feelings and opinion)
  ◦ Decisions – strategic (engineering / technical requirements – fixed / non-negotiable decisions) and variable (negotiable / fine-tuning)

Phase 2 – Engagement Implementation
Activities
• Meet with stakeholders • Present PDD/FDD design documentation (refer to table below) • Identify any changes from previous design • Collateral – design and comment sheet • Capture feedback
Objectives
• Engage with stakeholders to achieve acceptance • Communicate the rationale behind design decisions – ‘function’ and ‘safety’ must be prioritised over ‘nice-to-have’ • Demonstrate transparency of the engagement and feedback process
Methodology

• Consult on key elements of design:
  ◦ Private Level crossings
  ◦ Stock underpasses & miscellaneous structures
  ◦ Drainage / Flood Assessment

Phase 3 – Post Engagement
Activities

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• Follow up communication with stakeholders • Document stakeholder engagement and outcome in the IPMP
Objectives
• Present DDD design documentation • Communicate the rationale behind design decisions – 'function' and 'safety' must be prioritised over 'nice-to-have' • Demonstrate transparency of the engagement and feedback process • Close out engagement with stakeholders
Methodology
• Report on outcomes of engagement and finalised design decisions within the IPMP • Thank stakeholders regarding participation and provide information about feedback outcomes – close out the feedback loop

3.5 Design Packages by Phase

The overall project program is driven by our obligation to meet our contract delivery dates for the entire I2S project. Whilst we will endeavour to accommodate, design review periods have been set.

The table below nominates which design gate will be presented at each phase. Each landowner will be given an opportunity to the review the design twice. Either FDD/PDD and then DDD.

Table 4 Design Package Distribution

Design Package	Phase 1	Phase 2	Phase 3
D9 – Flood Assessment		PDD	DDD
E2 – June Shire Council Level Crossings		PDD	DDD
E6 – Private Level Crossings		PDD	DDD
E7 - Drainage		FDD	DDD
E9 – Old Cootamundra Road Underbridge		PDD	DDD
L1 – Stock Underpasses & Miscellaneous Structures		FDD	DDD
L6 – Security & Fencing		FDD	DDD
L8 – Utilities Co-ordination		PDD	DDD
L9 – Utilities (Per Authority)		TBC	TBC
H3 – Dirnaseer Road Underbridge		PDD	DDD
H4 – Isobel Creek Bridge		PDD	DDD
H5 - Isobel Creek Tributary Underbridge		PDD	DDD
H7 – Powder Horn Creek Underbridge		PDD	DDD

3.5.1 Design Review Process

The design has been developed based on the individual property agreements between the individual property owner/s and IRPL and the review period is an opportunity for owners to seek clarification, raise any concerns with the design and make simple requests. John Holland will do it's best to address all comments made my property owners.

The phase 2 and phase 3, process will be as follows:

1. At the said date, design documentation will be formally issued to each landowner, and each landowner will nominate their communication preference as detailed below.
    a. Hard copy of the design documentation can be hand delivered to either the landowner's property/residence or a central location (café / office space), where time will be allocated with each owner to walk them through the design documentation.
    b. Alternatively, design documentation can be sent via email or post, and a phone or online consultation can be arranged or a face-to-face meeting after the landowner has had time to review the documentation.
2. Once the drawings are issued, the property owner/s are given 10-business-day review period. Stakeholders will be encouraged to communicate any limitations around meeting timeframes early, and requests for additional time will be duly considered. Where comments are received and responded to, an additional two business days will be provided for review. Stakeholders will be encouraged to make contact even if the stakeholder has nil comments.
3. Where no response is received within the period provided, it will be followed up with a phone call and email. If no response is received within 2 days, further efforts will be made to contact that stakeholder. This will include additional phone calls, emails and a visit to the stakeholders' property. If this fails, the document will be progressed, and it may be assumed that the stakeholder has no comments.
4. On or before the 10th business day, the property owner/s are required to return the signed comment sheet via one of the following options. Signed comment sheet is required even if there are no comments recorded.
    a. Hard copy of the comment sheet can be returned in-person at a nominated time at a central location. Arrangements may be made to pick up from the owner/s residence.
    b. Alternatively, the comment sheet can be sent via email or post.
5. Should the property owner/s wish to discuss the comment response, they can request a phone call, online meeting or face-to-face meeting.
6. The Owner/s is advised when to expect the next design documentation for review and the process repeats in the phase.
7. Where a stakeholder has raised an issue, John Holland with the support of IRPL will work with the stakeholder to resolve and provide an overview of how they have been addressed. Where the comments or concerns are deemed critical, a subsequent meeting may be arranged with the landowner/s.

The process is summarised in the illustration below.



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3.6 Relevant CoA

The relevant CoA have been tabulated below for reference and inclusion in the consultation with each private landowner/s where relevant.

Table 5 Relevant Conditions of Approval

Access to Ancillary Facilities		
C7	Where possible, ancillary facilities must be accessed via existing public roads and/or the existing rail corridor. Where access via existing roads or the rail corridor is not possible, the Proponent may utilise existing private access tracks on private property but only with the written permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition C4.	The Contractor is fully responsible for discharging this condition.
Noise Mitigation – Operational Noise Mitigation Measures		
E15	The Proponent must prepare an Operational Noise and Vibration Review - Rail (ONVR - Rail) to confirm noise and vibration control measures that would be implemented for operational rail elements of the CSSI….. The ONVR - Rail must: ….. (f) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures;	The Contractor is responsible for discharging this condition but must not finalise the ONVR until IRPL has confirmed that the proposed operational noise mitigation measures are acceptable. IRPL shall confirm the proposed operational monitoring methods are acceptable.
Water Quality & Layout		
E79	Prior to construction impacting a landowner anywhere on the alignment, the Proponent must consult with the landowner and/or relevant roads authority that is located immediately adjacent to new or upgraded culverts to determine the potential for impacts on infrastructure, dwellings, property access, agricultural productivity, farm operations and farm dams (including changes in water supply yield, reliability of supply, flood flows and embankment stability) due to the introduction or alteration of flows. Where potential adverse impacts are identified, the Proponent must consult with the affected landowner or relevant roads authority on the management measures that will be implemented to mitigate the impacts. The outcomes of the consultation with affected landowners or relevant roads authority must be documented.	The Contractor is responsible for discharging this condition, but it must keep IRPL informed of any communications in connection with this condition and must obtain IRPL's approval before offering or agreeing to any commitment made in connection with this condition.
E80	In addition to the requirements of Condition E79, prior to construction, the Proponent must prepare a register (the Register) of all farm dams within 100m upstream and 500m downstream of the rail alignment. The Register must include: (a) property, location within property and owner;	The Contractor is responsible for discharging the condition.

	(b) approximate surface area, depth and volume; (c) alignment of dam inflow and outflow for 500m upstream and 100m downstream of the dam; (d) identification of all contour banks, drains or other water diverting structures that influence the water supply yield of existing farm dams; (e) catchment area feeding the dam; (f) identification of all surface water and groundwater sources supplying the dam; and (g) a map showing the items in (a) to (f) above. The components of the Register must be compiled in consultation with the landowner. Copies of parts of the register and supporting documentation that relate to a landowners' property must be provided to the landowner prior to construction. A copy of the Register must be provided to the Planning Secretary at the same time as submission of the Flood Design Verification Report.	
E81	The design of the Project including the longitudinal drainage and the cross drainage, is to be prepared to ensure there are no significant impacts to the farm dams in the Register and the other items listed in Condition E77. The hydrological modelling, calculations or other assessments demonstrating no significant impacts are to be documented.	The Contractor is responsible for discharging the condition.
Level Crossing Treatment Reports		
E89	In order to maintain convenient property access, the Proponent must prepare a Private Level Crossing Treatment Report in consultation with landowners whose access will be affected by the establishment, closure or upgrading of a private level crossing. The report must: (a) illustrate the location of all private level crossings which traverse the CSSI; (b) list, and identify on a figure, any private level crossings that will be established, closed or upgraded; (c) describe the treatments that will be implemented at new and/or upgraded crossings; and (d) provide justification for any proposed closures and types of treatment, including decisions where no additional treatments are proposed; and (e) provide details on the consultation undertaken with the landowners. The establishment, closure, relocation or modification of formal private level crossings must be included in the Individual Property Management Plans required by Condition E95, noting that any new, closure, relocation or modification must be in accordance with AS/RISSB 7658:2012 Railway Infrastructure – Railway Level Crossing and relevant rail safety legislation. The Proponent must consult with relevant landowners on the design of the crossing and where consistent with relevant safety standards and legislation, incorporate reasonable landowner requirements into the design. (a) Note: The presumption of this condition is that the proponent will adopt landowner requests unless they can demonstrate why they cannot.	The Contractor is fully responsible for discharging this condition.
Property Access		
E94	The Proponent must consult with all landowners where the project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. This consultation must include, but not be limited to:	The Contractor is responsible for discharging this condition, but it must keep IRPL informed of any communications in

	(a) safe and convenient stock and machinery movement across the rail corridor, including provision and maintenance of livestock holding pens; (b) the safe and efficient operation of agricultural aerial activities; (c) provision and maintenance of fencing of a type suited to stock and livestock husbandry operations conducted on the property (including barrier fencing where appropriate); and (d) relocation of farm infrastructure necessitated by the CSSI. Details of consultation and agreed management measures must be included in the Individual Property Management Plans required by Condition E95. Note: Acquisition or adjustment of property and access that includes Crown land/roads must consider the relevant provisions in the Land Acquisition (Just Terms Compensation) Act 1991, Crown Land Management Act 2016 and/or the Roads Act 1993.	connection with this condition and must obtain IRPL's approval before offering or agreeing to any commitment made in connection with this condition.
E95	Individual Property Management Plans must be prepared to document the results of consultation with landowners identified to be consulted by Condition E94 with and agreed outcomes. The Proponent must implement all reasonable measures proposed by landowners. A copy of the Individual Property Management Plan must be provided to the landowner. A copy of each agreement must also be provided to the Planning Secretary upon request. Note: The Communications Strategy required by Condition B2 includes a procedure and mechanism to resolve and mediate disputes in relation to construction and impacts to property and infrastructure.	IRPL is responsible for discharging this condition subject to the General Principles for Allocation set out above.
E96	No part of any crossing loop may cross over any driveway, private road or public road unless determined in consultation with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop, and with the relevant road authority for any road within 60m of the road and rail interfaces.	The Contractor is fully responsible for discharging this condition.
E97	The Proponent must maintain existing access to properties during the entirety of work where practicable. Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed standard determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	The Contractor is fully responsible for discharging this condition.
E98	Where construction of the CSSI restricts the ability of a resident or landowner to access other parts of their property via a level crossing, the Proponent must, until the permanent level crossing is reinstated, supply the property with a temporary alternate level crossing access at a convenient location determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner. This can include other existing level crossings or a new alternative temporary level crossing access that is both safe and agreed to.	The Contractor is fully responsible for discharging this condition.
E99	The Proponent must implement and maintain a system for the communication of train movements through level crossings to facilitate safe movement of livestock and agricultural machinery across the rail corridor. The system must be developed in consultation with landowners, stock operators and Local Land Services, and be accessible to them prior to the commencement of operation. A report detailing the implemented system and, the communication to stakeholders of the communication system must be submitted to and approved by the Planning Secretary at least one (1) month prior to commencement of operation.	IRPL is responsible for discharging this condition subject to the General Principles for Allocation set out above.

Travelling Stock Routes		
E100	The Proponent must notify Local Land Services at least 1 month prior to access and movement restrictions on the Old Cootamundra Road underbridge to enable alternative stock routes to be used.	The Contractor is responsible for discharging the condition.
E126	The Proponent must prepare and implement a Visual and Landscape Impact Mitigation Plan to mitigate visual and landscape impacts of the CSSI. In preparing the plan, the Proponent must: (a) consult landowners and residents of land zoned RU1 within 500 metres of the CSSI and all landowners and residents of all other land within 100 metres of the CSSI; (b) prepare a landscaping plan for all locations identified in (a) above that specifies plants and trees to be used, with a preference for native vegetation and a program for implementation and ongoing maintenance; (c) document the responses in (a) above and detail how the Plan responds to them. The Visual and Landscape Impact Mitigation Plan must be made publicly available no later than six (6) months after the commencement of construction of the CSSI.	The Contractor is fully responsible for discharging this condition.
Condition Surveys & Rectification		
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.	The Contractor is fully responsible for discharging this condition.
E146	After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition E145 of this approval must be undertaken by a structural engineer. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than three (3) months following the completion of construction.	The Contractor is fully responsible for discharging this condition.
E147	The Proponent, where liable, must rectify any property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation at no cost to the owner. Alternatively, the Proponent may pay compensation for the property damage as agreed with the property owner.	The Contractor is fully responsible for discharging this condition.

3.7 Individual Document Register

A record of all communication with each property owner will be documented in Consultation Manager and all records of meeting minutes will be shared with IRPL to ensure transparency of interactions with Project stakeholders.

A list of all documents issued to each property owner will also be maintained to ensure, at each phase, the owners are provided with the most up to date drawings relating to their properties. The tables below represent individual document register per individual property. Each drawing/document listed will be provided to each property owner at phase 2 & phase 3.

Table 6 Peter Currans & Pam McInerney Design Document Register

PETER CURRAN & PAM MCINERNEY (418250) ***72 Warrens Lane, Illabo, NSW, 2590***		
Package No.	**Drawing Number**	**Drawing Title**
L6 – Fencing & Security	5-0019-220-CCW-L6-DR-0102	Fencing and Security General Arrangement Plan 2 of 143
	5-0019-220-CCW-L6-DR-0103	Fencing and Security General Arrangement Plan 3 of 143
	5-0019-220-CCW-L6-DR-0104	Fencing and Security General Arrangement Plan 4 of 143
L8 – Utilities (Information Only)	5-0019-220-PUP-L8-DR-0202	Utilities General Arrangement Plan 2 of 143
	5-0019-220-PUP-L8-DR-0203	Utilities General Arrangement Plan 3 of 143
	5-0019-220-PUP-L8-DR-0204	Utilities General Arrangement Plan 4 of 143
E7 - Drainage	5-0019-220-CDR-E7-DR-0101	Drainage General Arrangement Plan 1 of 143
	5-0019-220-CDR-E7-DR-0102	Drainage General Arrangement Plan 2 of 143
	5-0019-220-CDR-E7-DR-0103	Drainage General Arrangement Plan 3 of 143
	5-0019-220-CDR-E7-DR-0104	Drainage General Arrangement Plan 4 of 143

Table 7 David Thompson Design Document Register

DAVID THOMPSON (418250 – 419500) ***37 Warrens Lane, Illabo, NSW, 2590***		
Package No.	**Drawing Number**	**Drawing Title**
L6 – Fencing & Security	5-0019-220-CCW-L6-DR-0104	Fencing and Security General Arrangement Plan 4 of 143
	5-0019-220-CCW-L6-DR-0105	Fencing and Security General Arrangement Plan 5 of 143
	5-0019-220-CCW-L6-DR-0106	Fencing and Security General Arrangement Plan 6 of 143
	5-0019-220-CCW-L6-DR-0107	Fencing and Security General Arrangement Plan 7 of 143
	5-0019-220-CCW-L6-DR-0108	Fencing and Security General Arrangement Plan 8 of 143

E7 - Drainage	5-0019-220-CDR-E7-DR-0104	Drainage General Arrangement Plan 4 of 143
	5-0019-220-CDR-E7-DR-0105	Drainage General Arrangement Plan 5 of 143
	5-0019-220-CDR-E7-DR-0106	Drainage General Arrangement Plan 6 of 143
	5-0019-220-CDR-E7-DR-0107	Drainage General Arrangement Plan 7 of 143
	5-0019-220-CDR-E7-DR-0108	Drainage General Arrangement Plan 8 of 143
L8 – Utilities (Information Only)	5-0019-220-PUP-L8-DR-0203	Utilities General Arrangement Plan 3
	5-0019-220-PUP-L8-DR-0204	Utilities General Arrangement Plan 4
	5-0019-220-PUP-L8-DR-0205	Utilities General Arrangement Plan 5
	5-0019-220-PUP-L8-DR-0206	Utilities General Arrangement Plan 6
	5-0019-220-PUP-L8-DR-0207	Utilities General Arrangement Plan 7

Table 8 Helen Dunstan Design Document Register

HELEN DUNSTAN of FOREST LODGE (420010 – 423000) ***2242 Old Sydney Road, Illabo, NSW, 2590***		
Package No.	**Drawing Number**	**Drawing Title**
L6 – Fencing & Security	5-0019-220-CCW-L6-DR-0109	Fencing and Security General Arrangement Plan 9 of 143
	5-0019-220-CCW-L6-DR-0110	Fencing and Security General Arrangement Plan 10 of 143
	5-0019-220-CCW-L6-DR-0111	Fencing and Security General Arrangement Plan 11 of 143
	5-0019-220-CCW-L6-DR-0112	Fencing and Security General Arrangement Plan 12 of 143
	5-0019-220-CCW-L6-DR-0113	Fencing and Security General Arrangement Plan 13 of 143
	5-0019-220-CCW-L6-DR-0114	Fencing and Security General Arrangement Plan 14 of 143
	5-0019-220-CCW-L6-DR-0115	Fencing and Security General Arrangement Plan 15 of 143
	5-0019-220-CCW-L6-DR-0116	Fencing and Security General Arrangement Plan 16 of 143
	5-0019-220-CCW-L6-DR-0117	Fencing and Security General Arrangement Plan 17 of 143
	5-0019-220-CCW-L6-DR-0118	Fencing and Security General Arrangement Plan 18 of 143
E7 - Drainage	5-0019-220-CDR-E7-DR-0109	Drainage General Arrangement Plan 09 of 143
	5-0019-220-CDR-E7-DR-0110	Drainage General Arrangement Plan 10 of 143
	5-0019-220-CDR-E7-DR-0111	Drainage General Arrangement Plan 11 of 143

	5-0019-220-CDR-E7-DR-0112	Drainage General Arrangement Plan 12 of 143
	5-0019-220-CDR-E7-DR-0113	Drainage General Arrangement Plan 13 of 143
	5-0019-220-CDR-E7-DR-0114	Drainage General Arrangement Plan 14 of 143
	5-0019-220-CDR-E7-DR-0115	Drainage General Arrangement Plan 15 of 143
	5-0019-220-CDR-E7-DR-0116	Drainage General Arrangement Plan 16 of 143
	5-0019-220-CDR-E7-DR-0117	Drainage General Arrangement Plan 17 of 143
	5-0019-220-CDR-E7-DR-0118	Drainage General Arrangement Plan 18 of 143
E2 – LXs (Public – Junee Shire Council)	5-0019-220-CXR-E2-DR-0101	Old Sydney Road - General Arrangement Plan 1 of 2
	5-0019-220-CXR-E2-DR-0102	Old Sydney Road - General Arrangement Plan 2 of 2

Table 9 John Green Design Documentation Register

JOHN GREEN of OMOLUE (423100 – 424610) ***Old Sydney Road, Bethungra, NSW, 2590***		
Package No.	**Drawing Number**	**Drawing Title**
E7 - Drainage	5-0019-220-CDR-E7-DR-0119	Drainage General Arrangement Plan 19 of 143
	5-0019-220-CDR-E7-DR-0120	Drainage General Arrangement Plan 20 of 143
	5-0019-220-CDR-E7-DR-0121	Drainage General Arrangement Plan 21 of 143
	5-0019-220-CDR-E7-DR-0122	Drainage General Arrangement Plan 22 of 143
	5-0019-220-CDR-E7-DR-0123	Drainage General Arrangement Plan 23 of 143
L6 – Corridor Works – Fencing & Security	5-0019-220-CCW-L6-DR-0119	Fencing and Security General Arrangement Plan 19 of 143
	5-0019-220-CCW-L6-DR-0120	Fencing and Security General Arrangement Plan 20 of 143
	5-0019-220-CCW-L6-DR-0121	Fencing and Security General Arrangement Plan 21 of 143
	5-0019-220-CCW-L6-DR-0122	Fencing and Security General Arrangement Plan 22 of 143
	5-0019-220-CCW-L6-DR-0123	Fencing and Security General Arrangement Plan 23 of 143

Table 10 Owen Malcom & Maria Lloyd-Jones Design Documentation Register

OWEN (MALCOLM) & MARIA LLOYD-JONES of EULOMO COTTAGE (424610 – 428900) *582 Ironbong Road, Bethungra, NSW, 2590*		
Package No.	**Drawing Number**	**Drawing Title**
L8 – Utilities (Information Only)	5-0019-220-PUP-L8-DR-0212	Utilities General Arrangement Plan Sheet 12 of 34
	5-0019-220-PUP-L8-DR-0213	Utilities General Arrangement Plan Sheet 13 of 34
	5-0019-220-PUP-L8-DR-0214	Utilities General Arrangement Plan Sheet 14 of 34
L6 – Corridor Works – Fencing & Security	5-0019-220-CCW-L6-DR-0123	Fencing and Security General Arrangement Plan 23 of 143
	5-0019-220-CCW-L6-DR-0124	Fencing and Security General Arrangement Plan 24 of 143
	5-0019-220-CCW-L6-DR-0125	Fencing and Security General Arrangement Plan 25 of 143
	5-0019-220-CCW-L6-DR-0126	Fencing and Security General Arrangement Plan 26 of 143
	5-0019-220-CCW-L6-DR-0127	Fencing and Security General Arrangement Plan 27 of 143
	5-0019-220-CCW-L6-DR-0128	Fencing and Security General Arrangement Plan 28 of 143
	5-0019-220-CCW-L6-DR-0129	Fencing and Security General Arrangement Plan 29 of 143
	5-0019-220-CCW-L6-DR-0130	Fencing and Security General Arrangement Plan 30 of 143
	5-0019-220-CCW-L6-DR-0131	Fencing and Security General Arrangement Plan 31 of 143
	5-0019-220-CCW-L6-DR-0132	Fencing and Security General Arrangement Plan 32 of 143
	5-0019-220-CCW-L6-DR-0133	Fencing and Security General Arrangement Plan 33 of 143
	5-0019-220-CCW-L6-DR-0134	Fencing and Security General Arrangement Plan 34 of 143
	5-0019-220-CCW-L6-DR-0135	Fencing and Security General Arrangement Plan 35 of 143
	5-0019-220-CCW-L6-DR-0136	Fencing and Security General Arrangement Plan 36 of 143
E7 - Drainage	5-0019-220-CDR-E7-DR-0123	Drainage General Arrangement Plan 23 of 143
	5-0019-220-CDR-E7-DR-0124	Drainage General Arrangement Plan 24 of 143
	5-0019-220-CDR-E7-DR-0125	Drainage General Arrangement Plan 25 of 143
	5-0019-220-CDR-E7-DR-0126	Drainage General Arrangement Plan 26 of 143
	5-0019-220-CDR-E7-DR-0127	Drainage General Arrangement Plan 27 of 143
	5-0019-220-CDR-E7-DR-0128	Drainage General Arrangement Plan 28 of 143
	5-0019-220-CDR-E7-DR-0129	Drainage General Arrangement Plan 29 of 143

	5-0019-220-CDR-E7-DR-0130	Drainage General Arrangement Plan 30 of 143
	5-0019-220-CDR-E7-DR-0131	Drainage General Arrangement Plan 31 of 143
	5-0019-220-CDR-E7-DR-0132	Drainage General Arrangement Plan 32 of 143
	5-0019-220-CDR-E7-DR-0133	Drainage General Arrangement Plan 33 of 143
	5-0019-220-CDR-E7-DR-0134	Drainage General Arrangement Plan 34 of 143
	5-0019-220-CDR-E7-DR-0135	Drainage General Arrangement Plan 35 of 143
	5-0019-220-CDR-E7-DR-0136	Drainage General Arrangement Plan 36 of 143
L1 – Stock Underpasses	5-0019-220-SCU-L1-DR-0300	3000 X 3000 RCBC - General Arrangement

Table 11 Anthony Lloyd-Jones Design Documentation Register

ANTHONY LLOYD-JONES of EULOMO (425710 – 426210) ***312 Ironbong Road, Bethungra, NSW, 2590***		
Package No.	**Drawing Number**	**Drawing Title**
E7 - Drainage	5-0019-220-CDR-E7-DR-0126	Drainage General Arrangement Plan 26 of 143
	5-0019-220-CDR-E7-DR-0127	Drainage General Arrangement Plan 27 of 143
	5-0019-220-CDR-E7-DR-0128	Drainage General Arrangement Plan 28 of 143
L6 – Corridor Works – Fencing and Security	5-0019-220-CCW-L6-DR-0126	Fencing and Security General Arrangement Plan 26 of 143
	5-0019-220-CCW-L6-DR-0127	Fencing and Security General Arrangement Plan 27 of 143
	5-0019-220-CCW-L6-DR-0128	Fencing and Security General Arrangement Plan 28 of 143
E2 – LX (June Shire Council)	5-0019-220-CXR-E2-DR-0113	Ironbong Road General Arrangement Plan 3 of 4

Table 12 ARTC (former McKenzie) Design Documentation Register

ARTC (former MCKENZIE) (431750 – 435950) ***1673 Dirnaseer Road, Bethungra, NSW, 2590***		
Package No.	**Drawing Number**	**Drawing Title**
L8 – Utilities (Information Only)	5-0019-220-PUP-L8-DR-0215	Utilities General Arrangement Plan Sheet 15 of 34
	5-0019-220-PUP-L8-DR-0216	Utilities General Arrangement Plan Sheet 16 of 34
L6 – Corridor Works – Fencing and Security	5-0019-220-CCW-L6-DR-0145	Fencing and Security General Arrangement Plan 45 of 143
	5-0019-220-CCW-L6-DR-0146	Fencing and Security General Arrangement Plan 46 of 143
	5-0019-220-CCW-L6-DR-0147	Fencing and Security General Arrangement Plan 47 of 143
	5-0019-220-CCW-L6-DR-0148	Fencing and Security General Arrangement Plan 48 of 143
	5-0019-220-CCW-L6-DR-0149	Fencing and Security General Arrangement Plan 49 of 143
	5-0019-220-CCW-L6-DR-0150	Fencing and Security General Arrangement Plan 50 of 143
	5-0019-220-CCW-L6-DR-0151	Fencing and Security General Arrangement Plan 51 of 143
	5-0019-220-CCW-L6-DR-0152	Fencing and Security General Arrangement Plan 52 of 143
	5-0019-220-CCW-L6-DR-0153	Fencing and Security General Arrangement Plan 53 of 143
	5-0019-220-CCW-L6-DR-0154	Fencing and Security General Arrangement Plan 54 of 143
	5-0019-220-CCW-L6-DR-0155	Fencing and Security General Arrangement Plan 55 of 143
	5-0019-220-CCW-L6-DR-0156	Fencing and Security General Arrangement Plan 56 of 143
	5-0019-220-CCW-L6-DR-0157	Fencing and Security General Arrangement Plan 57 of 143
E7 - Drainage	5-0019-220-CDR-E7-DR-0145	Drainage General Arrangement Plan 45 of 143
	5-0019-220-CDR-E7-DR-0146	Drainage General Arrangement Plan 46 of 143
	5-0019-220-CDR-E7-DR-0147	Drainage General Arrangement Plan 47 of 143
	5-0019-220-CDR-E7-DR-0148	Drainage General Arrangement Plan 48 of 143
	5-0019-220-CDR-E7-DR-0149	Drainage General Arrangement Plan 49 of 143
	5-0019-220-CDR-E7-DR-0150	Drainage General Arrangement Plan 50 of 143
	5-0019-220-CDR-E7-DR-0151	Drainage General Arrangement Plan 51 of 143
	5-0019-220-CDR-E7-DR-0152	Drainage General Arrangement Plan 52 of 143
	5-0019-220-CDR-E7-DR-0153	Drainage General Arrangement Plan 53 of 143

	5-0019-220-CDR-E7-DR-0154	Drainage General Arrangement Plan 54 of 143
	5-0019-220-CDR-E7-DR-0155	Drainage General Arrangement Plan 55 of 143
	5-0019-220-CDR-E7-DR-0156	Drainage General Arrangement Plan 56 of 143
	5-0019-220-CDR-E7-DR-0157	Drainage General Arrangement Plan 57 of 143
L1 – Stock Underpasses SU17174	5-0019-220-SCU-L1-DR-0300	3000 X 3000 RCBC - General Arrangement

Table 13 Ian & Deborah Friend Design Documentation Register

IAN & DEBORAH FRIEND of FERNDALE (436000 – 438490) ***130 Dudauman Road, Bethungra, NSW, 2590***		
Package No.	**Drawing Number**	**Drawing Title**
E6 Level Crossings – Private Crossing ID: PR19800	5-0019-220-CXR-E6-DR-0051	LXS (Private) Pr19800 - Typical Sections
	5-0019-220-CXR-E6-DR-0101	LXS (Private) Pr19800 - General Arrangement Plan 1 of 3
	5-0019-220-CXR-E6-DR-0102	LXS (Private) Pr19800 - General Arrangement Plan 2 of 3
	5-0019-220-CXR-E6-DR-0103	LXS (Private) Pr19800 - General Arrangement Plan 3 of 3
	5-0019-220-CXR-E6-DR-0301	LXS (Private) Pr19800 - Longitudinal Section
	5-0019-220-CXR-E6-DR-0501	LXS (Private) Pr19800 - Typical Details
	5-0019-220-DPV-E6-DR-0501	LXS (Private) Pr19800 - Pavement Profiles
E7 -Drainage	5-0019-220-CDR-E7-DR-0158	Drainage General Arrangement Plan 58 of 143
	5-0019-220-CDR-E7-DR-0159	Drainage General Arrangement Plan 59 of 143
	5-0019-220-CDR-E7-DR-0160	Drainage General Arrangement Plan 60 of 143
	5-0019-220-CDR-E7-DR-0161	Drainage General Arrangement Plan 61 of 143
	5-0019-220-CDR-E7-DR-0162	Drainage General Arrangement Plan 62 of 143
	5-0019-220-CDR-E7-DR-0163	Drainage General Arrangement Plan 63 of 143
	5-0019-220-CDR-E7-DR-0164	Drainage General Arrangement Plan 64 of 143
	5-0019-220-CDR-E7-DR-0165	Drainage General Arrangement Plan 65 of 143
	5-0019-220-CDR-E7-DR-0235	Drainage General Arrangement Plan 132 of 143
L1 - Stock Underpasses SU19900	5-0019-220-SCU-L1-DR-0300	3000 X 3000 RCBC - General Arrangement

L6 – Corridor Works – Fencing and Security	5-0019-220-CCW-L6-DR-0158	Fencing and Security General Arrangement Plan 58 of 143
	5-0019-220-CCW-L6-DR-0159	Fencing and Security General Arrangement Plan 59 of 143
	5-0019-220-CCW-L6-DR-0160	Fencing and Security General Arrangement Plan 60 of 143
	5-0019-220-CCW-L6-DR-0161	Fencing and Security General Arrangement Plan 61 of 143
	5-0019-220-CCW-L6-DR-0162	Fencing and Security General Arrangement Plan 62 of 143
	5-0019-220-CCW-L6-DR-0163	Fencing and Security General Arrangement Plan 63 of 143
	5-0019-220-CCW-L6-DR-0164	Fencing and Security General Arrangement Plan 64 of 143
	5-0019-220-CCW-L6-DR-0165	Fencing and Security General Arrangement Plan 65 of 143

Table 14 Chris Friend Design Documentation Register

CHRIS FRIEND of SUNNYDALE (LOT/DP 173/751401) (CH438500-439210) ***241 Dudauman Road, Bethungra, NSW, 2590***		
Package No.	**Drawing Number**	**Drawing Title**
E6 - Level Crossings – Private Crossing ID: PR21200	5-0019-220-CXR-E6-DR-0052	LXS (Private) PR21200 - Typical Sections
	5-0019-220-CXR-E6-DR-0111	LXS (Private) PR21200 - General Arrangement Plan
	5-0019-220-CXR-E6-DR-0303	LXS (Private) PR21200 - Longitudinal Section
	5-0019-220-CXR-E6-DR-0502	LXS (Private) PR21200 - Typical Details
	5-0019-220-DPV-E6-DR-0502	LXS (Private) PR21200 - Pavement Profiles
E7 - Drainage	5-0019-220-CDR-E7-DR-0165	Drainage General Arrangement Plan 65 of 143
	5-0019-220-CDR-E7-DR-0166	Drainage General Arrangement Plan 66 of 143
	5-0019-220-CDR-E7-DR-0167	Drainage General Arrangement Plan 67 of 143
L1 - Stock Underpasses SU21670	5-0019-220-SCU-L1-DR-0300	3000 x 3000 RCBC - General Arrangement Plan
L6 – Corridor Works – Fencing and Security	5-0019-220-CCW-L6-DR-0165	Fencing and Security General Arrangement Plan 65
	5-0019-220-CCW-L6-DR-0166	Fencing and Security General Arrangement Plan 66
	5-0019-220-CCW-L6-DR-0167	Fencing and Security General Arrangement Plan 67

Table 15 David Carr Design Documentation Register

DAVID CARR, LAGOON CREEK NOMINEES of DUDAUMAN PARK (439220 – 440250) Dudauman Road, Bethungra, NSW, 2590		
Package No.	**Drawing Number**	**Drawing Title**
E6 - Level Crossings – Private Crossing ID: PR22750	5-0019-220-CXR-E6-DR-0053	LXS (Private) PR22750 - Typical Sections
	5-0019-220-CXR-E6-DR-0121	LXS (Private) PR22750 - General Arrangement Plan
	5-0019-220-CXR-E6-DR-0305	LXS (Private) PR22750 - Longitudinal Section
	5-0019-220-CXR-E6-DR-0503	LXS (Private) PR22750 - Typical Details
	5-0019-220-DPV-E6-DR-0503	LXS (Private) PR22750 - Pavement Profiles
E7 - Drainage	5-0019-220-CDR-E7-DR-0167	Drainage General Arrangement Plan 67 of 143
	5-0019-220-CDR-E7-DR-0168	Drainage General Arrangement Plan 68 of 143
	5-0019-220-CDR-E7-DR-0169	Drainage General Arrangement Plan 69 of 143
	5-0019-220-CDR-E7-DR-0170	Drainage General Arrangement Plan 70 of 143
L6 – Corridor Works – Fencing and Security	5-0019-220-CCW-L6-DR-0167	Fencing and Security General Arrangement Plan 67 of 143
	5-0019-220-CCW-L6-DR-0168	Fencing and Security General Arrangement Plan 68 of 143
	5-0019-220-CCW-L6-DR-0169	Fencing and Security General Arrangement Plan 69 of 143
	5-0019-220-CCW-L6-DR-0170	Fencing and Security General Arrangement Plan 70 of 143
L8 – Utilities (Information Only)	5-0019-220-PUP-L8-DR-0217	Utilities General Arrangement Plan Sheet 17 of 34
	5-0019-220-PUP-L8-DR-0218	Utilities General Arrangement Plan Sheet 18 of 34

Table 16 Charles Clive Ryals Design Documentation Register

CHARLES CLIVE RYALS of WATTLE RETREAT (440260 – 443950) 1129 Old Cootamundra Road, Cootamundra NSW, 2590		
Package No.	**Drawing Number**	**Drawing Title**
E6 Level Crossings – Private Crossing ID: PR24500	5-0019-220-CXR-E6-DR-0054	LXS (Private) PR24500 – Typical Sections
	5-0019-220-CXR-E6-DR-0131	LXS (Private) PR24500 – General Arrangement Plan
	5-0019-220-CXR-E6-DR-0307	LXS (Private) PR24500 – Longitudinal Section
	5-0019-220-CXR-E6-DR-0504	LXS (Private) PR24500 - Typical Details
	5-0019-220-DPV-E6-DR-0504	LXS (Private) PR24500 - Pavement Profiles

L8 – Utilities (Information Only)	5-0019-220-PUP-L8-DR-0219	Utilities General Arrangement Plan Sheet 19 of 34
	5-0019-220-PUP-L8-DR-0228	Utilities General Arrangement Plan Sheet 28 of 34
L6 – Corridor Works – Fencing & Security	5-0019-220-CCW-L6-DR-0170	Fencing and Security General Arrangement Plan 70 of 143
	5-0019-220-CCW-L6-DR-0171	Fencing and Security General Arrangement Plan 71 of 143
	5-0019-220-CCW-L6-DR-0172	Fencing and Security General Arrangement Plan 72 of 143
	5-0019-220-CCW-L6-DR-0173	Fencing and Security General Arrangement Plan 73 of 143
	5-0019-220-CCW-L6-DR-0174	Fencing and Security General Arrangement Plan 74 of 143
	5-0019-220-CCW-L6-DR-0175	Fencing and Security General Arrangement Plan 75 of 143
	5-0019-220-CCW-L6-DR-0176	Fencing and Security General Arrangement Plan 76 of 143
	5-0019-220-CCW-L6-DR-0177	Fencing and Security General Arrangement Plan 77 of 143
	5-0019-220-CCW-L6-DR-0178	Fencing and Security General Arrangement Plan 78 of 143
	5-0019-220-CCW-L6-DR-0179	Fencing and Security General Arrangement Plan 79 of 143
	5-0019-220-CCW-L6-DR-0180	Fencing and Security General Arrangement Plan 80 of 143
	5-0019-220-CCW-L6-DR-0181	Fencing and Security General Arrangement Plan 81 of 143
	5-0019-220-CCW-L6-DR-0182	Fencing and Security General Arrangement Plan 82 of 143
E7 - Drainage	5-0019-220-CDR-E7-DR-0171	Drainage General Arrangement Plan 71 of 143
	5-0019-220-CDR-E7-DR-0172	Drainage General Arrangement Plan 72 of 143
	5-0019-220-CDR-E7-DR-0173	Drainage General Arrangement Plan 73 of 143
	5-0019-220-CDR-E7-DR-0174	Drainage General Arrangement Plan 74 of 143
	5-0019-220-CDR-E7-DR-0175	Drainage General Arrangement Plan 75 of 143
	5-0019-220-CDR-E7-DR-0176	Drainage General Arrangement Plan 76 of 143
	5-0019-220-CDR-E7-DR-0177	Drainage General Arrangement Plan 77 of 143
	5-0019-220-CDR-E7-DR-0178	Drainage General Arrangement Plan 78 of 143
	5-0019-220-CDR-E7-DR-0179	Drainage General Arrangement Plan 79 of 143
	5-0019-220-CDR-E7-DR-0180	Drainage General Arrangement Plan 80 of 143
	5-0019-220-CDR-E7-DR-0181	Drainage General Arrangement Plan 81 of 143

	5-0019-220-CDR-E7-DR-0182	Drainage General Arrangement Plan 82 of 143
L1 – Stock Underpasses SU23400 SU25900	5-0019-220-SCU-L1-DR-0300	3000 X 3000 RCBC - General Arrangement

Table 17 Christine Louise & Nigel James Chalmers Emery Design Documentation Register

CHRISTINE LOUISE & NIGEL JAMES CHALMERS EMERY (443950 – 445750)		
Package No.	**Drawing Number**	**Drawing Title**
L6 – Corridor Works – Fencing and Security	5-0019-220-CCW-L6-DR-0182	Fencing and Security General Arrangement Plan 82
	5-0019-220-CCW-L6-DR-0183	Fencing and Security General Arrangement Plan 83
	5-0019-220-CCW-L6-DR-0184	Fencing and Security General Arrangement Plan 84
	5-0019-220-CCW-L6-DR-0185	Fencing and Security General Arrangement Plan 85
	5-0019-220-CCW-L6-DR-0186	Fencing and Security General Arrangement Plan 86
	5-0019-220-CCW-L6-DR-0187	Fencing and Security General Arrangement Plan 87
E7 - Drainage	5-0019-220-CDR-E7-DR-0182	Drainage General Arrangement Plan 82 of 143
	5-0019-220-CDR-E7-DR-0183	Drainage General Arrangement Plan 83 of 143
	5-0019-220-CDR-E7-DR-0184	Drainage General Arrangement Plan 84 of 143
	5-0019-220-CDR-E7-DR-0185	Drainage General Arrangement Plan 85 of 143
	5-0019-220-CDR-E7-DR-0186	Drainage General Arrangement Plan 86 of 143
	5-0019-220-CDR-E7-DR-0187	Drainage General Arrangement Plan 87 of 143
L1 - Stock Underpasses SU26780	5-0019-220-SCU-L1-DR-0300	3000 x 3000 RCBC - General Arrangement
L8 – Utilities (Information Only)	5-0019-220-PUP-L8-DR-0219	Utilities General Arrangement Plan Sheet 19 of 34
	5-0019-220-PUP-L8-DR-0228	Utilities General Arrangement Plan Sheet 28 of 34

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Table 18 Peter McClinktock Design Documentation Register

PETER MCCLINTOCK of TRURO (445810 – 447750) ***1446 Old Cootamundra Road, Cootamundra, NSW, 2590***		
Package No.	**Drawing Number**	**Drawing Title**
E7 - Drainage	5-0019-220-CDR-E7-DR-0187	Drainage General Arrangement Plan 87 of 143
	5-0019-220-CDR-E7-DR-0188	Drainage General Arrangement Plan 88 of 143
	5-0019-220-CDR-E7-DR-0189	Drainage General Arrangement Plan 89 of 143
	5-0019-220-CDR-E7-DR-0190	Drainage General Arrangement Plan 90 of 143
	5-0019-220-CDR-E7-DR-0191	Drainage General Arrangement Plan 91 of 143
	5-0019-220-CDR-E7-DR-0192	Drainage General Arrangement Plan 92 of 143
	5-0019-220-CDR-E7-DR-0193	Drainage General Arrangement Plan 93 of 143
L6 – Corridor Works – Fencing & Security	5-0019-220-CCW-L6-DR-0187	Fencing and Security General Arrangement Plan 87
	5-0019-220-CCW-L6-DR-0188	Fencing and Security General Arrangement Plan 88
	5-0019-220-CCW-L6-DR-0189	Fencing and Security General Arrangement Plan 89
	5-0019-220-CCW-L6-DR-0190	Fencing and Security General Arrangement Plan 90
	5-0019-220-CCW-L6-DR-0191	Fencing and Security General Arrangement Plan 91
	5-0019-220-CCW-L6-DR-0192	Fencing and Security General Arrangement Plan 92
	5-0019-220-CCW-L6-DR-0193	Fencing and Security General Arrangement Plan 93

Table 19 Anthony Hill Design Documentation Register

ANTHONY HILL, RUNNYMEDE PTY LTD of MOUNT HOPE (447750 – 448910) ***Dudauman Road, Stockinbingal, NSW, 2725***		
Package No.	**Drawing Number**	**Drawing Title**
E6 Level Crossings – Private Crossing ID: PR30850	5-0019-220-CXR-E6-DR-0055	LXS (Private) Pr30850 - Typical Sections
	5-0019-220-CXR-E6-DR-0141	LXS (Private) Pr30850 - General Arrangement Plan
	5-0019-220-CXR-E6-DR-0309	LXS (Private) Pr30850 - Longitudinal Section
	5-0019-220-CXR-E6-DR-0505	LXS (Private) Pr30850 - Typical Details
	5-0019-220-DPV-E6-DR-0505	LXS (Private) Pr30850 - Pavement Profiles
L6 – Corridor Works –	5-0019-220-CCW-L6-DR-0193	Fencing And Security General Arrangement Plan 93

Fencing & Security	5-0019-220-CCW-L6-DR-0194	Fencing and Security General Arrangement Plan 94
	5-0019-220-CCW-L6-DR-0195	Fencing and Security General Arrangement Plan 95
	5-0019-220-CCW-L6-DR-0196	Fencing and Security General Arrangement Plan 96
	5-0019-220-CCW-L6-DR-0197	Fencing and Security General Arrangement Plan 97
E7 - Drainage	5-0019-220-CDR-E7-DR-0193	Drainage General Arrangement Plan 93 of 143
	5-0019-220-CDR-E7-DR-0194	Drainage General Arrangement Plan 94 of 143
	5-0019-220-CDR-E7-DR-0195	Drainage General Arrangement Plan 95 of 143
	5-0019-220-CDR-E7-DR-0196	Drainage General Arrangement Plan 96 of 143
	5-0019-220-CDR-E7-DR-0197	Drainage General Arrangement Plan 97 of 143

Table 20 Anthony Rolland Hill Design Documentation Register

ANTHONY ROLAND HILL, DIANA LEA HILL of SPRINGVALE (448910 – 449950) *1240 Old Cootamundra Road, Cootamundra, NSW, 2590*		
Package No.	**Drawing Number**	**Drawing Title**
E6 Level Crossings – Private Crossing ID: PR32150	5-0019-220-CXR-E6-DR-0151	LXS (Private) PR32150 - General Arrangement Plan
	5-0019-220-CXR-E6-DR-0311	LXS (Private) PR32150 - Longitudinal Section
	5-0019-220-DPV-E6-DR-0506	LXS (Private) PR32150 - Pavement Profiles
	5-0019-220-CXR-E6-DR-0506	LXS (Private) PR32150 - Typical Details
	5-0019-220-CXR-E6-DR-0056	LXS (Private) PR32150 - Typical Sections
L6 – Corridor Works – Fencing and Security	5-0019-220-CCW-L6-DR-0197	Fencing and Security General Arrangement Plan 97
	5-0019-220-CCW-L6-DR-0198	Fencing and Security General Arrangement Plan 98
	5-0019-220-CCW-L6-DR-0199	Fencing and Security General Arrangement Plan 99
	5-0019-220-CCW-L6-DR-0200	Fencing and Security General Arrangement Plan 100
E7 - Drainage	5-0019-220-CDR-E7-DR-0197	Drainage General Arrangement Plan 97 of 143
	5-0019-220-CDR-E7-DR-0198	Drainage General Arrangement Plan 98 of 143
	5-0019-220-CDR-E7-DR-0199	Drainage General Arrangement Plan 99 of 143
	5-0019-220-CDR-E7-DR-0200	Drainage General Arrangement Plan 100 of 143

Table 21 Alexander Hill Design Documentation Register

ALEXANDER HILL of ELLERSLEA (449950 – 451250) ***143 Corby's Lane, Stockinbingal, NSW, 2725***		
Package No.	**Drawing Number**	**Drawing Title**
L6 – Corridor Works – Fencing and Security	5-0019-220-CCW-L6-DR-0200	Fencing and Security General Arrangement Plan 100
	5-0019-220-CCW-L6-DR-0201	Fencing and Security General Arrangement Plan 101
	5-0019-220-CCW-L6-DR-0202	Fencing and Security General Arrangement Plan 102
	5-0019-220-CCW-L6-DR-0203	Fencing and Security General Arrangement Plan 103
	5-0019-220-CCW-L6-DR-0204	Fencing and Security General Arrangement Plan 104
E7 - Drainage	5-0019-220-CDR-E7-DR-0200	Drainage General Arrangement Plan 100 of 143
	5-0019-220-CDR-E7-DR-0201	Drainage General Arrangement Plan 101 of 143
	5-0019-220-CDR-E7-DR-0202	Drainage General Arrangement Plan 102 of 143
	5-0019-220-CDR-E7-DR-0203	Drainage General Arrangement Plan 103 of 143
	5-0019-220-CDR-E7-DR-0204	Drainage General Arrangement Plan 104 of 143
L8 – Utilities (Information Only)	5-0019-220-PUP-L8-DR-0222	Utilities General Arrangement Plan Sheet 22 of 34

Table 22 Tim Berryman Design Documentation Register

TIM BERRYMAN - K&S BERRYMAN SUPER PTY LTD (451270 – 452460)		
Package No.	**Drawing Number**	**Drawing Title**
E2 – LXs Public Cootamundra-Gundagai Regional Council	5-0019-220-CXR-E3-DR-0101	Corbys Lane - General Arrangement Plan
L6 – Corridor Works – Fencing & Security	5-0019-220-CCW-L6-DR-0204	Fencing and Security General Arrangement Plan 104 of 143
	5-0019-220-CCW-L6-DR-0205	Fencing and Security General Arrangement Plan 105 of 143
	5-0019-220-CCW-L6-DR-0206	Fencing and Security General Arrangement Plan 106 of 143
	5-0019-220-CCW-L6-DR-0207	Fencing and Security General Arrangement Plan 107 of 143
E7 - Drainage	5-0019-220-CDR-E7-DR-0204	Drainage General Arrangement Plan 104 of 143
	5-0019-220-CDR-E7-DR-0205	Drainage General Arrangement Plan 105 of 143

	5-0019-220-CDR-E7-DR-0206	Drainage General Arrangement Plan 106 of 143
	5-0019-220-CDR-E7-DR-0207	Drainage General Arrangement Plan 107 of 143

Table 23 Peter Kepreotes Design Documentation Register

PETER KEPREOTES (452460 – 453950) ***128 Dudauman Road, Stockinbingal, NSW, 2725***		
Package No.	**Drawing Number**	**Drawing Title**
E7 - Drainage	5-0019-220-CDR-E7-DR-0208	Drainage General Arrangement Plan 108 of 143
	5-0019-220-CDR-E7-DR-0209	Drainage General Arrangement Plan 109 of 143
	5-0019-220-CDR-E7-DR-0210	Drainage General Arrangement Plan 110 of 143
	5-0019-220-CDR-E7-DR-0211	Drainage General Arrangement Plan 111 of 143
	5-0019-220-CDR-E7-DR-0212	Drainage General Arrangement Plan 112 of 143
L6 – Corridor Works – Fencing & Security	5-0019-220-CCW-L6-DR-0207	Fencing and Security General Arrangement Plan 107
	5-0019-220-CCW-L6-DR-0208	Fencing and Security General Arrangement Plan 108
	5-0019-220-CCW-L6-DR-0209	Fencing and Security General Arrangement Plan 109
	5-0019-220-CCW-L6-DR-0210	Fencing and Security General Arrangement Plan 110
	5-0019-220-CCW-L6-DR-0211	Fencing and Security General Arrangement Plan 111
	5-0019-220-CCW-L6-DR-0212	Fencing and Security General Arrangement Plan 112

Table 24 K&S Berryman Super Design Documentation Register

K&S BERRYMAN SUPER PTY LTD (453950 – 454550)		
Package No.	**Drawing Number**	**Drawing Title**
L6 – Corridor Works – Fencing & Security	5-0019-220-CCW-L6-DR-0212	Fencing and Security General Arrangement Plan 112
	5-0019-220-CCW-L6-DR-0213	Fencing and Security General Arrangement Plan 113
	5-0019-220-CCW-L6-DR-0214	Fencing and Security General Arrangement Plan 114
E7 - Drainage	5-0019-220-CDR-E7-DR-0212	Drainage General Arrangement Plan 112 of 143
	5-0019-220-CDR-E7-DR-0213	Drainage General Arrangement Plan 113 of 143
	5-0019-220-CDR-E7-DR-0214	Drainage General Arrangement Plan 114 of 143

Table 25 Grant Little & Robyn Gray Design Documentation Register

GRANT LITTLE & ROBYN GRAY of UPTON PARK (454810 – 455450) *West St, Stockinbingal, NSW, 2725*		
Package No.	**Drawing Number**	**Drawing Title**
L6 – Corridor Works – Fencing & Security	5-0019-220-CCW-L6-DR-0214	Fencing and Security General Arrangement Plan 114
	5-0019-220-CCW-L6-DR-0215	Fencing and Security General Arrangement Plan 115
	5-0019-220-CCW-L6-DR-0216	Fencing and Security General Arrangement Plan 116
E7 – Drainage	5-0019-220-CDR-E7-DR-0215	Drainage General Arrangement Plan 115 of 143
	5-0019-220-CDR-E7-DR-0216	Drainage General Arrangement Plan 116 of 143

Table 26 Craig Morton Design Documentation Register

CRAIG MORTON of MORTON (455450 - *Grogan Road, Stockinbingal, NSW, 2725*		
Package No.	**Drawing Number**	**Drawing Title**
E6 Level Crossings – Private Crossing ID: PR39450	5-0019-220-CXR-E6-DR-0161	LXS (Private) PR34950 - General Arrangement Plan
	5-0019-220-CXR-E6-DR-0313	LXS (Private) PR34950 - Longitudinal Section
	5-0019-220-DPV-E6-DR-0507	LXS (Private) PR34950 - Pavement Profiles
	5-0019-220-CXR-E6-DR-0507	LXS (Private) PR34950 - Typical Details
	5-0019-220-CXR-E6-DR-0057	LXS (Private) PR34950 - Typical Sections
	5-0019-220-CXR-E6-DR-0171	LXS (Private) PR39450 - General Arrangement Plan - Sheet 1
	5-0019-220-CXR-E6-DR-0172	LXS (Private) PR39450 - General Arrangement Plan - Sheet 2
	5-0019-220-CXR-E6-DR-0173	LXS (Private) PR39450 - General Arrangement Plan - Sheet 3
	5-0019-220-CXR-E6-DR-0174	LXS (Private) PR39450 - General Arrangement Plan - Sheet 4
	5-0019-220-CXR-E6-DR-0175	LXS (Private) PR39450 - General Arrangement Plan - Sheet 5
	5-0019-220-CXR-E6-DR-0176	LXS (Private) PR39450 - General Arrangement Plan - Sheet 6
	5-0019-220-CXR-E6-DR-0177	LXS (Private) PR39450 - General Arrangement Plan - Sheet 7
	5-0019-220-CXR-E6-DR-0178	LXS (Private) PR39450 - General Arrangement Plan - Sheet 8
	5-0019-220-CXR-E6-DR-0179	LXS (Private) PR39450 - General Arrangement Plan - Sheet 9
	5-0019-220-CXR-E6-DR-0315	LXS (Private) PR39450 - Longitudinal Section - Sheet 1

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	5-0019-220-CXR-E6-DR-0316	LXS (Private) PR39450 - Longitudinal Section - Sheet 2
	5-0019-220-CXR-E6-DR-0317	LXS (Private) PR39450 - Longitudinal Section - Sheet 3
	5-0019-220-DPV-E6-DR-0508	LXS (Private) PR39450 - Pavement Profiles
	5-0019-220-CXR-E6-DR-0508	LXS (Private) PR39450 - Typical Details
	5-0019-220-CXR-E6-DR-0058	LXS (Private) PR39450 - Typical Sections
E7 - Drainage	5-0019-220-CDR-E7-DR-0216	Drainage General Arrangement Plan 116 of 143
	5-0019-220-CDR-E7-DR-0217	Drainage General Arrangement Plan 117 of 143
	5-0019-220-CDR-E7-DR-0218	Drainage General Arrangement Plan 118 of 143
	5-0019-220-CDR-E7-DR-0219	Drainage General Arrangement Plan 119 of 143
	5-0019-220-CDR-E7-DR-0220	Drainage General Arrangement Plan 120 of 143
	5-0019-220-CDR-E7-DR-0221	Drainage General Arrangement Plan 121 of 143
	5-0019-220-CDR-E7-DR-0240	Drainage General Arrangement Plan 133 of 143
	5-0019-220-CDR-E7-DR-0241	Drainage General Arrangement Plan 134 of 143
	5-0019-220-CDR-E7-DR-0242	Drainage General Arrangement Plan 135 of 143
L6 – Corridor Works – Fencing and Security	5-0019-220-CCW-L6-DR-0216	Fencing And Security General Arrangement Plan 116
	5-0019-220-CCW-L6-DR-0217	Fencing And Security General Arrangement Plan 117
	5-0019-220-CCW-L6-DR-0218	Fencing And Security General Arrangement Plan 118
	5-0019-220-CCW-L6-DR-0219	Fencing And Security General Arrangement Plan 119
	5-0019-220-CCW-L6-DR-0220	Fencing And Security General Arrangement Plan 120
	5-0019-220-CCW-L6-DR-0221	Fencing And Security General Arrangement Plan 121
	5-0019-220-CCW-L6-DR-0233	Fencing And Security General Arrangement Plan 133
	5-0019-220-CCW-L6-DR-0234	Fencing And Security General Arrangement Plan 134
	5-0019-220-CCW-L6-DR-0235	Fencing And Security General Arrangement Plan 135
	5-0019-220-SCU-L1-DR-0150	Culverts - Stock Underpasses and Miscellaneous Structures - Single Cell RCBC Culvert - Concrete

4 Stakeholder Engagement

4.1 Previous Consultation and Feedback

Consultation in relation to the project development has been undertaken by IRPL. As part of the development of the Environment Report under the Environment Effects Act 1978, Inland Rail undertook a robust engagement process to support the development of the Project during the application of approvals for the Project under the Planning and Environment Act 1987.

4.2 Identified Landowners and Community

The following stakeholders that are required to be consulted have been identified:

Property Owner	Consultation Name	Ch – Start	Ch - Finish	Kms
PAM MCINERNEY & PETER CURRAN	Pam McInerney & Peter Curran	417850	418250	Start - 418250
DAVID LESLIE THOMPSON	David and Jenny Thompson	418250	419500	418250 - 419500
HELEN DUNSTAN		419500	423100	
JOHN DAVID KENNETH GREEN	John Green Phil Carter - tenant	423100	424610	423100 - 424610
OWEN MALCOLM & MARIA JANE LLOYD-JONES	Mal & Maria Lloyd-Jones	424610	425700	424610 - 428900
ANTHONY EDWARD LLOYD-JONES	Tony Lloyd-Jones	425710	426210	425710 – 426210
OWEN MALCOLM & MARIA JANE LLOYD-JONES	Mal & Maria Lloyd-Jones	426210	428900	
ARTC - Deakin	Phil Carter - tenant	428900	430120	428900 - 430120
ARTC - Gumflat	Phil Carter - tenant	430160	431750	430160 – 431750
ARTC (formerly McKenzie)	Eric & Diane McKenzie, Yvette McKenzie	431750	435950	431750 - 435950
DEBORAH & IAN FRIEND		436050	438500	
IR & DA FRIEND NO.2 PTY LTD & CHRISTOPHER ROSS FRIEND		438500	439220	
LAGOON CREEK NOMINEES PTY LTD	David Carr (CCC)	439220	440250	439220 - 440250
CHARLES CLIVE RYALS	Charlie Ryals	440260	443950	440260 - 443950
CHRISTINE LOUISE & NIGEL JAMES CHARLMERS EMERY	Nigel Emery	443950	445750	443950 - 445750

MCCLINTOCK'S DAUGHTERS PTY LTD	Peter McClintock	445810	447750	445810 - 447750
RUNNYMEDE STOCK PTY LTD	Tony & Diana Hill	447750	448910	447750 - 448910
ANTHONY ROLAND HILL, DIANA LEA HILL	Tony & Diana Hill: Alex Hill	448910	451260	448910 - 451260
K AND S BERRYMAN SUPER PTY LTD	Tim Berryman	451270	452460	451270 - 452460
PETER KEPREOTES	Tony Hill - tenant	452460	453950	452460 - 453950
K AND S BERRYMAN SUPER PTY LTD	Tim Berryman	453950	454760	
ARTC – Harold Park	TBC	454810	455215	454810 - 455215
ARTC	Michael Moulds - ARTC	454810	455215	454810 - 455215
GRANT WILLIAM LITTLE, ROBYN MAY GRAY	Grant Little & Robyn Gray (CCC)	455250	455450	454810 - 455450
CRAIG JOSEPH MORTON	Craig Morton	455450	40280	455450 - end

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Appendix E – Individual Property Management Plan (IPMP) – Master Template

0-0000-220-PLA-00-TE-0001

4.2.1

4.2.2 Document Control

Document Title	Illabo to Stockinbingal (I2S) - Individual Property Management Plan (IPMP) – Master Template	
Document Number	0-0000-220-PLA-00-TE-0001	
Document Owner	Naomi Tonscheck, Head of Stakeholder Relations	
Prepared By	Melanie Elms, Landowner Relations Manager	
Endorsed by	Grant Johnson, Stakeholder Engagement Lead	Grant Johnson Nov 29, 2024
	Raymond Fung, I2S Engineering Manager	Raymond Fung (Nov 29, 2024 13:27 GMT+11) Nov 29, 2024
	Conrad Strachan, I2S Project Director	Dec 2, 2024
Document Approved By	Naomi Tonscheck, Head of Stakeholder Relations	Naomi Tonscheck Dec 3, 2024 Naomi Tonscheck (Dec 3, 2024 10:48 GMT+10)

4.2.3 Revision History

Revision	Revision date	Description of Changes
1	21/11/2024	First draft for review and endorsement

4.2.4 Introduction and background

This Individual Property Management Plan (IPMP) master template has been created to document the outcomes of consultations with landowners and tenants who own or lease property adjacent to the rail corridor. The plan has been developed in compliance with the NSW Minister for Planning's Illabo to Stockinbingal Conditions of Approval (CoA) (Application Number: SSI - 9406), specifically Condition E94/E95, which requires the preparation of IPMPs to record consultation results and agreed outcomes with each landowner. The responsibility for preparing IPMPs lies with the Inland Rail stakeholder engagement team, with contributions from other relevant areas of Inland Rail.

Illabo to Stockinbingal (I2S)

Individual Property Management Plan (IPMP) – Master Template

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5 Glossary

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

Table 1 Glossary

ABBREVIATION	DEFINITION
ALCAM	Australian Level Crossing Assessment Model
ALN	Access to Land Notification
ARTC	Australian Rail Track Corporation
CIZ	Construction Impact Zone
CoA	Condition of Approval
CSSI	Critical State Significant Infrastructure
DP	Deposited Plan
FDVR	Flood Design Verification Report
GIS	Geographic Information System
I2S	Illabo to Stockinbingal project
IFC	Issued For Construction
IPMP	Individual Property Management Plan
IR	Inland Rail
KM	Kilometre
LAA	Land Access Agreement
LHS	Left Hand Side
LX	Level crossing
ONVR	Operational Noise and Vibration Review
PAP	Property Adjustment Plan
PBS	Performance Based Standard
QDL	Quantitative Design Limit
RHS	Right Hand Side
RX	Rail crossing
Rx2	Passive control – stop sign assembly
Rx5	Active control – flashing lights and boom barriers
SACM	Survey Accurate Cadastral Model
SSI	State Significant Infrastructure

1 Purpose

This Individual Property Management Plan (IPMP) has been developed to document agreed outcomes of consultation with landowners and tenants that own or lease property adjacent to the rail corridor. This plan has been prepared in accordance with the NSW Minister for Planning's **Illabo to Stockinbingal Conditions of Approval (CoA) (Application Number: SSI - 9406**).

Condition E94/E95 – Individual Property Management Plans must be prepared to document the results of consultation with each landowner and agreed outcomes. The Proponent must implement all reasonable measures proposed by landowners.

In accordance with Condition E94/E95, a copy of the IPMP must be provided to the landowner. A copy of each agreement must also be provided to the Secretary upon request.

It is the responsibility of the Inland Rail stakeholder engagement team to prepare IPMPs with input from other areas across Inland Rail.

2 Objectives

The communication and engagement objectives for the IPMP E94/E95 are:

- Consult with all landowners where the project will either temporarily or permanently impact farm operations and document agreed outcomes.
- Ensure temporary and permanent access to the property has been agreed and documented.
- Mitigate and minimise impacts to the use of the properties, this consultation must include, but not be limited to:
  - safe and convenient stock and machinery movement across the rail corridor, including provision and maintenance of livestock holding pens.
  - the safe and efficient operation of agricultural aerial activities.
  - provision and maintenance of fencing of a type suited to stock and livestock husbandry operations conducted on the property (including barrier fencing where appropriate); and
  - relocation of farm infrastructure necessitated by the CSSI.

The Communications Strategy required by Condition B1 includes a procedure and mechanism to resolve and mediate disputes in relation to construction and impacts to property and infrastructure.

3 Review of agreement

The Individual Property Management Plan (IPMP) will be updated and reviewed during various stages of the project, including but not limited to:

1. **Conceptual Design**: Concepts and preliminary plans are developed based on consultation understanding farm operations and built into the initial design.
2. **Preliminary Design (or Reference Design)**: Detailed plans are created based on the conceptual design consultation.
3. **Detailed Design (70%, 100% and IFC)**: Consultation will occur on finalising plans and specifications that will be used for construction are developed.
4. **Construction Phase**: The IPMP will be provided to the contractor, construction work is carried out based on the approved design and IPMP documents.
5. **Commissioning and Handover**: Final phase where the completed project land is remediated and

handed over to the landowner. This process will be in line with the Temporary Land Occupation Handback process.

The IPMP will become a final document once the project has reached IFC acceptance, unless the following occur during construction:

- Unexpected environmental finds
- Non-compliance of agreed outcomes

4 Landowner property information

Table 2. Landowner and property information

IR Project name			Illabo to Stockinbingal (I2S)	
Landowner(s)				
Primary landowner contact:				
Property GIS ID(s)				
Property Address			‘	
Main Postal Address				
Lessee (if any)				
Other interests				
Property contact Contact phone/email				
Acquisition Manager Contact phone/email				
Personal Manager			Grant Johnson 0429 985506 GJohnson@inlandrail.com.au	
1. Land, property use (add in changes to property lot/ID post-acquisition negotiations)				
Property ID (PID)	**Lot/DP**	**Category**	**Description**	**Comments**
		Choose an item.		
		Choose an item.		
2. Level Crossing – Ref Level Crossing Consultation Form				
Item			**Description**	**Aconex reference**
Level Crossing ALCAM ref (add KM/Chainage)				
Level Crossing Lot/DP				
Level Crossing Interface Agreement				
3. Property Attachments - Pre-construction property agreement documents.				
Item			**Description**	**Aconex reference**
Property Acquisition Plans			Permanent	
			Temporary	
Property Adjustment Plan (PAP)				

Land Access Agreement (LAA) Purpose of access: ☐ Ecological survey ☐ Land surveying ☐ Heritage and cultural studies ☐ Soil sampling studies ☐ Noise, air quality and vibration ☐ Geotechnical investigations ☐ Hydrology studies ☐ Biodiversity offset investigations. ☐ Design site investigations ☐ Other, please specify	Start date: <<enter date>> Expiry date: <<enter date>>	**Access Considerations:**
Crossing deed (stock/vehicle/utilities)		
Property utilities licences		
Pre-construction dilapidation condition report *(Including pictures of pre-existing ground conditions within 6 months of construction commencement) – Ref ALN appendix.*		
Reference photo (file location)		
Other agreements <<Specify type>>		

4.1 Property description

<<Insert summary of the properties overall use/important stakeholder information – list any disturbance negotiations which formed part of the property acquisition and temporary occupation negotiations >>

5 Land, property use

5.1 GIS property information

5.1.1 Property GIS ID:

6 Pre-construction access and infrastructure

6.1 Overview of rail interfaces

Identify existing rail interfaces that the landowner uses for access (brownfields and greenfields)

Table 3. Overview of rail interfaces

Item	Yes/No	Detail/Comment
Does the property currently have rail interfaces?	<< Select>>	
If yes, will these interfaces be changed by the project?	<< Select>>	
Will the property have private level crossings facilities?	<< Select>>	
Will the property have future access via public level crossing(s)?	<< Select>>	
Will the property have private grade separated crossings (e.g. small vehicle/stock underpass)?	<< Select>>	

6.2 Existing property access and infrastructure

Identify access tracks and property infrastructure that will be impacted by future rail infrastructure. Include infrastructure where its accessibility might be changed due to construction of design implications.

Table 4. Existing access roads

Access track/roads	Chainage	Comments
List existing rail infrastructure that the landowner uses for access:		
List existing farm tracks and access:		

If dams are identified further information will be recorded in a separate registry of dams additional to this document

Table 5. Existing infrastructure

Infrastructure	Location	Comments *(impacted or not impacted by project)*

This section outlines the steps that will be taken where there are non-compliances.

A comprehensive consultation report will be provided in the project's Flood Design Verification Report (FDVR)

Table 6. Flood Design Consultation

Infrastructure	Location	Comments *(impacted or not impacted by project)*
Does this property trigger non-compliances within the approved QDL's?		
If yes – details and location of the non-compliance		
If yes – detail agreed mitigation options		

This section identifies if the landowner identifies as a sensitive receiver for operational noise and vibration.

A comprehensive consultation report will be available in the projects Operational Noise and Vibration Review (ONVR)

Table 7. Operational Noise and Vibration Review

Infrastructure	Receiver #	Comments *(impacted or not impacted by project)*
Does this property trigger a sensitive receiver?		
If yes – details and location of the non-compliance		
If yes – detail agreed mitigation option/scope of works		

7 Access and private infrastructure arrangements during construction

7.1 Access for landowner across the corridor during construction

Access during construction will ideally be located at or in the vicinity of permanent access locations post construction.

Table 8. Overview of landowner access requirements during construction

Requirement	Yes/No	**Response**	**Final outcome** (note when agreed by all parties)
Will temporary access be required during construction? If yes, for what purpose (e.g. vehicles, stock)	<< Select>>		
Will the location(s) align with permanent interface locations?	<< Select>>		
Will the location(s) change during construction and why?	<< Select>>		
Will access points require temporary stock handling facilities? (e.g. yards)	<< Select>>		
Will any access points be shared with other users? If yes, provide detail.	<< Select>>		

Table 9. Temporary access required for the landowner across corridor during construction

Chainage	Purpose	**Details/Comments**	**Final outcome** (agreed by IR contractor and project team)

7.2 Private infrastructure

Record private infrastructure that needs to be protected during construction.

Table 10. Private infrastructure

Infrastructure	Chainage	Comments	**Final outcome** (note when agreed by all parties)

7.3 Access for contractor to ancillary facilities

Record location of any ancillary facilities within the property and how they will be accessed by the contractor.

Table 11. Access for Contractor to ancillary facilities

Ancillary facility (type)	Chainage	Leased land or within permanently acquired land?	Access route

7.4 Access for contractor to the Construction Impact Zone (CIZ)

Record how/if the contractor will access the Construction Impact Zone (CIZ) within this property.

Table 12. Access for contractor (via private property) to Construction Impact Zone

Access point(s) from public land to the CIZ	Entry to CIZ at chainage	Section of corridor being accessed

7.5 Aerial and broadacre agricultural spray operations

Record how/when the landowner conducts aerial and broadacre spray operations. This information will inform the contractors initial assessment of the landowners' requirements and ensure safe and efficient operations of agricultural aerial activities.

The contractor is responsible for discharging aerial and broadacre spray, but it must keep IR informed of any communications in connection with this condition and must obtain IRs approval before offering or agreeing to any commitment made in connection with this condition.

Table 13. Overview of landowner spray and aerial operations during construction

Infrastructure/Activity	Approx chainage	Further details
Does the landowner have an airstrip located on the property? If yes, provide further details.		<< Select>>
Will any access to this infrastructure be shared with other users? If yes, provide detail.		<< Select>>
Does the landowner conduct aerial spraying? If yes, provide detail of timings/locations etc.	.	<< Select>>
Does the landowner conduct broadacre spraying via a spray rig? If yes, provide detail of timings/locations etc		<< Select>>

8 Infrastructure Design Criteria Form

{insert landowner name} (the **Landowner**) of {Insert landowner address} (the **Land**) intends to enter into a Crossing Agreement with Australian Rail Track Corporation Limited (**ARTC**) relating to level crossing(s) and/or other crossing infrastructure to be built by ARTC on or near the Land (**Crossing Deed**). The design criteria for those level crossing(s) and/or other crossing infrastructure (as applicable) are set out below.

Note: If there is no crossing infrastructure requiring a Crossing Agreement (e.g. level crossing, stock underpass, private utilities), delete the ambiguous reference to intention to enter into a Crossing Agreement and replace with:

{insert landowner name} (the **Landowner**) of {Insert landowner address} (the **Land**) agrees to the fencing and gate infrastructure specifications set out below.

8.1 Level Crossing Operational Information

Inland Rail must consult with the landowner regarding the establishment, closure, relocation or modification of formal private level crossing It is agreed that the level crossing will be constructed and installed generally as described below.

Table 14. Level crossing infrastructure

Level Crossing ID	Lot/DP	**Design Reference**
Item		**Response**
Has the level crossing been earmarked for closure (Brownfields only):		<< Select>>
Level crossing to be provided on this property (Greenfields only)		<< Select>>
- If yes, approximate km location (coordinates or Lat/Long)		
Design vehicle (for sighting distance and road design checks)		
Primary control (Rx2 or Rx5)		
Level Crossing Design Characteristics (Part A)		**Comments**
How many properties use this level crossing for access?		
Are there any residences on the property(ies) that can only be accessed by this crossing?		
What is the average number of vehicles which use the crossing daily?		
What is the longest PBS vehicle which utilises the crossing?		Choose an item.
What is the largest PBS vehicle combination using the level crossing (m)? - Can the trailer unit be folded/compacted (in metres)? - What is the widest wheelbase (driving wheels) of the vehicle using the level crossing (m)?		Choose an item.
Is this crossing on a school bus route?		

Is there potential that stock will use the level crossing? (how often and how many head e.g. is the property mostly crossing or grazing)	

Level Crossing Design Characteristics (Part B)	Comments
Is there an existing road to tie into? - If yes, does this road interface with Crown land? If yes, what is the road type and width (m) (formed/unsealed)	
Design formed road width	
Offset from edge of road to the RX control assembly	
Clearance (metres) provided between stop signs	
Level Crossing design characteristics (Part C - fence/gates/grids)	**Comments**
Gates or cattle grids at corridor boundary: LHS when facing north.	
Gates or cattle grids at corridor boundary: RHS when facing north.	
Swing Gate dimensions (standard sizes) - 8ft,10ft, 12ft or 16ft	
Cocky's Gate dimensions (non-standard size)	
Cattle Grid Dimensions (m)	
Interfaces required with private holding pen (i.e. additional gate on fence). Note that holding yards are not within the IR scope to construct.	
Is fencing required between the boundary gate and the LX control stop sign (parallel to road - consideration for high-use stock crossings only).	<< Select>>

8.2 Private Utilities/Infrastructure

The landowner will need to enter a Licence with ARTC where private utility/infrastructure crossings are being provided.

Table 15. Private utilities and infrastructure post construction

Utility Type	Chainage	Lot/DP	Design Reference (Aconex)

8.3 Rail Corridor Fencing and Gate Infrastructure.

As part of our commitment to protect public safety and to ensure secure property boundaries for landowners, all new Inland Rail corridors will be fenced.

Inland Rail's fencing standards aim to align with general fencing standards in each district, unless there are specific circumstances that require alternate solutions.

ARTC will be responsible for ongoing maintenance of rail corridor fencing once each section of Inland Rail is operational. If shared rail corridor fencing is damaged by a landowner, the landowner will be responsible for any repairs.

Table 16. Fencing requirements

Item	Comments (include km's where possible)
Does the landowner require a temporary fencing solution during construction?	<< Select>>
Does the corridor cross water courses on the property? If yes, will these water courses require flood fencing? (List location and treatment LHS/RHS)	<< Select>>
Fencing type at rail corridor boundary: LHS (when facing north)	
List location and specifications of gates and stock grids at corridor boundary: LHS (when facing north)	
Fencing type at rail corridor boundary: RHS (when facing north)	
List location and specifications of gates and stock grids at corridor boundary: RHS (when facing north)	

8.4 Dedicated Stock Underpass

The landowner will need to enter a Licence with ARTC where a dedicated stock underpass is being provided.

Table 17. Underpass infrastructure

Underpass type	Chainage - Lot/DP	Design Reference:
What is the primary purpose of the underpass?		
What are the required dimensions of the underpass (width, height, and length)?		
Does the underpass require fencing?		<< Select>>
Does the underpass require swing gates? (Specify position, type, and size)		<< Select>>
Is a stock grid required? (specify location and dimension)		
Are stock yards to be installed by the landowner adjacent to the underpass?		
Does the landowner require a temporary solution to be put in place during construction?		

5.2 Landowner/Inland Rail Infrastructure Design Criteria Acknowledgement

By signing below, the Landowner agrees to the design criteria set out in this document, and that they will be incorporated into the Crossing Agreement between ARTC and the Landowner.

Revision	Revision date	Description of changes	
1	<Insert date>	No change	
Acceptance by:		**Signature**	**Date:**
Landowner Signature:			
Inland Rail Property Signature:			
Inland Rail Engineering Manager Signature:			
Inland Rail Project Director Signature:			

9 Property Adjustment Plan

The attached Property Adjustment Plan (PAP) outlines the agreed changes to the property boundary and infrastructure resulting from project design consultation with Inland Rail as part of the project I2S project.

6 Landowner/Inland Rail Representative IPMP Revision History Acknowledgement

REVISION	REVISION DATE	DESCRIPTION OF CHANGES	
1	<Insert date>		
Acceptance by:		**Signature**	**Date:**
Landowner Signature:			
Inland Rail Property Signature:			
Inland Rail Engineering Manager Signature:			
Inland Rail Project Director Signature:			

REVISION	REVISION DATE	DESCRIPTION OF CHANGES	
2	<Insert date>		
Acceptance by:		**Signature**	**Date:**
Landowner Signature			
Inland Rail Representative Signature:			
Inland Rail Property Signature:			
Inland Rail Engineering Manager Signature:			
Inland Rail Project Director Signature:			

Appendix F Transition Plan (Placeholder plan to be provided by IRPL)