



Memorandum

From	John Holland (Daniel Lidbetter)
To	Inland Rail (David Fleming and Daniel Lumby)
Cc	Conrad Strachan and Justin McCarthy
Date	14/10/2025
Subject	CoA E24 and E33(d) compliance confirmation and summary.

1. Introduction

John Holland (JH) has been engaged by Inland Rail (IRPL) to design and construct the Illabo to Stockinbingal (I2S) Project (the Project). The Project was approved in September 2024 by the Department of Planning, Housing & Industry (DPHI) as Critical State Significant Infrastructure (CCSI No. 9406).

This memorandum provides a summary for DPHI and the Department of Climate Change, Energy, Environment and Water (DCCEW)- Conservation, Programs, Heritage and Regulation Group (CPHR) of the process and measures implemented by JH to avoid and reduce impacts to all impact entities identified under Condition E24.

This memorandum also summarises the same consideration of potential impacts to Threatened Ecological Communities (TEC's) and Threatened Species in areas within unsurveyed lands in accordance with Condition E33(d). The requirement of E33(d) has been incorporated into this memorandum with E24 as allowed for under the provisions of Condition E33 and formally requested by DPHI as part of the agreed submission of the Unsurveyed Lands Report previously submitted by IRPL and approved by DPHI.

2. Project timeline

This section provides a summary of the activities that have been undertaken associated with biodiversity on the I2S project that have culminated in the requirement to prepare this memorandum. Key activities, milestones and stakeholders involved in the Project to date are captured below:



2019

- Australian Rail Track Corporation (ARTC) commence work to scope up the Illabo to Stockinbingal (I2S) project and develop a Reference Design.
- WSP consultants are engaged by ARTC to develop a Scoping Report and assist ARTC with ecological services (baseline ecological surveys).

2021- 2023

- WSP begin development of ecological assessments to form a Biodiversity Development Assessment Report (BDAR)(Chapter 10 and Technical Paper 1 of the I2S EIS) on behalf of ARTC.
- Inland Rail Pty Ltd (IRPL) become the delivery proponent acting on behalf of ARTC and the Australian Government to deliver the Project.

2023

- The BDAR is developed. Some areas of land within the proposed 40 km future rail corridor cannot be accessed for on-ground investigations (assumptions have to be made based on species presences and vegetation integrity in some locations).
- These areas become known as the "Unsurveyed Lands".

September
2024

- The Project is approved as CSSI 9406 by the Minister for Planning & Housing.
- The Conditions of Approval include a requirement to complete biodiversity assessments within the Unsurveyed Lands area to confirm impacts (Condition E33).

October 2024

- John Holland (JH) is awarded the contract to design and construct the I2S Project.
- WSP is engaged by IRPL to complete the Unsurveyed Lands Report.

2025

- JH engage BG&E to undertake the Detailed Design (based off the Reference Design).
- WSP complete the Unsurveyed Lands Report. The report is approved by DPHI on 20 August



3. Methodology

A summary of the methodology used by the Project team to achieve compliance with Condition E24 and E33(d) has been provided below.

3.1 Feasibility and Reference Design

As part of the development of the Feasibility Design phase in 2019, ARTC engaged WSP consultants to undertake baseline surveys to inform the ARTC team of the on-ground ecological constraints. These surveys also contributed to reductions in adverse impacts on Critically Endangered Ecological Communities (CEECs). Refinements were made and incorporated into the Reference Design that was used to form the Environmental Impact Statement (EIS) and subsequent Conditions of Approval. The reductions achieved through the reviews undertaken at the Feasibility phase are captured in Chapter 6- Alternatives and Proposal Options, Section 6.7.2 and Table 6-10 of the EIS.

The areas within the Reference Design corridor that could not be verified on the ground during these original studies form the basis for the scope of the Unsurveyed Lands Report (Condition E33). WSP has replicated this methodology undertaken during the original feasibility assessment by undertaking baseline field surveys from September to December 2024. The Unsurveyed Lands assessment and subsequent report has included verification of desk-based vegetation mapping including random meander surveys, to:

- refine vegetation community boundaries
- identify areas of potential threatened species habitat
- completion of vegetation integrity (BAM) plots, to support Plant Community Type (PCT) assignment and verify the presence or absence of threatened ecological communities including Serious and Irreversible Impacts (SAIL) matters
- targeted surveys for SAIL (serious and reversible impact entities).

Full details of these results are attached as Appendix B and outlined in the approved Unsurveyed Lands Report (*Inland Rail Illabo to Stockinbingal- Assessment of Unsurveyed Area, rev 2 WSP-28July 2025*).

The targeted surveys undertaken for the Unsurveyed Lands assessment identified a reduction in impacts upon those SAIL's approved as opposed to actual impacts based on field verification techniques in the unsurveyed areas has been quantified in Table 3-1 below. The SAILs that are captured in the table reflect all of the entities listed in Condition E24(a-g) which were assumed as present in the final BDAR without in-field assessment:

Table 3-1- Updated impacts to threatened entities (Condition E24 confirmation following unsurveyed lands report).

Scientific Name	Common Name	BC Act Listing	Habitat (ha)	Field Verified (Ha)	Change in Impact
White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New	White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New	Critically endangered	8.37	8.1	Impact decrease of 0.27 ha.



Scientific Name	Common Name	BC Act Listing	Habitat (ha)	Field Verified (Ha)	Change in Impact
England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and Riverina Bioregions	England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and Riverina Bioregions				
<i>Caladenia arenaria</i>	Sand-hill Spider Orchid	Endangered	4.41	0.06	Impact decrease of 4.35 ha.
<i>Caladenia concolor</i>	Crimson Spider Orchid	Endangered	0.14	0	Impact decrease of 0.14, No impact.
<i>Euphrasia arguta</i>	Euphrasia arguta	Critically endangered	2.3	0	Impact decrease of 2.3, No impact.
<i>Grevillea wilkinsonii</i>	Tumut Grevillea	Critically endangered	2.3	0	Impact decrease of 2.3, No impact.
<i>Indigofera efoliata</i>	Leafless Indigo	Endangered	4.41	0	Impact decrease of 4.41, No impact.



The unsurveyed lands assessment identified a decrease in impacts to all entities listed in Condition E24. The remaining impacts identified onsite that require analysis under E24 and E33(d) have since been reviewed by the JH Project team and considered further in Detailed Design (impacts to these entities are further discussed in Section 4 and 5 below).

3.2 Detailed Design

As the Principal Contractor, JH have engaged the services of BG&E Group to undertake detailed design services on the I2S Project. BG&E has been tasked with developing 43 individual design packages, these scopes of design included:

- Earthworks and rail formation (inclusive of drainage, bridges and civil works)
- Road upgrades (i.e. Burley Griffin Way)
- Level Crossings (public and private)
- Operational fencing
- Landscaping and urban design.

The JH team provided BG&E with the vegetation layers identified during the BDAR assessment and subsequent Unserved Lands Report with the task of reducing vegetation removal and impacts to areas identified within the approved construction boundary as much as possible. These changes made by BG&E were reviewed by the JH team through each phase of detailed design until confirmation had been made that there were no further reductions available.

The JH team have also worked with BG&E to include a robust level of design annotations that intend to guide the construction team on the requirements to reduce vegetation removal as much as possible in accordance with Condition E23. Further examples and detail on this process have been included in Section 7 of this memo.

4. Requirements of Condition E24

Condition E24 requires the proponent to confirm the following:

Prior to the commencement of work that would impact biodiversity values of (a)-(g), the Proponent must demonstrate to the satisfaction of the Planning Secretary that impacts to the following potential serious and irreversible impact entities have been avoided to the greatest extent possible:

- (a) White Box-Yellow Box Blakely's Red Gum Grassy Woodland and Derived Native Grassland comprising Plant Community Types (PCT) PCT 266, PCT 276, PCT 277, PCT 347*
- (b) Caladenia arenaria / Sand-hill Spider Orchid*
- (c) Caladenia concolor / Crimson Spider Orchid*
- (d) Euphrasia arguta / Euphrasia arguta*
- (e) Grevillea wilkinsonii / Tumut Grevillea*
- (f) Indigofera efoliata / Leafless Indigo*
- (g) Prasophyllum sp. Wybong / Prasophyllum sp. Wybong*

Avoidance, reduction in impacts and additional conservation measures must be documented in consultation with BCS and the Planning Secretary.

The EIS prepared by WSP for the Project included a BDAR. Threatened Species and Threatened Ecological Communities (TECs) were investigated further by WSP by way of site surveys conducted to confirm presence as part of the Unserved Lands assessment in 2024 and subsequently validated in 2025.



The finalised BDAR confirmed that the impact entities (c)-(g) noted in Condition E24 were not located within the Project alignment during site surveys. Subsequent surveys undertaken by WSP detail the areas contained within sections of the alignment that could not be surveyed during the EIS have since been completed (summarised in the approved Unsurveyed Lands Report). Impact entities (c-g) were not located within the Project alignment during these additional WSP surveys.

As the impact entities in E24(c-g) were not found during any onsite surveys during the initial assessment and after the final BDAR, these entities have not been considered as part of this memorandum. If one of these impact entities is found onsite during construction, JH will implement the Unexpected Finds Protocol and the mitigation measures outlined in the approved Biodiversity Management Plan.

4.1 Review and Avoidance

With regards to the entities listed in E24(a-b), to reduce impacts to native vegetation as much as possible JH imported the shapefiles of the mapped Plant Community Type (PCT) into the project GIS and overlaid it with the project design elements during detailed design. The fencing and earthworks extents for each design package (and associated footprint of disturbance) were identified as the scopes of works that have the largest potential impact on vegetation due to the ground disturbance required to complete the scopes (i.e. fencing by the extremity away from the centre line of the rail and earthworks as the greatest disturbance footprint). The road design at Burley Griffin Way has also been incorporated along with the earthworks design in the northern area of the Project around Stockinbinal due to potential impacts on native vegetation.

The PCT polygons associated with Clause E24(a-b) provided by WSP were compared against all 43 design packages. These detailed design packages are progressively reviewed by the JH environment team. Specific avoidance and reduction measures made for each PCT have been provided in the section below for the earthworks and fencing design (as they provide the greatest savings extent) and in Appendix A.

4.1.1 Specific Avoidance

The following design packages have found opportunities to reduce the clearing extent of the impact entities listed in Condition E24(a); these include:

L6 Package - Fencing Package

The permanent rail corridor fencing package (L6) spans the length of the CSSI and provides a fence type and alignment which matches the future operational boundary as described in the EIS. The operational corridor is based on property adjustments made through landowner agreements and is nominally 5 metres inside the construction boundary (termed the Construction Impact Zone (CIZ)).

Rather than install a temporary construction fence line along the construction boundary corridor at the commencement of construction, to provide a buffer and minimise impact from works, the Project team have commenced installation of the operational corridor fencing as the construction boundary. This measure has reduced the nominal disturbance footprint between 3- 5 metres along the length of the corridor and minimised clearing within this area. The locations where PCTs associated with E24(a) have been retained through this fencing modification is shown in Figure 4-3 and Figure 4-4 as examples below with detailed figures provided in Appendix A for the whole alignment.



M2 Package- Road design (Stockinbinal)

As shown and noted in the Appendix A mapping, vegetation impacts associated with PCT266 and PCT-277 in and around the new rail corridor and Burley Griffin Way realignment could not be avoided. This was due to:

- The proposed rail corridor and construction boundary determined during the EIS and subsequent CSSI Approval had already avoided native vegetation to the west as much as possible during the reference design.
- Vegetation associated with both PCTs crosses the entire rail corridor north of Stockinbinal which did not allow for any reduction in impacts through re-design using the approved construction footprint or operational rail corridor.

The Project team were able to make refinements to the M2 Package associated with the re-alignment of Troy Street in Stockinbinal to make way for the new Burley Griffin Way alignment (shown in Figure 4-1 below). Identification of mature trees was made and marked up for retention as part of the future construction of the left turn from Troy St onto West St once the new Burley Griffin Way is open.

The initial M2 design for Troy Street can be seen in Figure 4-1. In this design a proposed cul-de-sac (seen in Purple/Pink) would have required clearing of the area of mature trees (black circle).

Design notes were added to ensure that the retention of mature trees is maintained, with a redesign of the intersection to maintain access on West Street removing the impacts to the existing mature tree associated with PCT266 as shown in Figure 4-2.

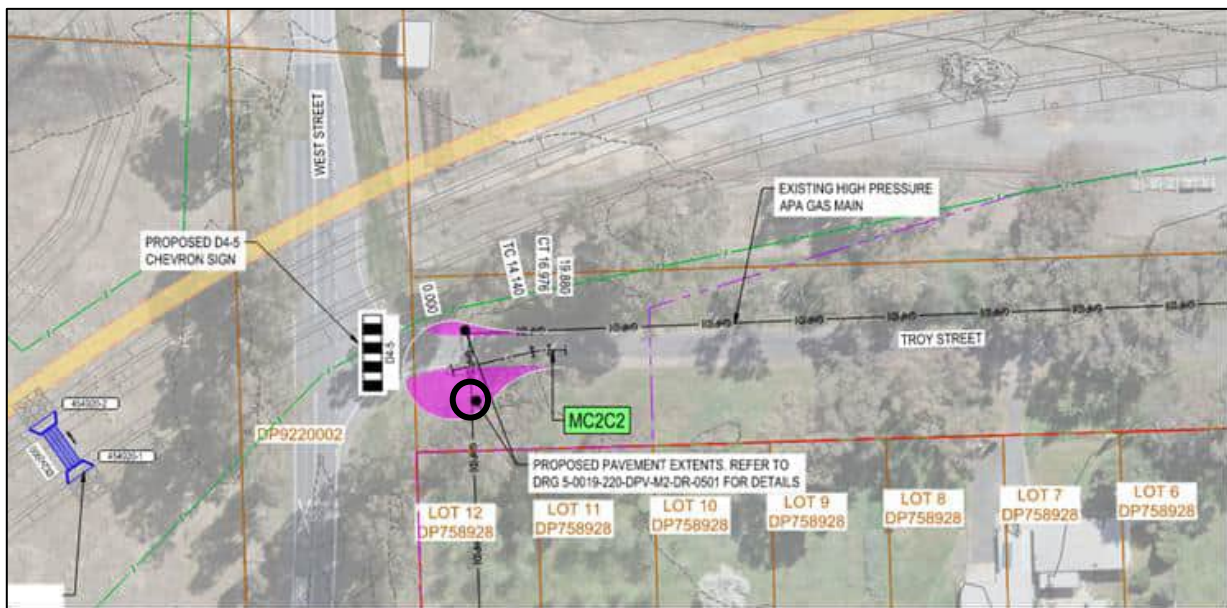


Figure 4-1 Initial design of Troy Street.

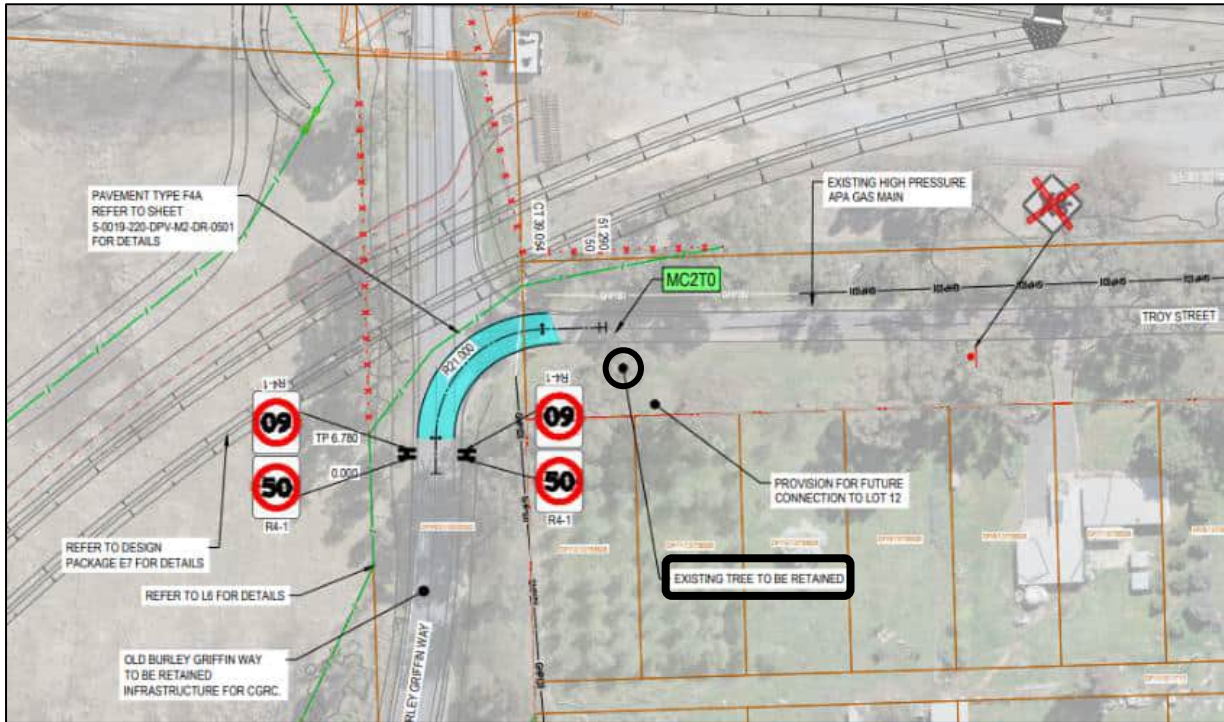


Figure 4-2 Final Design of Troy Street (incorporating reduction in mature tree removal).

E1- Earthworks

The earthworks extent (Package E1) which encompasses the rail formation and Rail Maintenance Access Road (RMAR) is the largest extent by surface area for all design activities across the Project. A comparison of the earthworks extent between the reference design and the detailed design has been undertaken by the JH team with support from BG&E confirms that there are several locations where the detailed design has reduced impacts on vegetation associated with PCT 266, 276, 277 and 347.

This reduction is primarily due to the reduction in surface area required for the earthworks during detailed design. Examples of where this has occurred that also has led to a reduction in vegetation removal associated with PCT 266, 276, 277 and 347 are included in Figure 4-3 and Figure 4-4 below. Detailed commentary where impacts have been reduced across the alignment are included in Appendix A for each of the four PCTs (E24a) as well as the remaining species polygon for Sand Hill Spider Orchid (E24b).



Figure 4-3 Example of reductions in the detailed design earthworks extent from the reference design (reference design in the brown polygon and detailed design in the purple) which has reduced vegetation impacts associated with PCT 277.

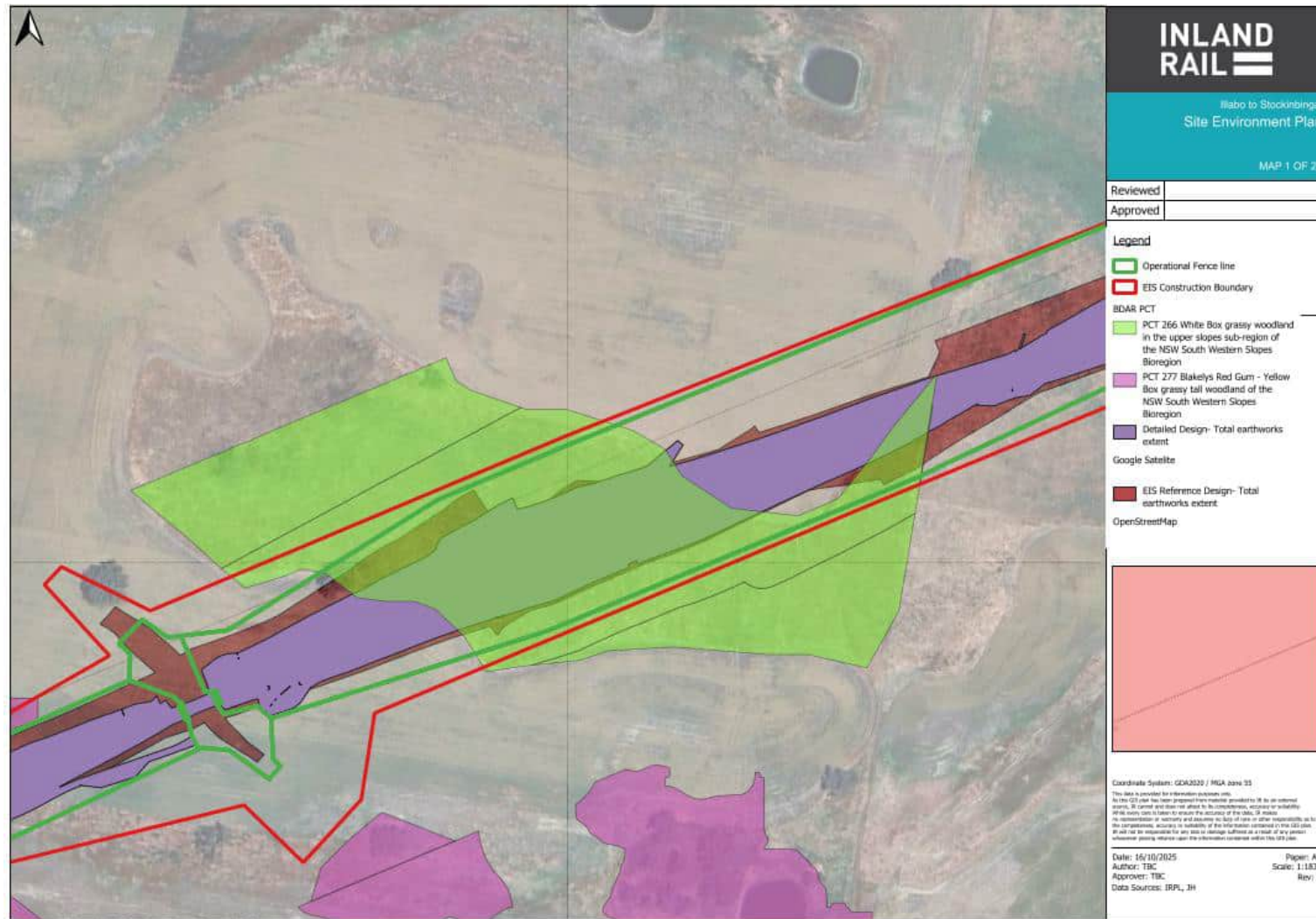


Figure 4-4 Example of reductions in the detailed design earthworks extent from the reference design (reference design in the brown polygon and detailed design in the purple) which has reduced vegetation impacts associated with PCT 266.



5. Requirements of Condition E33

Condition E33 requires the proponent to confirm the biodiversity impacts on the areas that were unsurveyed along the Project alignment when the BDAR was prepared during the EIS. An Unsurveyed Lands Report has been prepared by WSP and submitted by IRPL to CPHR- Regional Delivery and DPHI for consultation and subsequent approval. The report fulfilled Condition E33 (a)-(c) and (e) of the Condition with this memorandum fulfilling the remaining requirements under E33(d).

Condition E33(d) requires the following (see relevant section in bold below):

A report confirming the biodiversity impacts within unsurveyed land identified in SCHEDULE 3 of APPENDIX C must be prepared in consultation with BCS and submitted to the Planning Secretary for approval prior to Work that would impact biodiversity values occurring in the unsurveyed areas identified in SCHEDULE 3 of APPENDIX C. The Confirmation of Biodiversity Impacts of Unsurveyed Land Report must include:

(a) details of the surveys completed in accordance with Condition E31;

(b) the location of biodiversity to be impacted;

(c) confirmation that impacts to the threatened ecological communities and threatened species impacted are the same or less than that permitted by Condition E32;

(d) demonstration of how detailed design and refinement of areas of impact has resulted in minimising impacts to threatened ecological communities and threatened species including maps identifying changes to areas of impact; and

*(e) any reduction in the type and/or credit requirements as a result of this report. **Note: This condition does not preclude combining the requirements of Condition E24 and the confirmation of biodiversity impacts of unsurveyed land into one report, where the requirements of both conditions are met.***

The primary threatened species and habitats considered in the Unsurveyed Lands Report include vegetation associated with the Superb Parrot (*Polytelis swainsonii*), Squirrel Glider (*Petaurus norfolcensis*) and the Sand Hill Spider Orchid. For the purposes of this memorandum, this vegetation and all vegetation mapped within the Project corridor has been considered and captured in Appendix A.

5.1 Review and Avoidance

The process for review and avoidance of impacts to TECs and Threatened Species (TS) has been undertaken in a similar manner to the process outlined in Section 2 above. The completion of this activity was delayed due to the requirement for an Unsurveyed Lands Report to be completed and finalised as per condition E33. This delay required the JH design team to make assumptions in reducing the impacts within the Unsurveyed Lands portion of the site:

- The use of the operational fence corridor where possible in preference to the construction boundary fence as a construction boundary reduced vegetation clearance by 3- 5 metres on each side of the corridor.
- Designers aimed to reduce the earthworks footprint where TECs and TS were known to be present, this practice was consistent across all other areas of site.
- The design team used aerial imagery and details available from the BDAR to review and reduce impacts in areas where there were assumed presence of TEC and TS.



5.1.1 Specific Avoidance

Similarly to the reduction measures outlined in Section 2, reductions to impacts associated with TECs and TS have been made within the Unsurveyed Lands portion of the Project Area. Specific examples are provided in Appendix A and are consistent with the examples and strategies described in Section 2.

E1- Earthworks

The remaining species polygon for Sand Hill Spider Orchid- Condition E24(b) was unable to be surveyed in the field by WSP as part of the Unsurveyed Lands Report updates made in mid-2025 and the species remains as assumed present. The impacted area of this remaining polygon is shown in Appendix A as well as a comparison between the original earthwork’s footprint and the updated Detailed Design. No reductions could be made to the impacted area at Chainage 433 where the 0.06 ha of vegetation is located. This is due to the existing land access requirements on the McKenzie Property associated with existing farm tracks and the requirement for a private level crossing to be constructed at this location. No alternatives to the design could be identified that could avoid this impact.

6. Impacted Entity Reductions

Based on the updates made to surface works extents during Detailed Design, the following approximate reductions shown in Table 6-1 have been made to impacts associated with the relevant entities in Condition E24 (across the corridor) and TEC’s and TS’s in the Unsurveyed Lands Area (Condition E33). It is noted that these reductions have been made to vegetation that have been reduced by reducing the footprint of detailed design, where vegetation is on the CIZ/operational boundary and not impact by construction activities or future operations, these areas of vegetation will be additional vegetation reductions recorded in the Project clearing register

Table 6-1 Approximate vegetation clearing savings identified during Detailed Design.

Impacted entity	Approved disturbance area -as per project approval September 2024 (ha) (as per schedule 1 and schedule 2 of the project approval)	Amended disturbance area – as per unsurveyed lands report July 2025 (ha) (as per table 6.2 and 6.3 in the Unsurveyed Lands Report)	Area directly impacted by earthworks design (ha)	Impact difference – detailed design vs project approval (ha)
Sand Hill Spider Orchid	4.4	0.06	0.06	4.34
PCT 266	14.2	11.98	7.27	6.93
PCT 276	1.5	1.49	0.54	0.96
PCT 277	23	27.27	14.52	12.75*
PCT 347	0.4	0.18	0	0.4

*NOTE: The impact difference - detailed design vs project approval (ha) has been calculated for each PCT based on the approved disturbance area in the Project Approval. The area for PCT 277 has used the figure obtained from the unsurveyed lands report to reflect the higher area of disturbance.



It is noted that these reductions are based on the mapped polygons for each species listed above when compared to the current disturbance footprint within the rail corridor. These impacts may be reduced further with implementation measures during construction (see Section 7 below). These reductions will not be able to be fully quantified until the end of the Project and may be less than currently forecast (subject to actual ground conditions, unforeseen issues during construction etc).

The implementation of the additional conservation measures in Section 7 aims to enhance the opportunities for reducing vegetation clearing and to implement the reductions outlined in this memo through the process described in Section 3.

7. Additional Conservation Measures

7.1 Project EMS

The JH Integrated Management System (IMS) is being implemented on the I2S Project. The IMS sets out the framework for all environmental management requirements during construction, including the protection and enhancement of biodiversity.

In line with the Construction Environmental Management Plan (CEMP), the process for protecting and enhancing biodiversity during construction requires the following process to be adhered:

Step 1: Development of a detailed Activity Method Statement (AMS) that documents how the proposed construction works will be undertaken while maintaining compliance with the Conditions of Approval and JH's Global Mandatory Requirements (GMRs). GMR 9 (Environmental Management) requires construction teams to delineate all vegetation and reduce clearing of vegetation.

Step 2: Develop a pre-clearance survey and vegetation clearing permit by the Project Ecologist (issued by the JH Environmental team). No vegetation clearing or trimming can occur under the JH IMS until a permit has been issued for the work and considers opportunities to reduce vegetation removal where possible.

Step 3: Delineation (in accordance with GMR 9) of all vegetation to be protected and not subject to clearing activities to be flagged in accordance with the I2S Biodiversity Management Plan.

This process incorporates the requirement of Condition E23 (see section below).

7.2 E23 Specific

In undertaking the review of Condition E24 through the design process, it has been noted that several other conditions overlap in the objective for vegetation, TEC, TS and habitat protection. Below are 2 specific examples where this occurs and the actions undertaken by JH to ensure these measures are implemented.

Condition E23 Specifies:

The clearing of native vegetation must be minimised to the greatest extent practicable with the objective of reducing impacts to threatened ecological communities, threatened species and their habitat.

To achieve Condition E23 during construction, the following notes (dot pointed below) were included on design packages with references within the design calling out specific notes to ensure construction teams are aware of the notes and environmental conditions which are required.



See Figure 7-1 and Figure 7-2 below which show detailed design notes examples from H7- Powderhorn Creek Bridge and E2- Ironbong Road Level Crossing, as examples of these dot points being put within the design package.

- *CLEARING LIMITS ARE TO BE MINIMISED WHERE POSSIBLE AND ARE DESCRIBED IN THE GIS AND ANY SUBSEQUENT APPROVAL GRANTED BY THE DEPARTMENT OF PLANNING AND ENVIRONMENT.*
- *REMOVAL OF EXISTING VEGETATION TO BE IN ACCORDANCE WITH LANDSCAPE AND REHABILITATION FRAMEWORK 0-0000-900-ELE-00-GU-0001 AND LANDSCAPE AND REHABILITATION STRATEGY 0-0000-900-ELE-00-ST-0001 AND BIODIVERSITY MANAGEMENT PLAN 5-0052-214-PMA-00-PL-0055.*



ENVIRONMENTAL

1. CLEARING LIMITS ARE TO BE MINIMISED WHERE POSSIBLE AND ARE DESCRIBED IN THE GIS AND ANY SUBSEQUENT APPROVAL GRANTED BY THE DEPARTMENT OF PLANNING AND ENVIRONMENT.
2. REMOVAL OF EXISTING VEGETATION TO BE IN ACCORDANCE WITH LANDSCAPE AND REHABILITATION FRAMEWORK 0-0000-900-ELE-00-GU-0001 AND LANDSCAPE AND REHABILITATION STRATEGY 0-0000-900-ELE-00ST-0001 AND BIODIVERSITY MANAGEMENT PLAN 5-0052-214-PMA-00-PL-0055.
3. PRIOR TO DEMOLITION OR MODIFICATION OF ANY EXISTING STRUCTURES THE CONTRACTORS IS TO CONFIRM THE HERITAGE REQUIREMENTS AS OFFICIAL DOCUMENTATION AND PHOTOGRAPHIC RECORDS MAY BE REQUIRED.
4. REFER TO CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN (CEMP) FOR UNEXPECTED FINDS PROCEDURE FOR MANAGING UNEXPECTED HERITAGE ITEMS DISCOVERED DURING DEMOLITION.
5. EROSION AND SEDIMENT CONTROLS TO BE PROVIDED IN ACCORDANCE WITH THE BLUE BOOK STANDARD REFER TO THE SOIL AND WATER MANAGEMENT PLAN 5-0011-220-PMA-00-PL-0058.
6. KNOWN AREAS OF CONTAMINATION TO BE MANAGED IN ACCORDANCE WITH THE CONTAMINATION MANAGEMENT PLAN 5-0011-22-PMA-00-PL-0700.
7. REFER TO CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN (CEMO) FOR UNEXPECTED FINDS PROCEDURE FOR MANAGING UNEXPECTED AREAS OF CONTAMINATION.

Figure 7-1 Environmental notes detailed on all detailed design drawings.

AREA OF ENVIRONMENTAL CONCERN

1. CLEARING LIMITS ARE TO BE MINIMISED WHERE POSSIBLE AND ARE DESCRIBED IN THE GIS AND ANY SUBSEQUENT APPROVAL GRANTED BY THE DEPARTMENT OF PLANNING AND ENVIRONMENT.
2. REMOVAL OF EXISTING VEGETATION TO BE IN ACCORDANCE WITH LANDSCAPE AND REHABILITATION FRAMEWORK 0-0000-900-ELE-00-GU-0001 AND LANDSCAPE AND REHABILITATION STRATEGY 0-0000-900-ELE-00-ST-0001 AND BIODIVERSITY MANAGEMENT PLAN 5-0052-214-PMA-00-PL-0055.
3. PRIOR TO DEMOLITION OR MODIFICATION OF ANY EXISTING STRUCTURES THE CONTRACTOR IS TO CONFIRM THE HERITAGE REQUIREMENTS AS OFFICIAL DOCUMENTATION AND PHOTOGRAPHIC RECORDS MAY BE REQUIRED.
4. REFER TO CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN (CEMP) FOR UNEXPECTED FINDS PROCEDURE FOR MANAGING UNEXPECTED HERITAGE ITEMS DISCOVERED DURING DEMOLITION.
5. EROSION AND SEDIMENT CONTROLS TO BE PROVIDED IN ACCORDANCE WITH THE BLUE BOOK STANDARDS REFER TO THE SOIL AND WATER MANAGEMENT PLAN 5-0011-220-PMA-00-PL-0058.
6. KNOWN AREAS OF CONTAMINATION TO BE MANAGED IN ACCORDANCE WITH THE CONTAMINATION MANAGEMENT PLAN 5-0011-220-PMA-00-PL-0700.

Figure 7-2 Environmental notes for all detailed design drawings to be considered by construction teams during works onsite.



Through the implementation of the environmental design review phase of the E24 CoA, the notes covering CoA E23 overlap with the requirements of CoA E24 and are designed to reduce and minimise potential impacts to all vegetation and potential habitat.

7.3 E24 Specific

A measure implemented in the L6 (fencing) Package for use during construction has been to include tags within the design drawings that identify and mark out the start and end of vegetation associated with PCT polygons.

The purposes of these tag locations are to provide a nominal start and end point for on the ground fencing alignments. The tag locations allow for the on the ground verification of PCT groups and for the fencing to avoid and reduce potential clearing.

The following notes have been added to the package to clarify the Tags on the drawings with an example of these tags shown in Figure 7-3 below.

ENVIRONMENTAL COMPLIANCE HAS BEEN CAPTURED VIA TAGS ON THE GENERAL ARRANGEMENT PLANS AND SETOUT SCHEDULES. THE NUMBERING OF THE TAGS IDENTIFY THE START AND END POINTS OF EACH INDIVIDUAL FENCE RUN WHERE AN ENVIRONMENTAL CONDITION OF APPROVAL MUST BE CONSIDERED, I.E. TEC001A AND TEC001B.

The below example of the L6 design drawings show what an environmental compliance tag looks like. See call outs for TEC006A and TEC006B, TEC007A and TEC007B and TEC008A and TEC008B. Between each of these tags are known areas of biodiversity value (i.e. all vegetation across the project). Between each of these tags environmental conditions are to be inspected as per the above notes and fencing can be installed in the least impactful route as directed by the environmental review of conditions.



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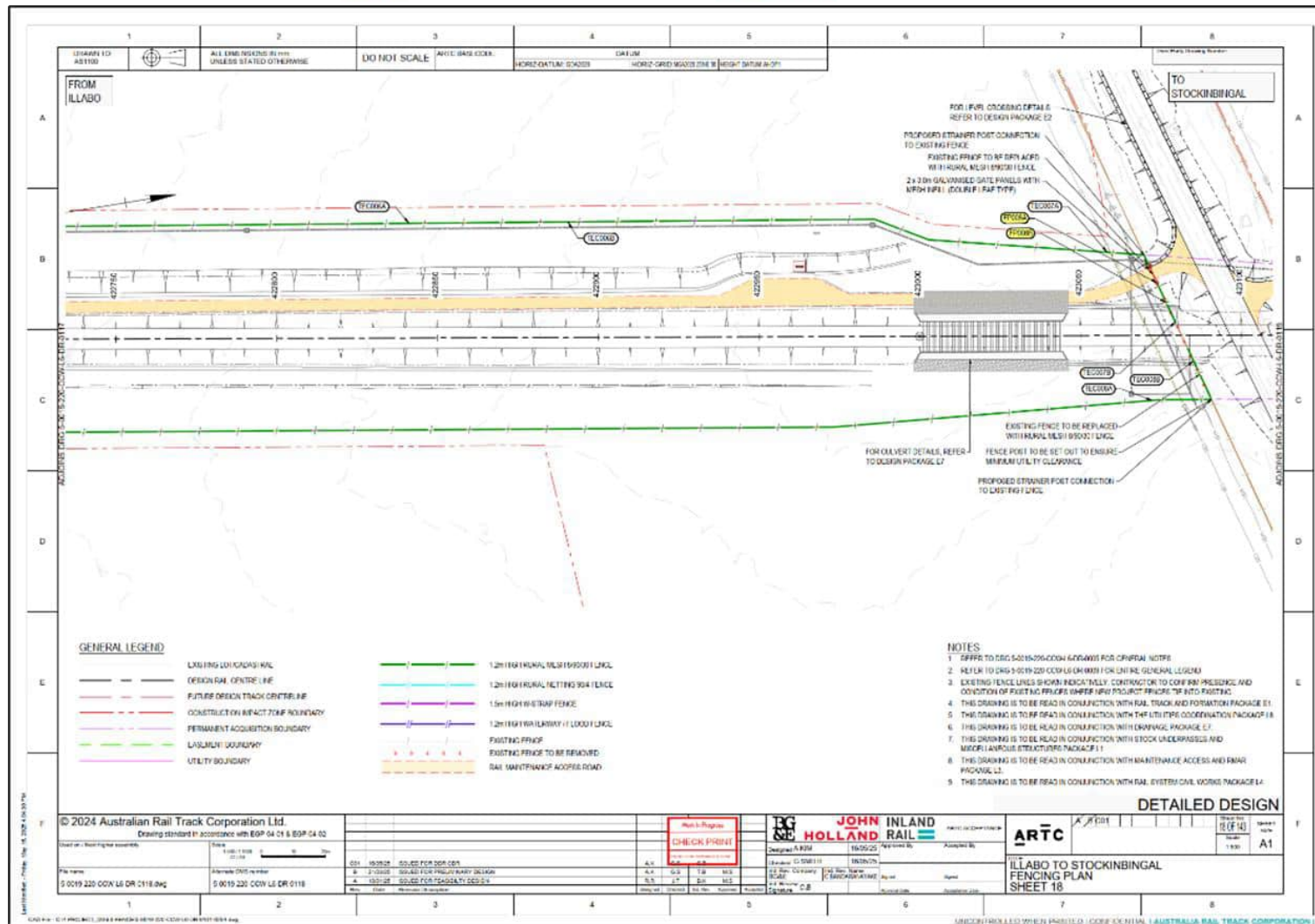


Figure 7-3 Example of environmental tags shown on the L6 design package for breaks in areas of vegetation mapped as having biodiversity value and the control measures required during installation of fencing.



7.4 E33 Specific

In addition to the reduction measures detailed in Sections 4 and 5, each design package that has an interface with the Unsurveyed Lands portion of the Project area has been modified where possible to incorporate E33 requirements. Where data was not available at the time of the design being developed, the following requirement was included on the drawings to be implemented during construction:

“1. CLEARING LIMITS ARE TO BE MINIMISED WHERE POSSIBLE AND ARE DESCRIBED IN THE GIS AND ANY SUBSEQUENT APPROVAL GRANTED BY THE DEPARTMENT OF PLANNING AND ENVIRONMENT.

2. REMOVAL OF EXISTING VEGETATION TO BE IN ACCORDANCE WITH LANDSCAPE AND REHABILITATION FRAMEWORK 0-0000-900-ELE-00-GU-0001 AND LANDSCAPE AND REHABILITATION STRATEGY 0-0000-900-ELE-00-ST-0001 AND BIODIVERSITY MANAGEMENT PLAN 5-0052-214-PMA-00-PL-0055.”

7.5 E40-45 Specific

Conditions E40-45 relate to fauna connectivity measures and the implementation and alignment with the Draft Fauna Connectivity Strategy. Through the implementation of the environmental design review phase of the CSSI packages, a series of notes have been input into the designs that align with the Draft Fauna Connectivity Report and with the E24 requirement.

Condition E44 requires the Project to promote the retention and reduction of clearing, direct re-vegetation of certain locations as well as fauna for use in connectivity structures (connections for rope ladders, bird crossings etc). Appendix C shows the notes on connectivity from H1 and H6 packages (Bridges at Ulandra Creek and Billabong Creek).




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Appendix A- Detailed Mapping

Legend


 Proposed Utilities


 EIS Construction Footprint


BDAR- Surveyed Areas specific to E24 (a-b)

 PCT 266 White Box grassy woodland in the upper slopes sub-region of the NSW South Western Slopes Bioregion


 PCT 276 Yellow Box grassy tall woodland on alluvium or parna loams and clays on flats in NSW South Western Slopes Bioregion


 PCT 277 Blakelys Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion

 PCT 347 White Box - Blakelys Red Gum shrub/grass woodland on metamorphic hillslopes in the mid-southern part of the upper slopes sub-region of the NSW South Western Slopes Bioregion

 Other PCT- includes Sand Hill Spider Orchid


BDAR- Unsurveyed Lands (TEC's and TS) E33(d)

 PCT 266 White Box grassy woodland in the upper slopes sub-region of the NSW South Western Slopes Bioregion

 PCT 277 Blakelys Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion

 Other PCT, TEC and TS


Reference Design and Detailed Design


 Detailed Design- RMAR


 Detailed Design- FormationDrainageAbutments


 EIS Reference Design- Total earthworks extent

 Detailed Design- Rail Corridor Fence line

 TRAN_I2S_Overbridges_Mp

 TRAN_I2S_Underbridges_Pg

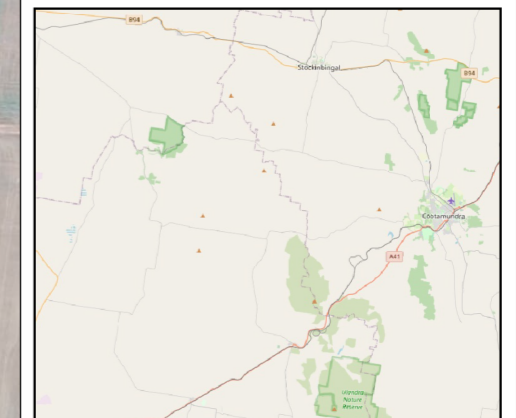
 TRAN_I2S_Underbridges_Mp

 TRAN_I2S_Overbridges_Pg

 Construction compounds

Reviewed
Approved

Notes:



Coordinate System:

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Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

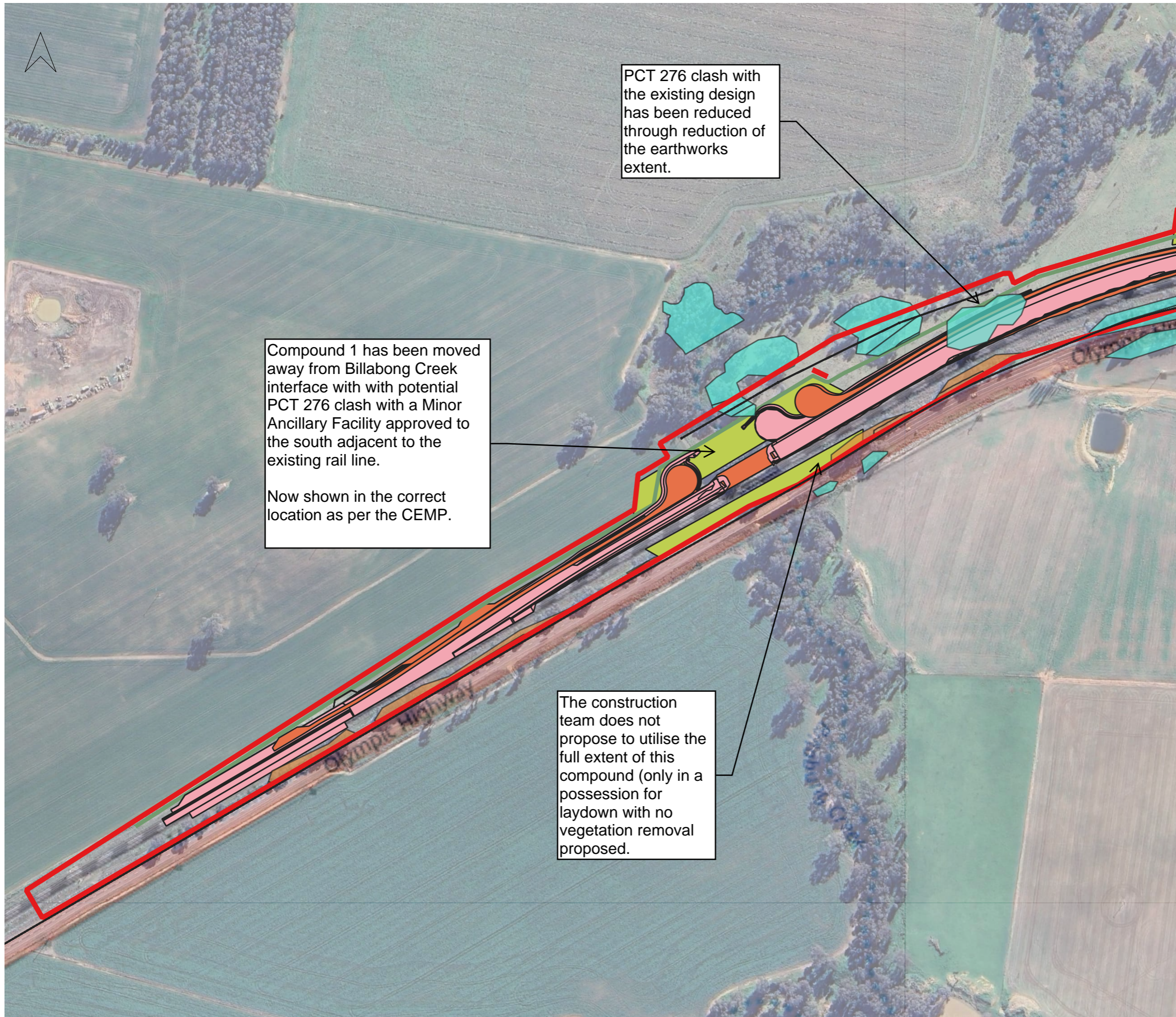
Paper: A3
Scale: 1:
Rev: A

PCT 276 clash with the existing design has been reduced through reduction of the earthworks extent.

Compound 1 has been moved away from Billabong Creek interface with with potential PCT 276 clash with a Minor Ancillary Facility approved to the south adjacent to the existing rail line.

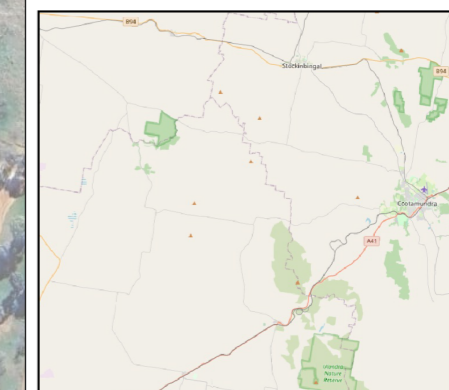
Now shown in the correct location as per the CEMP.

The construction team does not propose to utilise the full extent of this compound (only in a possession for laydown with no vegetation removal proposed).



Reviewed
Approved

Notes:

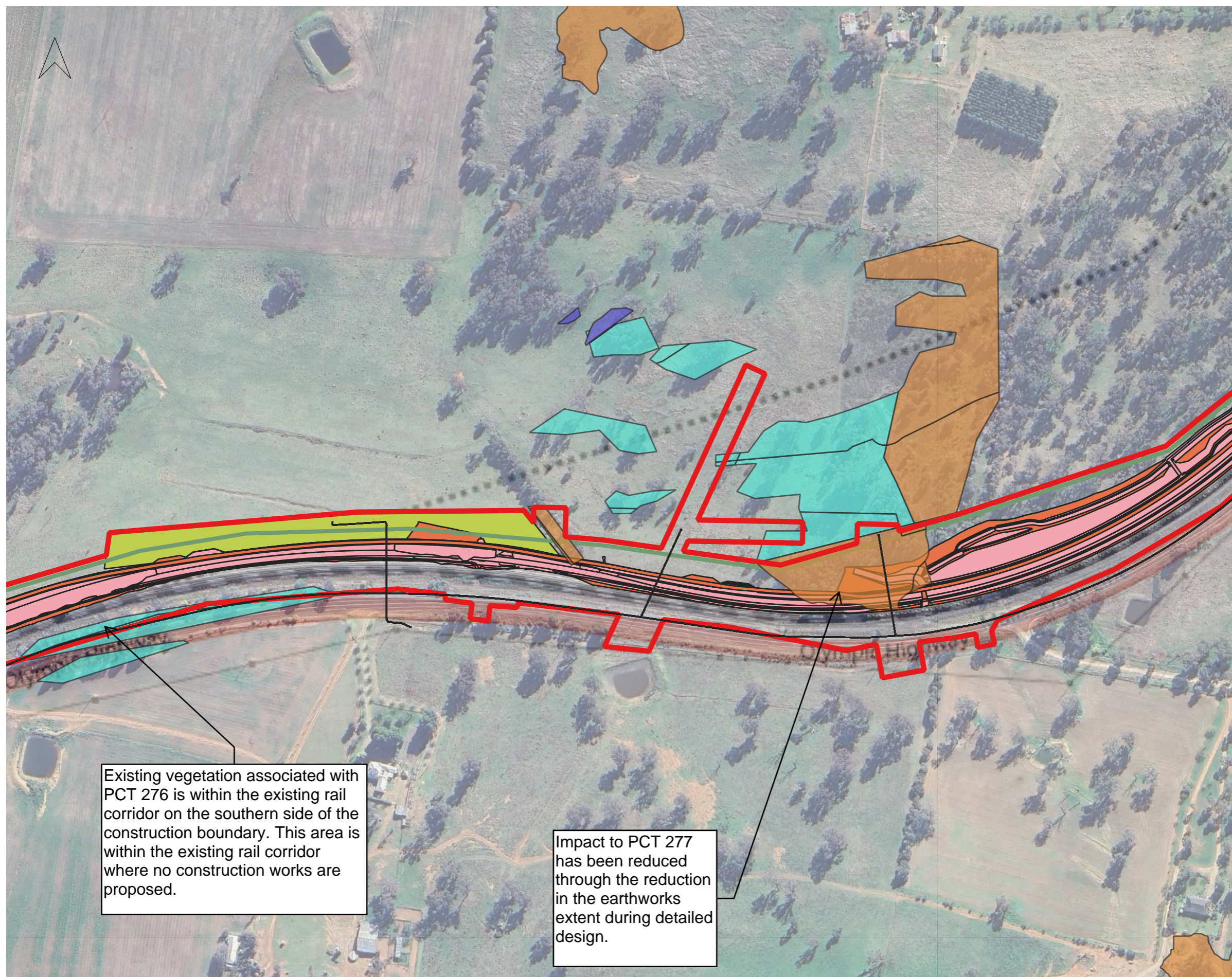


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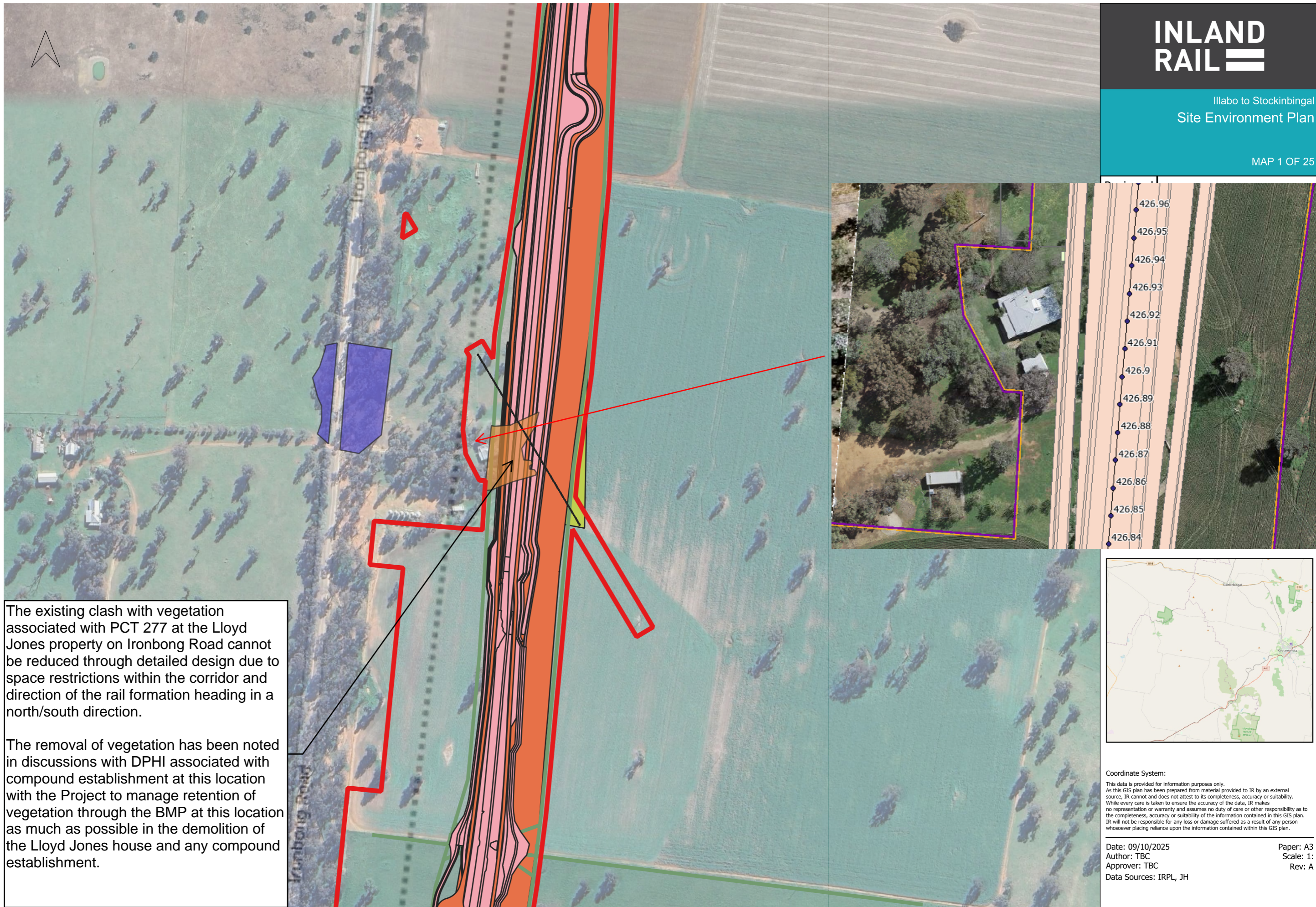
Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:
Rev: A



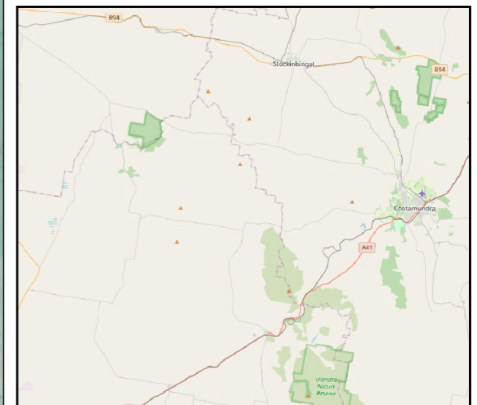
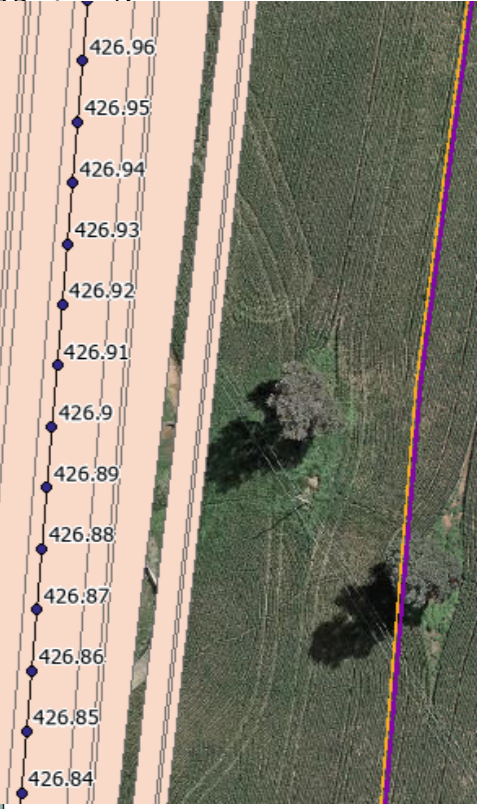
Existing vegetation associated with PCT 276 is within the existing rail corridor on the southern side of the construction boundary. This area is within the existing rail corridor where no construction works are proposed.

Impact to PCT 277 has been reduced through the reduction in the earthworks extent during detailed design.



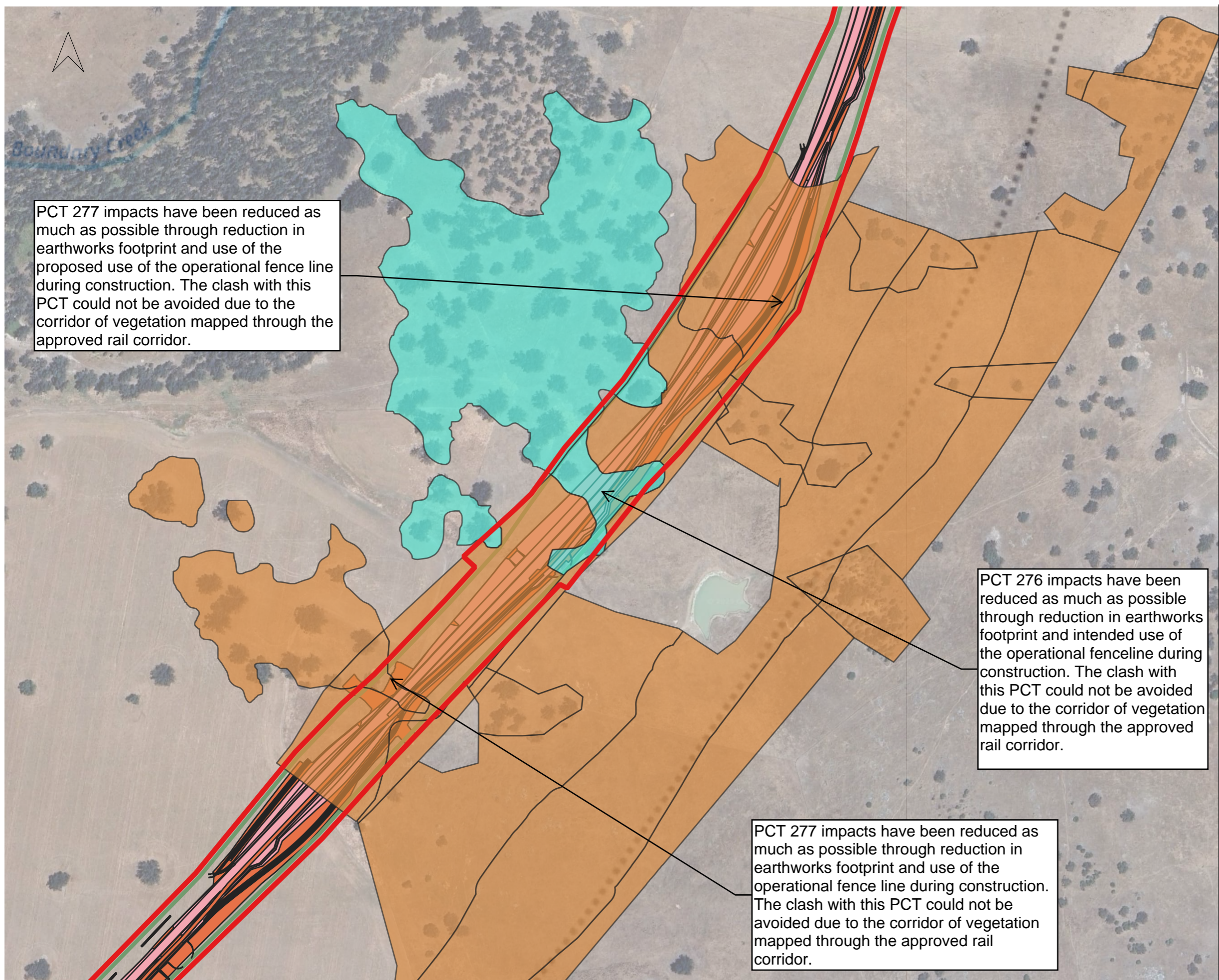
The existing clash with vegetation associated with PCT 277 at the Lloyd Jones property on Ironbong Road cannot be reduced through detailed design due to space restrictions within the corridor and direction of the rail formation heading in a north/south direction.

The removal of vegetation has been noted in discussions with DPHI associated with compound establishment at this location with the Project to manage retention of vegetation through the BMP at this location as much as possible in the demolition of the Lloyd Jones house and any compound establishment.



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Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH
Paper: A3
Scale: 1:
Rev: A



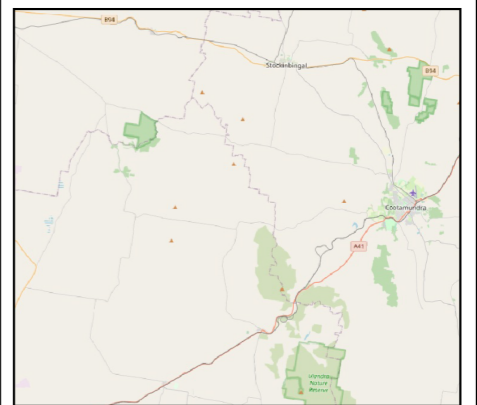
PCT 277 impacts have been reduced as much as possible through reduction in earthworks footprint and use of the proposed use of the operational fence line during construction. The clash with this PCT could not be avoided due to the corridor of vegetation mapped through the approved rail corridor.

PCT 276 impacts have been reduced as much as possible through reduction in earthworks footprint and intended use of the operational fence line during construction. The clash with this PCT could not be avoided due to the corridor of vegetation mapped through the approved rail corridor.

PCT 277 impacts have been reduced as much as possible through reduction in earthworks footprint and use of the operational fence line during construction. The clash with this PCT could not be avoided due to the corridor of vegetation mapped through the approved rail corridor.

Reviewed
Approved

Notes:



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Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:
Rev: A

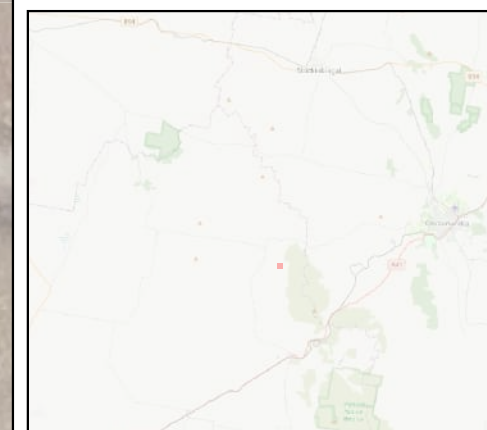


Reviewed	
Approved	

Notes:

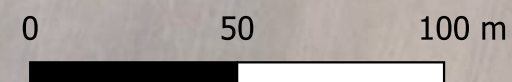
PCT 76 vegetation mapped as assumed habitat area for Sand Hill Spider Orchid. The area of disturbance associated with construction of the private level crossing and rail formation has not been able to be reduced from the reference design through to detailed design.

The constraints associated with the location of the level crossing (existing farm track) and the north/south alignment and width of the EIS construction boundary has not provided any opportunities to reduce impacts on this area.



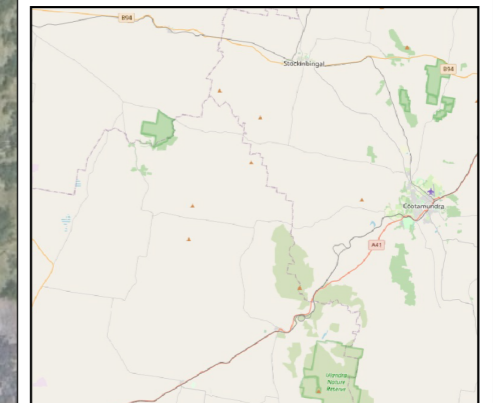
Coordinate System: GDA2020 / MGA zone 55
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Date: 15/10/2025
 Author: TBC
 Approver: TBC
 Data Sources: IRPL, JH
 Paper: A3
 Scale: 1:1826
 Rev: A



Reviewed
Approved

Notes:



Coordinate System:

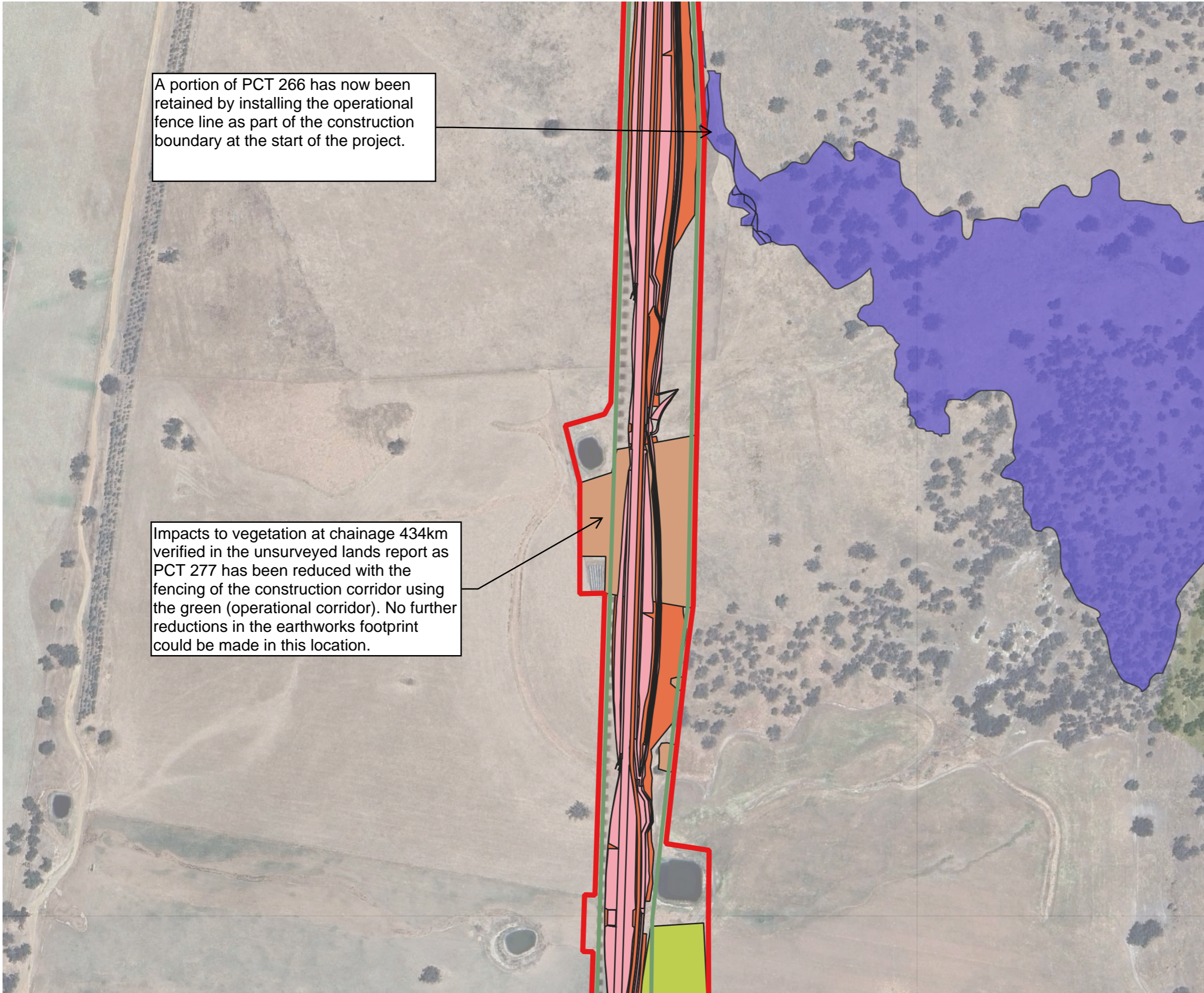
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Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:
Rev: A

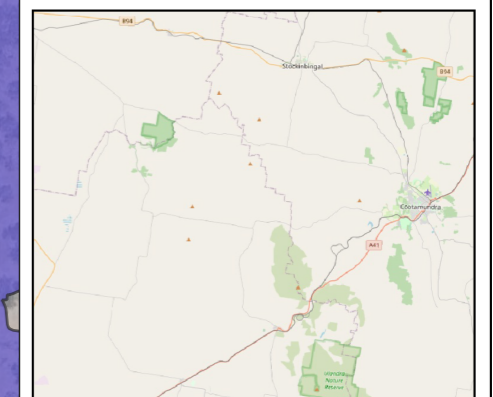
A portion of PCT 266 has now been retained by installing the operational fence line as part of the construction boundary at the start of the project.

Impacts to vegetation at chainage 434km verified in the unsurveyed lands report as PCT 277 has been reduced with the fencing of the construction corridor using the green (operational corridor). No further reductions in the earthworks footprint could be made in this location.



Reviewed
Approved

Notes:



Coordinate System:

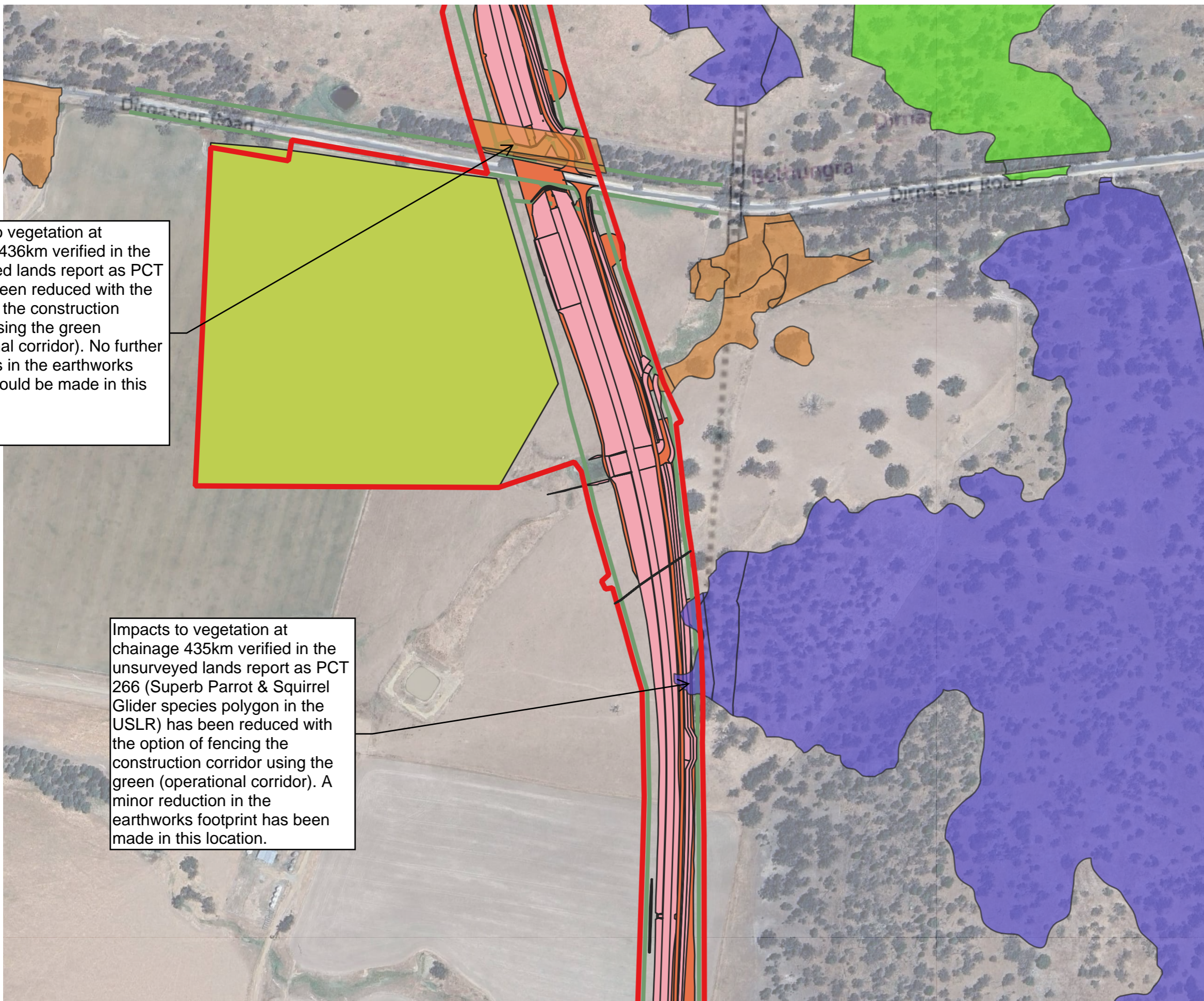
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Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:
Rev: A

Impacts to vegetation at chainage 436km verified in the unsurveyed lands report as PCT 277 has been reduced with the fencing of the construction corridor using the green (operational corridor). No further reductions in the earthworks footprint could be made in this location.

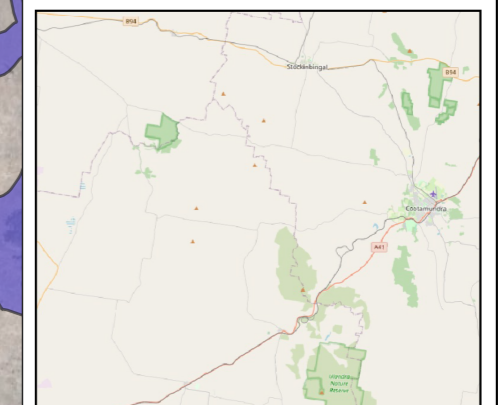
Impacts to vegetation at chainage 435km verified in the unsurveyed lands report as PCT 266 (Superb Parrot & Squirrel Glider species polygon in the USLR) has been reduced with the option of fencing the construction corridor using the green (operational corridor). A minor reduction in the earthworks footprint has been made in this location.



Reviewed	
Approved	

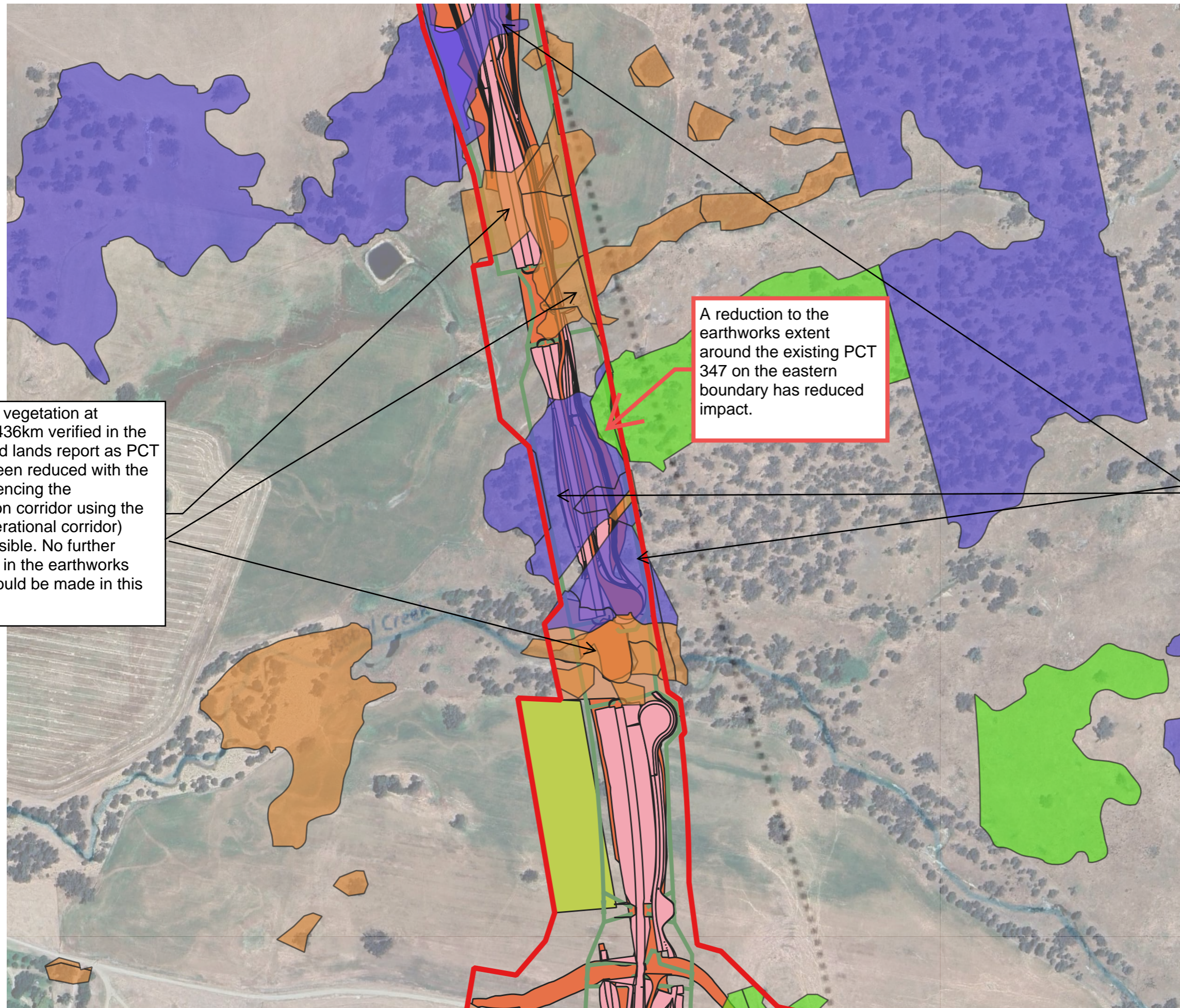
Notes:

Impacts to vegetation at chainage 435km verified in the unsurveyed lands report as PCT 266 (Superb Parrot & Squirrel Glider species polygon in the USLR) has been reduced with the option of fencing the construction corridor using the green (operational corridor) where possible. A minor reduction in the earthworks footprint has been made in this location.



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Author: TBC	Scale: 1:
Approver: TBC	Rev: A
Data Sources: IRPL, JH	

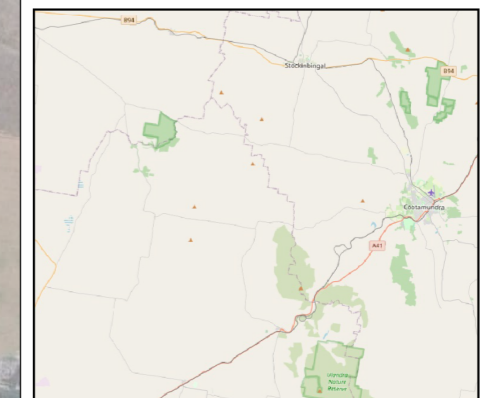


Impacts to vegetation at chainage 436km verified in the unsurveyed lands report as PCT 277 has been reduced with the option of fencing the construction corridor using the green (operational corridor) where possible. No further reductions in the earthworks footprint could be made in this location.

A reduction to the earthworks extent around the existing PCT 347 on the eastern boundary has reduced impact.

Reviewed
Approved

Notes:



Coordinate System:

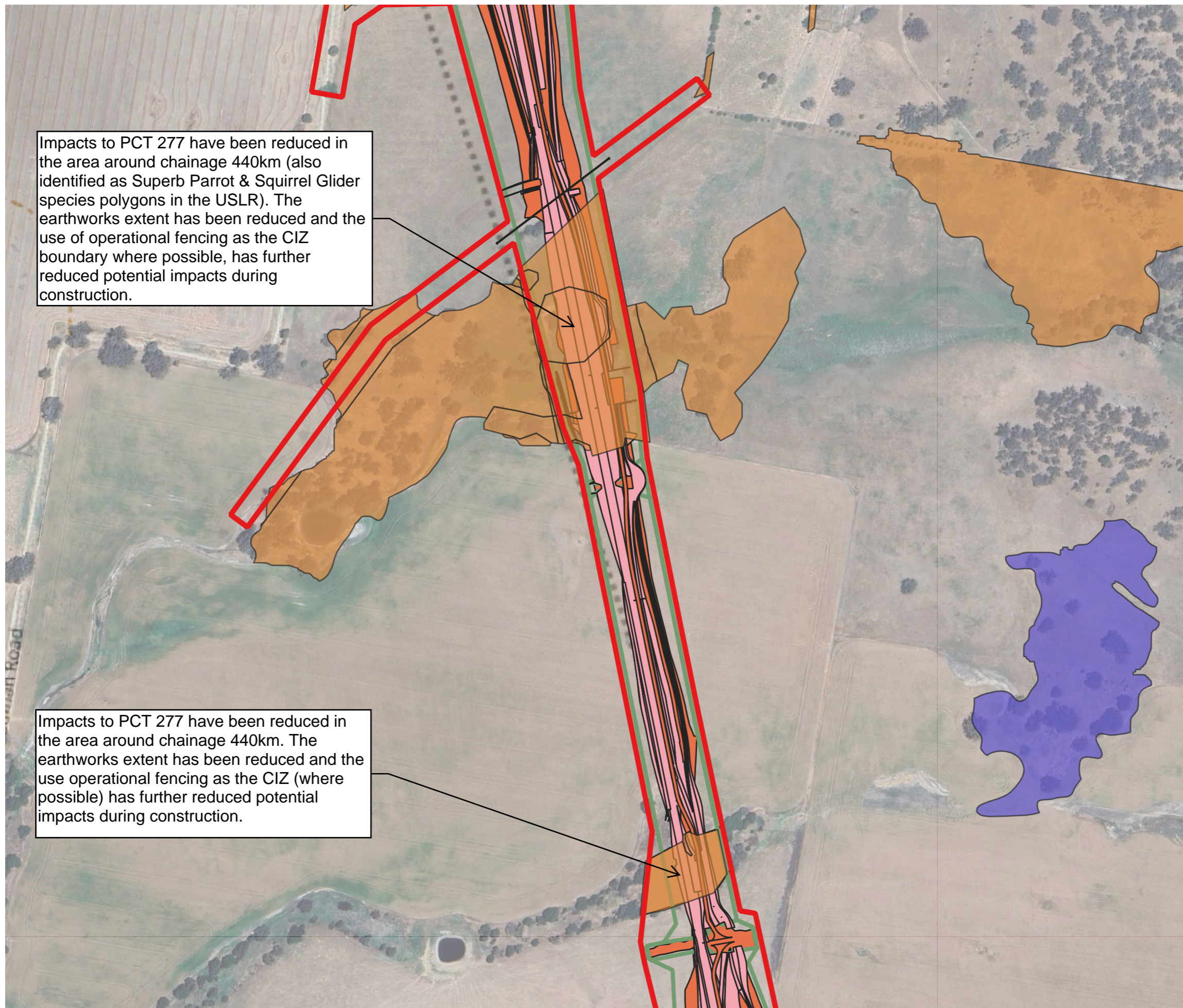
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Rev: A

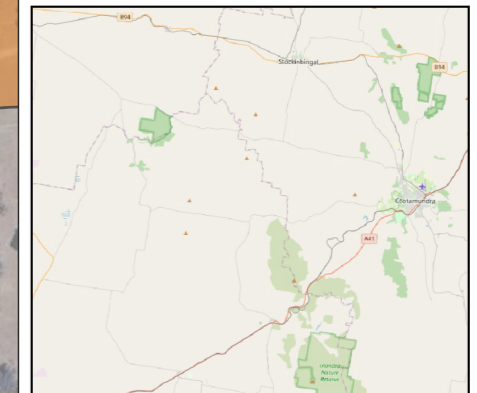
Impacts to PCT 277 have been reduced in the area around chainage 440km (also identified as Superb Parrot & Squirrel Glider species polygons in the USLR). The earthworks extent has been reduced and the use of operational fencing as the CIZ boundary where possible, has further reduced potential impacts during construction.

Impacts to PCT 277 have been reduced in the area around chainage 440km. The earthworks extent has been reduced and the use operational fencing as the CIZ (where possible) has further reduced potential impacts during construction.



Reviewed
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Notes:



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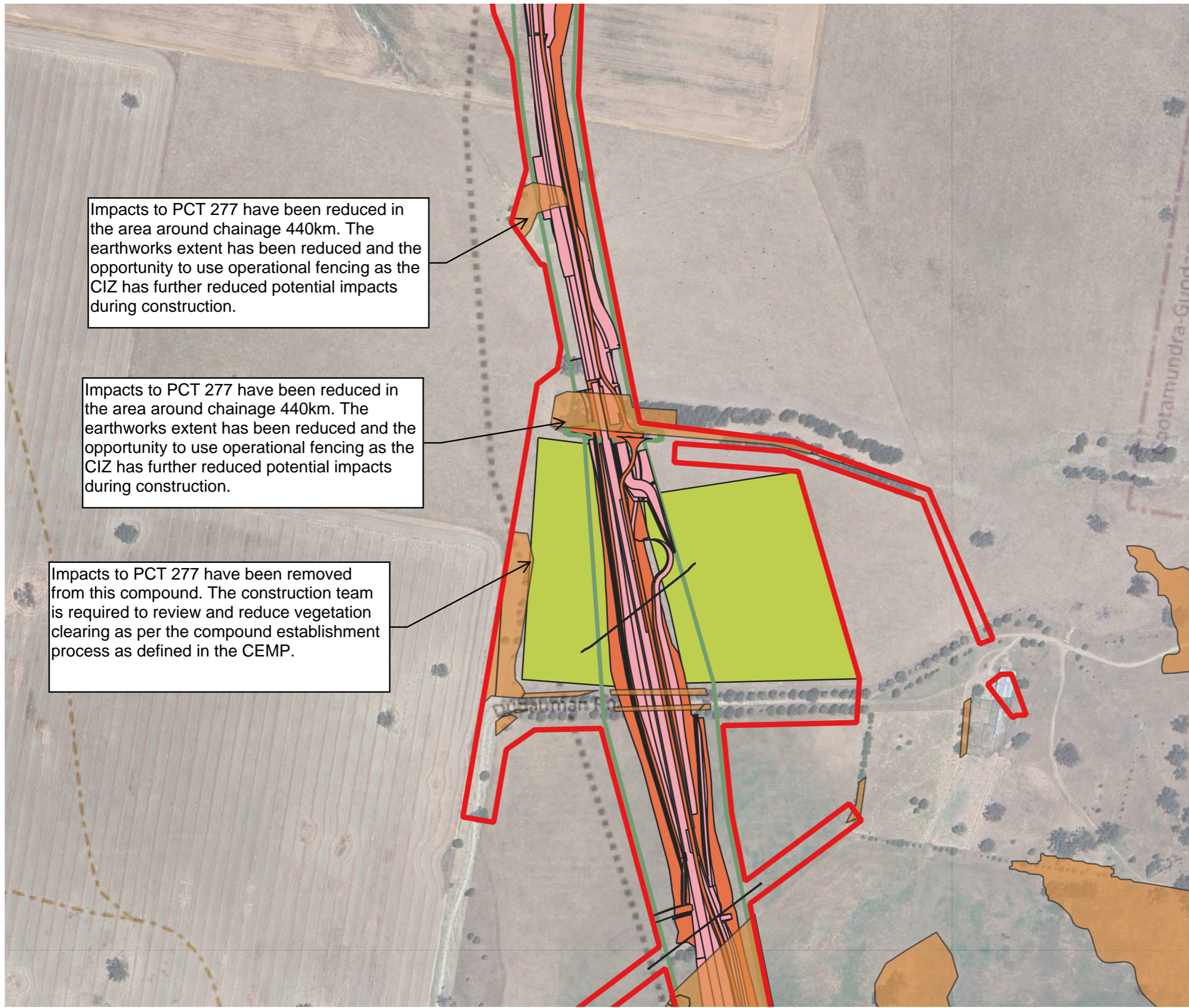
Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:
Rev: A

Impacts to PCT 277 have been reduced in the area around chainage 440km. The earthworks extent has been reduced and the opportunity to use operational fencing as the CIZ has further reduced potential impacts during construction.

Impacts to PCT 277 have been reduced in the area around chainage 440km. The earthworks extent has been reduced and the opportunity to use operational fencing as the CIZ has further reduced potential impacts during construction.

Impacts to PCT 277 have been removed from this compound. The construction team is required to review and reduce vegetation clearing as per the compound establishment process as defined in the CEMP.



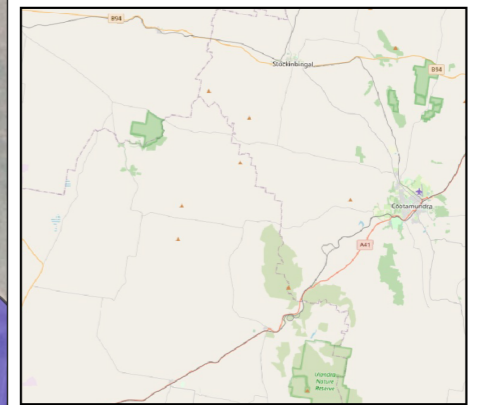


Reviewed
Approved

Notes:

Impacts to PCT 277 have been reduced in the area around chainage 441km. The earthworks extent has been reduced and the opportunity to use operational fencing as the CIZ has further reduced potential impacts during construction.

Impacts to PCT 266 have been reduced in the area around chainage 441km. The earthworks extent has been reduced and the opportunity to use operational fencing as the CIZ has further reduced potential impacts during construction.



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Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
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Rev: A



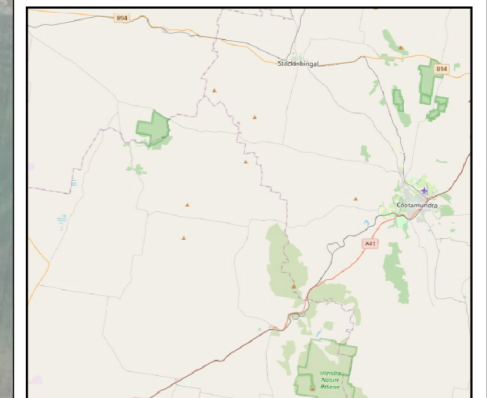


Impacts to PCT 277 have been reduced in the area around Charlie Ryalls property at chainage 442km. The earthworks extent has been reduced and the use of operational fencing as the CIZ (where possible) has further reduced potential impacts during construction.

Impacts to PCT 266 have been reduced in the area around Charlie Ryalls property at chainage 442km. The earthworks extent has been reduced and the use of operational fencing as the CIZ (where possible) has further reduced potential impacts during construction.

Reviewed
Approved

Notes:



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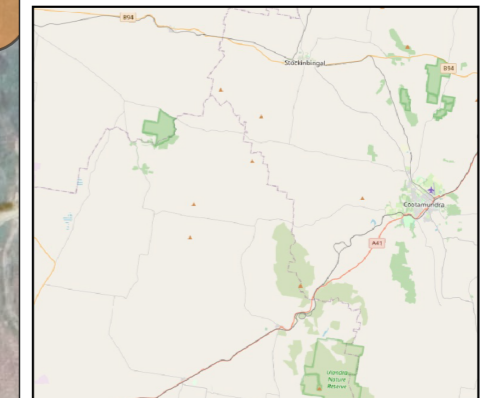
Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:
Rev: A



Reviewed
Approved

Notes:



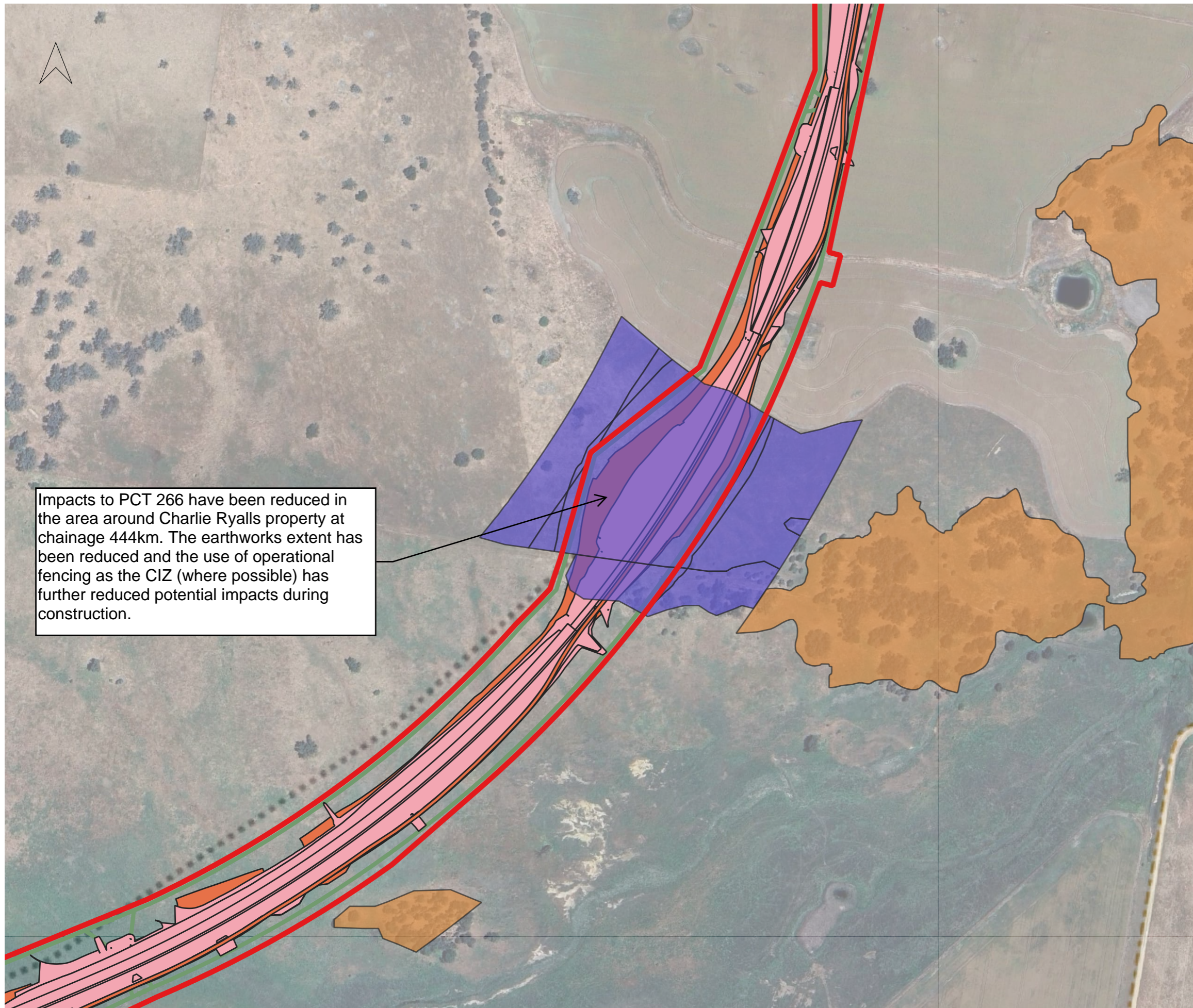
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Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:
Rev: A

Impacts to PCT 266 have been reduced in the area around Charlie Ryalls property at chainage 444km. The earthworks extent has been reduced and the use of operational fencing as the CIZ (where possible) has further reduced potential impacts during construction.

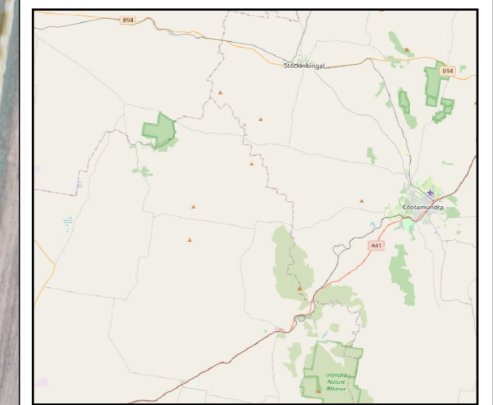




Reviewed

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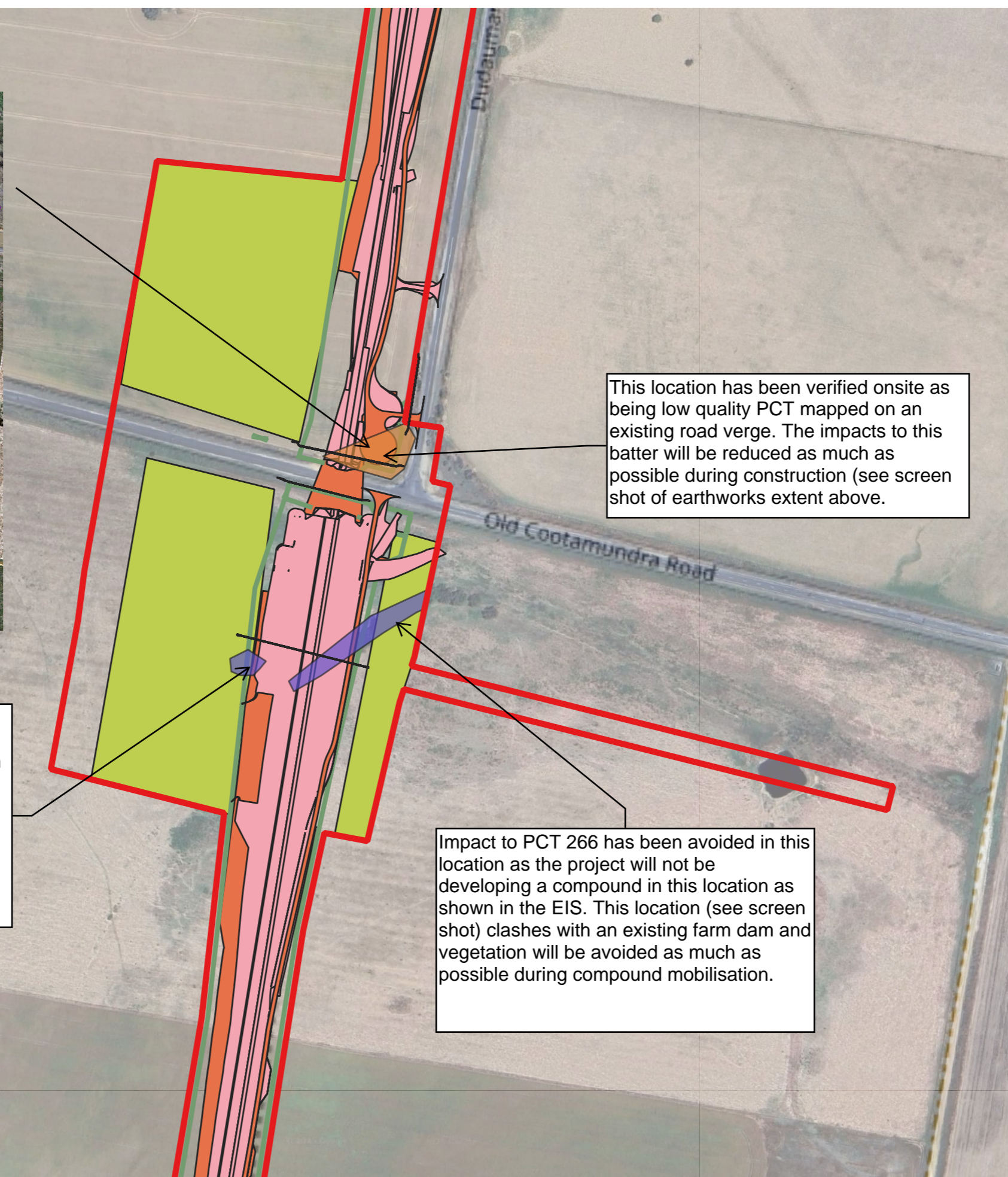
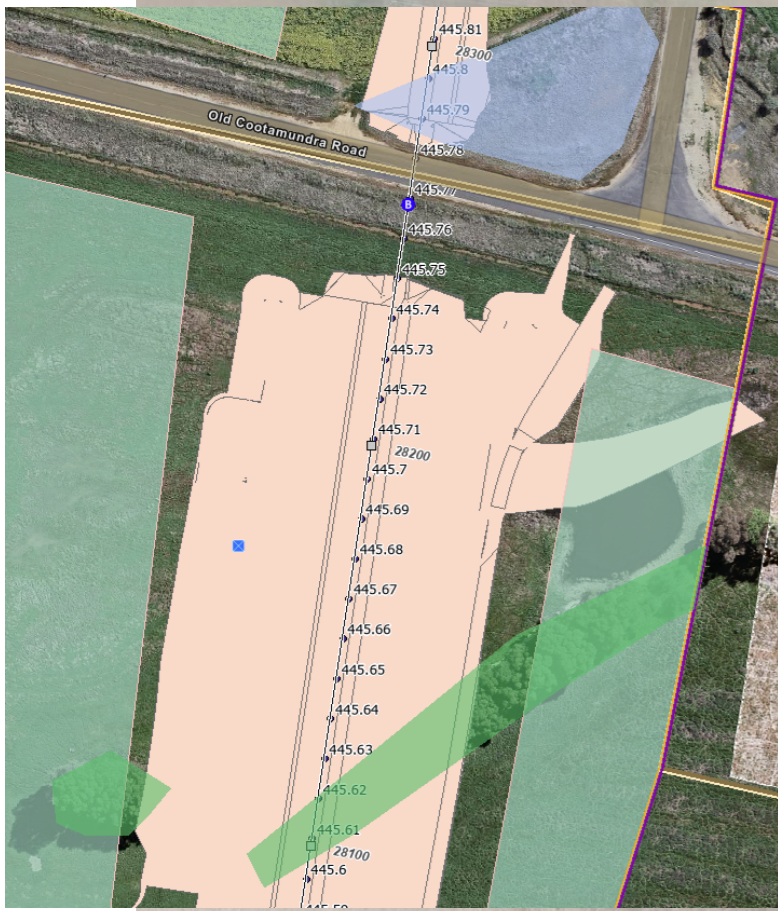
Notes:



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This location has been verified onsite as being low quality PCT mapped on an existing road verge. The impacts to this batter will be reduced as much as possible during construction (see screen shot of earthworks extent above).

The potential impact to this vegetation is anticipated to be avoided during construction through a retention of the mature tree (see screen shot above).
 JH will endeavour to retain this tree during construction (to be confirmed as part of the ongoing constructibility process and following the field notes as required in IFC drawings).

Impact to PCT 266 has been avoided in this location as the project will not be developing a compound in this location as shown in the EIS. This location (see screen shot) clashes with an existing farm dam and vegetation will be avoided as much as possible during compound mobilisation.

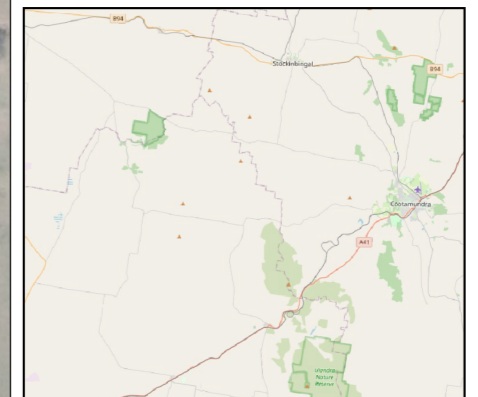


Reviewed
Approved

Notes:

Existing clash with PCT 277 that has carried over from reference design to detailed design. This clash cannot be avoided due to space constraints of the approved rail corridor as well as the north-south alignment up/down line of this location (the rail formation cannot be moved).

Existing clash with PCT 277 that has carried over from reference design to detailed design. This clash cannot be avoided due to space constraints of the approved rail corridor as well as the north-south alignment up/down line of this location (the rail formation cannot be moved).



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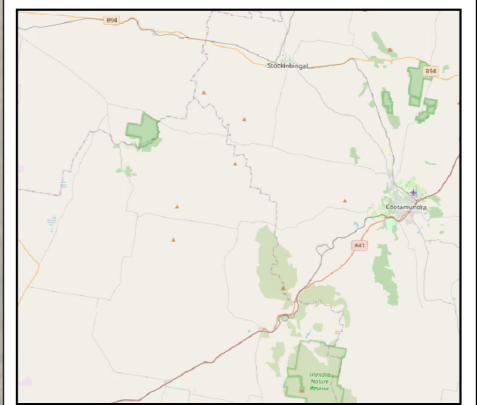
Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:
Rev: A

Reviewed
Approved

Notes:

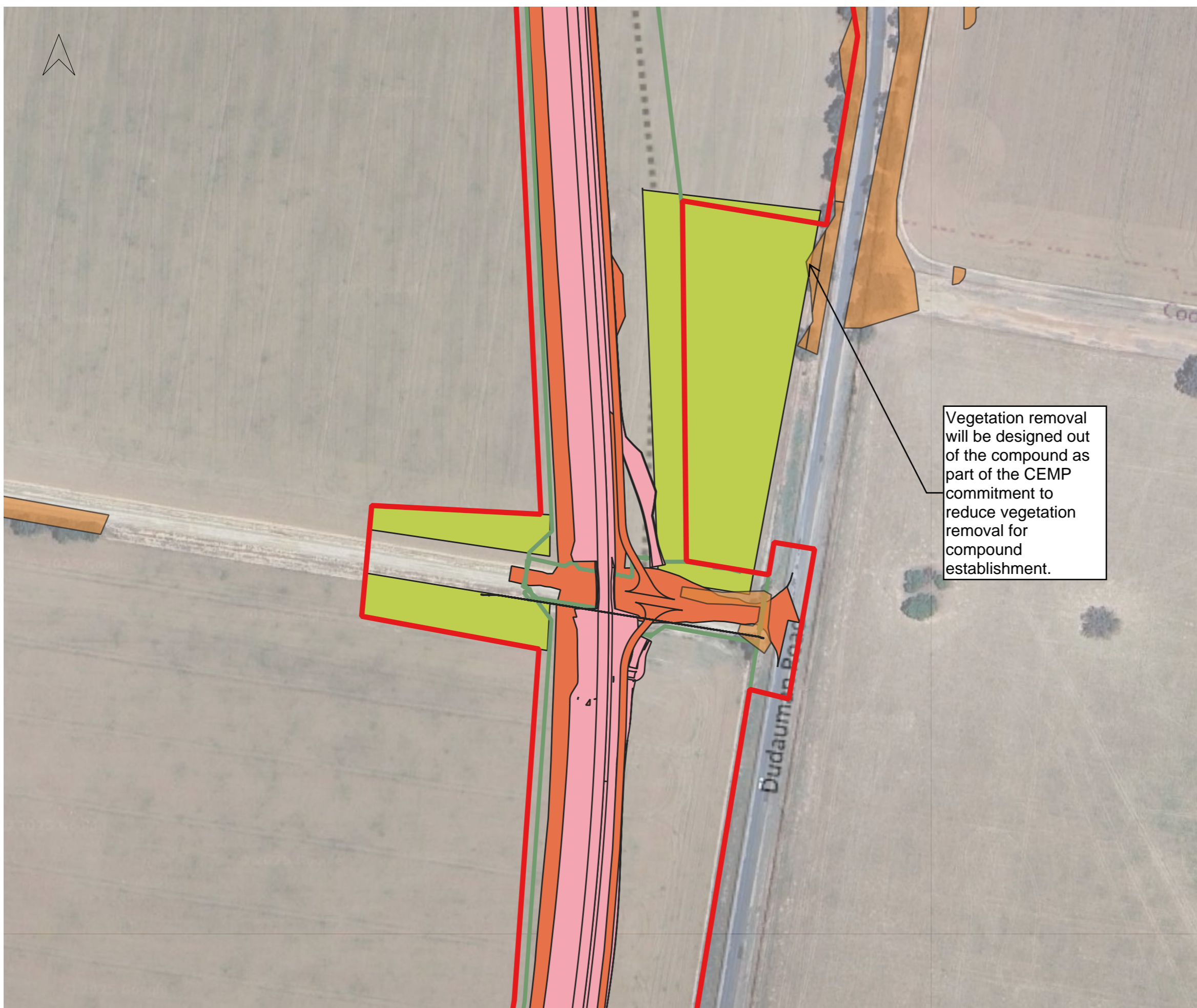
Vegetation removal will be designed out of the compound as part of the CEMP commitment to reduce vegetation removal for compound establishment.



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Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:
Rev: A

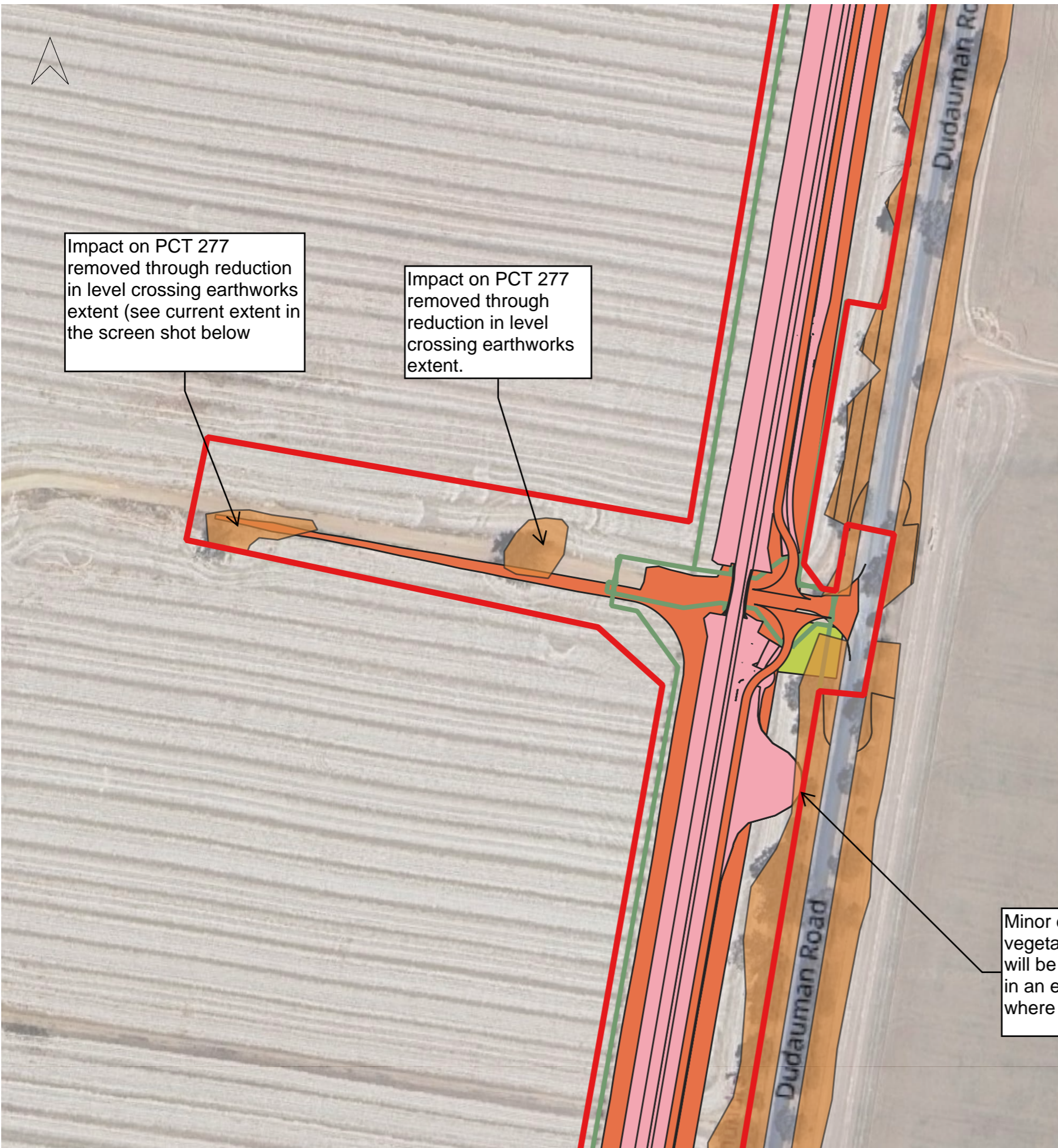




Reviewed
Approved

Impact on PCT 277 removed through reduction in level crossing earthworks extent (see current extent in the screen shot below)

Impact on PCT 277 removed through reduction in level crossing earthworks extent.



Formation Drainage Abutments

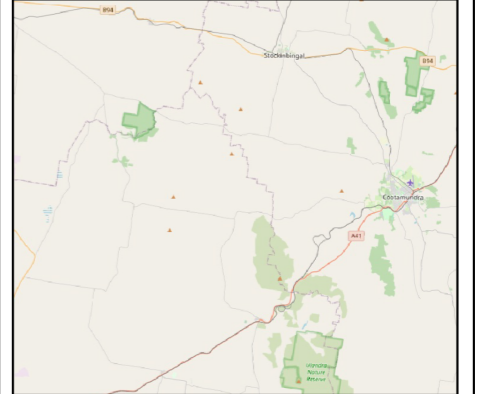
- Rail Civil Works
- Drainage
- Roads
- Roads - Drainage
- Level Crossings

Reference Data

- IR Managed Data
- NO-GO Zones
- Delta Change - CIZ EIS (Rev3) Outside CIZ Project WIP
- Current Footprints
- CIZ EIS (Rev3)
- CIZ EIS - Construction (Rev3)



Minor disturbance of boundary line vegetation along Dudauman Road. This will be investigated during construction in an effort to retain these mature trees where possible.



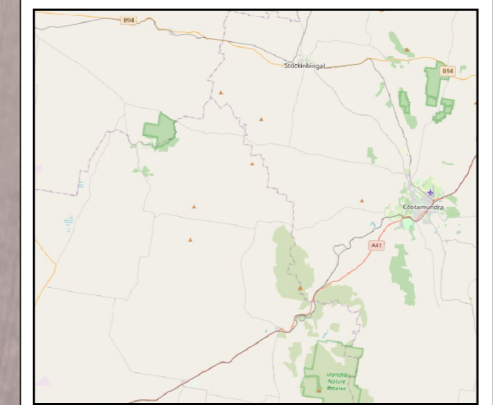
Coordinate System:
This data is provided for information purposes only. As this GIS plan has been prepared from material provided to IR by an external source, IR cannot and does not attest to its completeness, accuracy or suitability. While every care is taken to ensure the accuracy of the data, IR makes no representation or warranty and assumes no duty of care or other responsibility as to the completeness, accuracy or suitability of the information contained in this GIS plan. IR will not be responsible for any loss or damage suffered as a result of any person whosoever placing reliance upon the information contained within this GIS plan.

Date: 09/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:
Rev: A

Reviewed
Approved

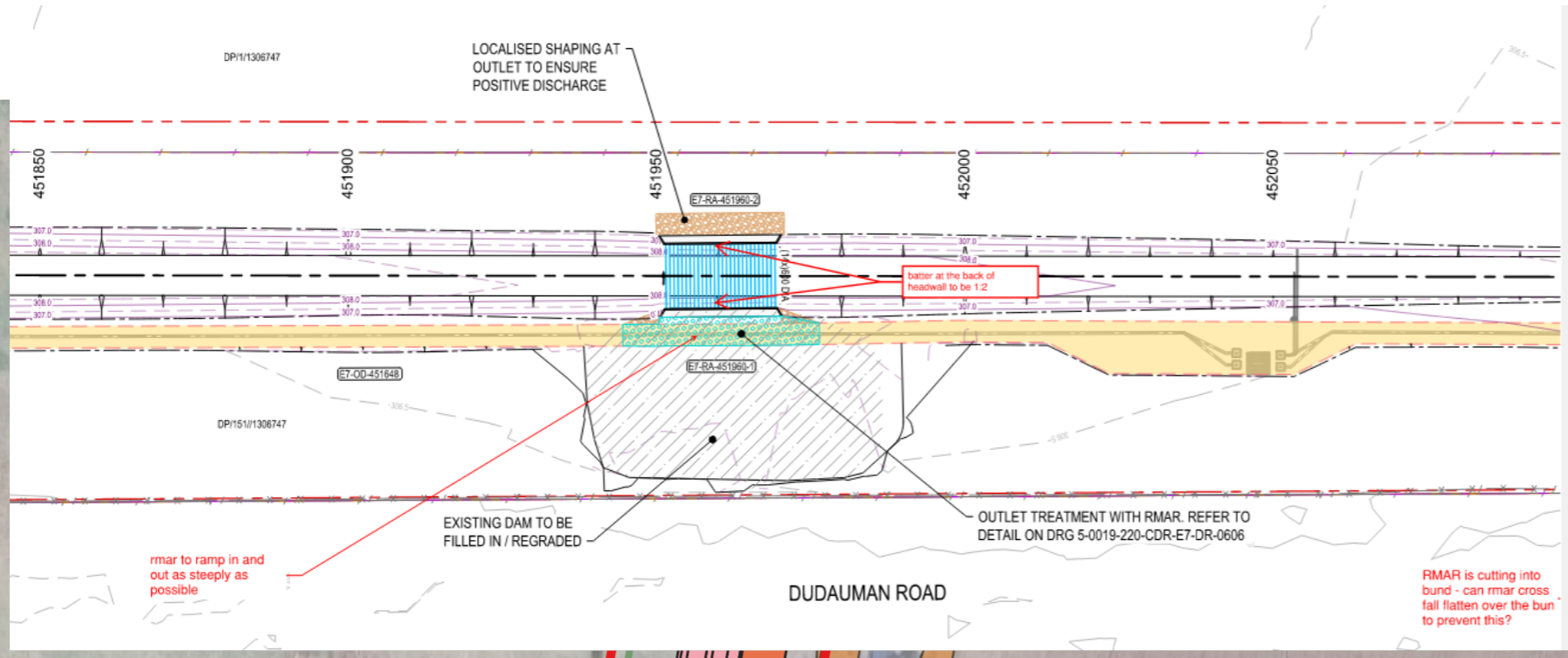
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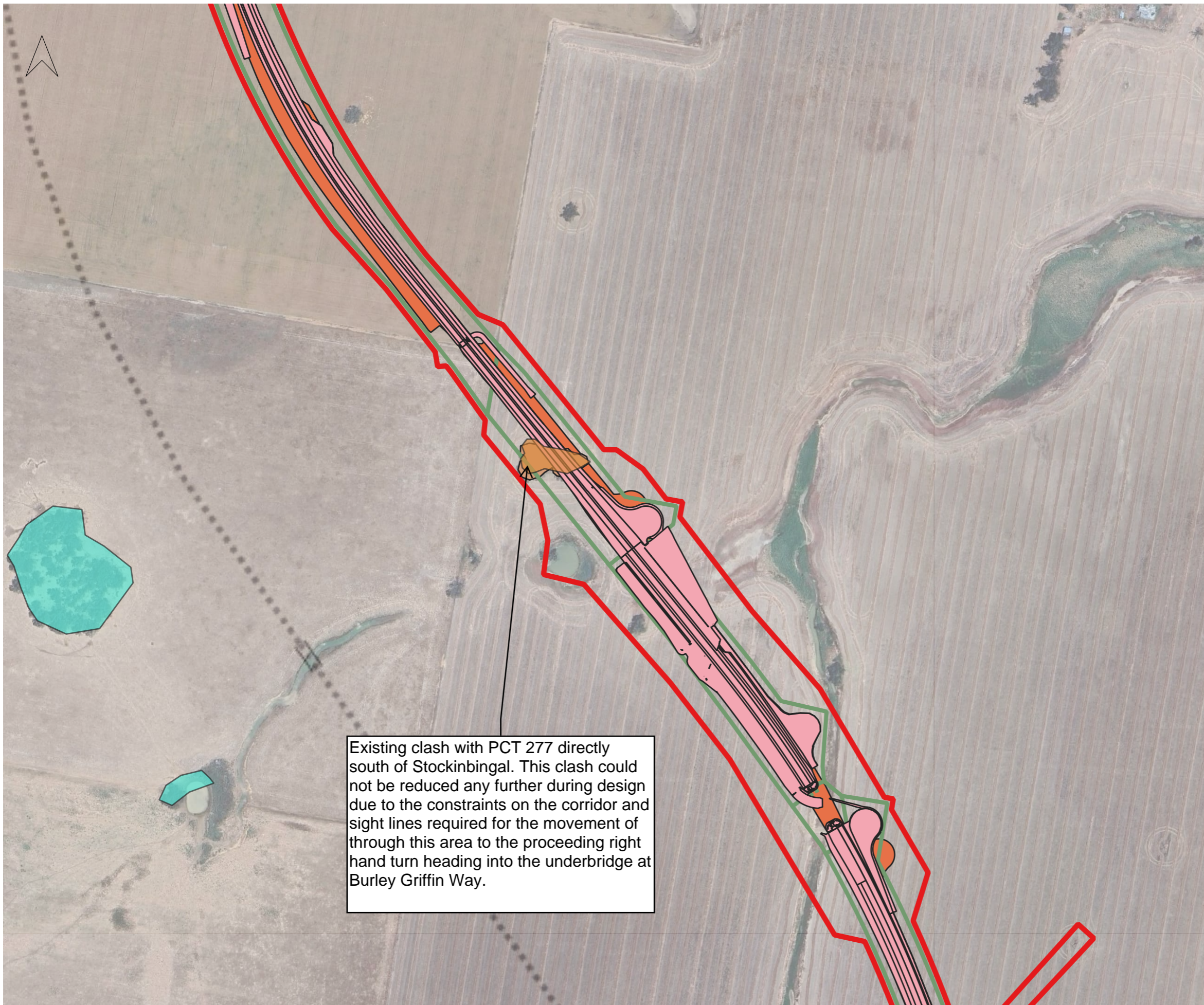
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Scale: 1:
Rev: A



Due to drainage issues at an existing culvert required along the eastern boundary of the alignment, this area requires earthworks and drainage installation along the construction boundary at Dudauman Road with no savings available to impacts on PCT 277.

Some reductions to the earthworks extent to the north and south of this location have reduced the interface and potential vegetation removal.

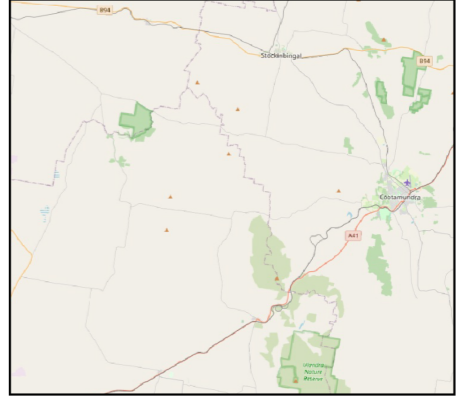




Existing clash with PCT 277 directly south of Stockinbingal. This clash could not be reduced any further during design due to the constraints on the corridor and sight lines required for the movement of through this area to the proceeding right hand turn heading into the underbridge at Burley Griffin Way.

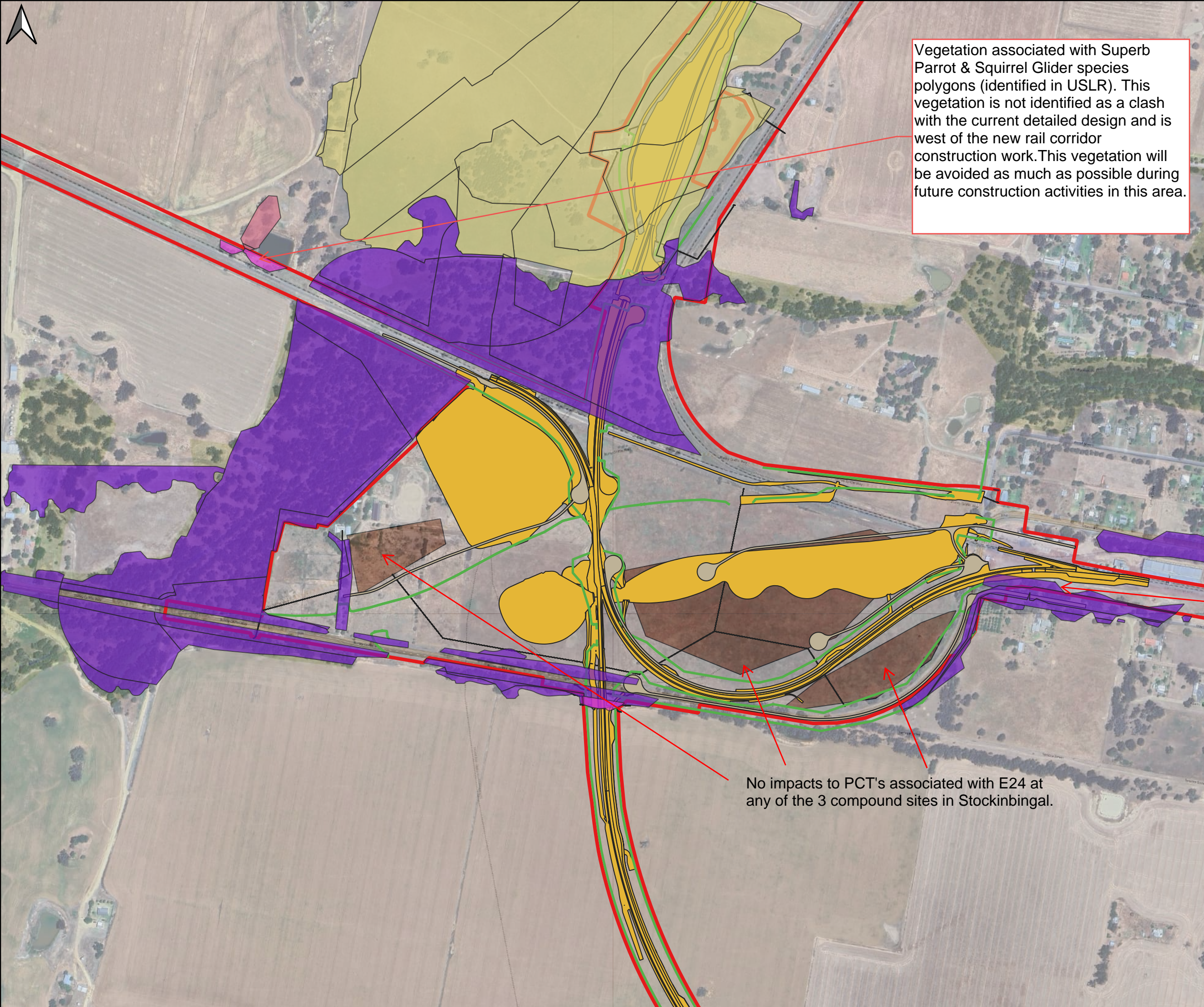
Reviewed	
Approved	

Notes:



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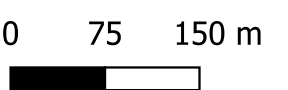
Date: 09/10/2025	Paper: A3
Author: TBC	Scale: 1:
Approver: TBC	Rev: A
Data Sources: IRPL, JH	



Vegetation associated with Superb Parrot & Squirrel Glider species polygons (identified in USLR). This vegetation is not identified as a clash with the current detailed design and is west of the new rail corridor construction work. This vegetation will be avoided as much as possible during future construction activities in this area.

No impacts to PCT's associated with E24 at any of the 3 compound sites in Stockinbingal.

Reviewed	
Approved	



Notes:

PCT 266 and 277 have not been able to be avoided any further in detailed design due to the corridor of impact already created by the construction boundary the construction corridor set during the EIS and CSSI approval.

Avoidance of some mature trees on the corner of Troy St (PCT 277) made during Detailed design refinement of the intersection.



Coordinate System: GDA2020 / MGA zone 55

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Date: 08/10/2025
Author: TBC
Approver: TBC
Data Sources: IRPL, JH

Paper: A3
Scale: 1:6000
Rev: A



**INLAND RAIL
ILLABO TO
STOCKINBINGAL
PROJECT**



**JOHN
HOLLAND**

Appendix B- Reference Design Refinements (WSP)



Our ref: PS220739-MEL-ECO-LTR-CoAE24-RevA

By email
trent.doyle@jhga.com.au

10 October 2025

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Trent Doyle
Senior Environment Advisor
Inland Rail | Illabo to Stockinbingal (I2S)
John Holland

Dear Trent

CoA E24 - demonstration that impacts impacts to potential serious and irreversible impact entities have been avoided to the greatest extent possible

1. Introduction

John Holland are constructing the Illabo to Stockinbingal (I2S) section of the Inland Rail project. There are a range of conditions of approval (CoA) for the project that must be met. This letter is intended to satisfy CoA E24.

CoA E24 states:

Prior to the commencement of work that would impact biodiversity values of (a)-(g), the Proponent must demonstrate to the satisfaction of the Planning Secretary that impacts to the following potential serious and irreversible impact entities have been avoided to the greatest extent possible:

(a) White Box-Yellow Box Blakely's Red Gum Grassy Woodland and Derived Native Grassland comprising Plant Community Types (PCT) PCT 266, PCT 276, PCT 277, PCT 347

(b) Caladenia arenaria / Sand-hill Spider Orchid

(c) Caladenia concolor / Crimson Spider Orchid

(d) Euphrasia arguta / Euphrasia arguta

(e) Grevillea wilkinsonii / Tumut Grevillea

(f) Indigofera efoliata / Leafless Indigo

(g) Prasophyllum sp. Wybong / Prasophyllum sp. Wybong

WSP Australia Pty Ltd prepared the BDAR and undertook additional surveys for the I2S Project and can provide the information to satisfy this CoA.

2. CoA E24 and impacts to serious and irreversible impact entities (SAII)

2.1 Targeted surveys and revised mapping

Field surveys were undertaken by WSP in in September to December 2024 to address CoA E24. This included:

- verification of desk-based vegetation mapping including:
 - random meander surveys, to:
 - refine vegetation community boundaries
 - identify areas of potential threatened species habitat
 - completion of vegetation integrity (BAM) plots, to:
 - support Plant Community Type (PCT) assignment
 - verify the presence or absence of threatened ecological communities including SAILI.
- targeted surveys for SAILI species as outlined in Table 2.1 below.

Table 2.1 Targeted surveys for SAILI species

Species name	Seasonal survey requirement ¹	Associated habitat	Survey methodology	Survey timing	Survey effort (person hours)	Species impacted
<i>Caladenia arenaria</i> (Sand-hill Spider Orchid)	September	PCT 76	Transect surveys, approximately 10 m apart. Flowering at reference site in September (personal communication BCS)	24–26 September	60 hours	Yes, assumed impact of 0.06 ha – although targeted surveys were undertaken and species was not recorded, access to all areas was not available during the appropriate survey window. Due to survey timing 0.06 ha associated PCT 76 (moderate condition) wasn't accessed until October and was assumed to provide habitat.
<i>Caladenia concolor</i> (Crimson Spider Orchid)	September	–	Reference location visited. Flowering September.	n/a	Species was assumed present based on desktop mapping of PCT347, however, no associated PCTs were recorded	No – associated habitat not recorded within study area. Species not recorded during targeted surveys.
<i>Euphrasia arguta</i>	November – March	PCT 266, PCT 277	Random meanders and transects. No reference site available	2–6 December	50 hours	No. Targeted surveys failed to detect this species.

Species name	Seasonal survey requirement ¹	Associated habitat	Survey methodology	Survey timing	Survey effort (person hours)	Species impacted
<i>Grevillea wilkinsonii</i> (Tumut Grevillea)	October	PCT 266	Transect surveys, approximately 10 m apart. Reference site visited. Flowering in September and October.	24–26 September 28–31 October	120 hours	No. Targeted surveys failed to detect this species.
<i>Indigofera efoliata</i> (Leafless Indigo)	September – October	PCT 76	Transect surveys, approximately 10 m apart. Reference site visited in September (flowering)	24–26 September 28–31 October	120 hours	No. Targeted surveys failed to detect this species.
<i>Prasophyllum</i> sp. <i>Wybong</i>	September – October	PCT 266, PCT 277	Transect surveys, approximately 10 m apart.	24–26 September 28–31 October	120 hours	No. Targeted surveys failed to detect this species.

1) Seasonal survey requirement as outlined in BAM Calculator

2.2 Impact reduction to SAI

The updated impacts to SAI entities based on the additional field surveys outlined in this report are compared against the approved impacts outlined in the Conditions of Approval in Table 2.2. Overall, there is a decrease in impacts to all SAI species and SAI White Box – Yellow Box – Blakey’s Red Gum Grassy Woodland and Derived Native Grassland.

Table 2.2 Assumed extent of habitat for SAI threatened ecological communities and species

Scientific name	Common name	BC Act	Habitat (ha)		Change in impact
			Conditions of Approval impacts in unsurveyed areas	Field verified	
Threatened ecological communities					
White Box Yellow Box Blakely's Red Gum Woodland	–	CE	8.37	8.1	Impact decrease of 0.27 ha.
Threatened species					
<i>Caladenia arenaria</i>	Sand-hill Spider Orchid	E	4.41	0.06	Impact decrease of 4.35 ha.
<i>Caladenia concolor</i>	Crimson Spider Orchid	E	0.14	0	Avoided, no impact.
<i>Euphrasia arguta</i>	Euphrasia arguta	CE	2.3	0	No impact.
<i>Grevillea wilkinsonii</i>	Tumut Grevillea	CE	2.3	0	No impact.
<i>Indigofera efoliata</i>	Leafless Indigo	E	4.41	0	No impact.

3. Concluding remarks

We trust that this information is sufficient to satisfy the requirements of CoA E24. Should further information be required, WSP are available to assist further.

Yours sincerely

Rodney Van der Ree
Technical Executive - Ecology

Selga Harrington
Lead Technical Director



Appendix C- Design Drawings examples

AREA OF ENVIRONMENTAL CONCERN

1. CLEARING LIMITS ARE TO BE MINIMISED WHERE POSSIBLE AND ARE DESCRIBED IN THE GIS AND ANY SUBSEQUENT APPROVAL GRANTED BY THE DEPARTMENT OF PLANNING AND ENVIRONMENT.
2. REMOVAL OF EXISTING VEGETATION TO BE IN ACCORDANCE WITH LANDSCAPE AND REHABILITATION FRAMEWORK 0-0000-900-ELE-00-GU-0001 AND LANDSCAPE AND REHABILITATION STRATEGY 0-0000-900-ELE-00-ST-0001 AND BIODIVERSITY MANAGEMENT PLAN 5-0052-214-PMA-00-PL-0055.
3. PRIOR TO DEMOLITION OR MODIFICATION OF ANY EXISTING STRUCTURES THE CONTRACTOR IS TO CONFIRM THE HERITAGE REQUIREMENTS AS OFFICIAL DOCUMENTATION AND PHOTOGRAPHIC RECORDS MAY BE REQUIRED.
4. REFER TO CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN (CEMP) FOR UNEXPECTED FINDS PROCEDURE FOR MANAGING UNEXPECTED HERITAGE ITEMS DISCOVERED DURING DEMOLITION.
5. EROSION AND SEDIMENT CONTROLS TO BE PROVIDED IN ACCORDANCE WITH THE BLUE BOOK STANDARDS REFER TO THE SOIL AND WATER MANAGEMENT PLAN 5-0011-220-PMA-00-PL-0058.
6. FAUNA CONNECTIVITY REQUIRES THAT THE SURROUNDING BRIDGE AREA BE REVEGETATED POST OPERATIONS.

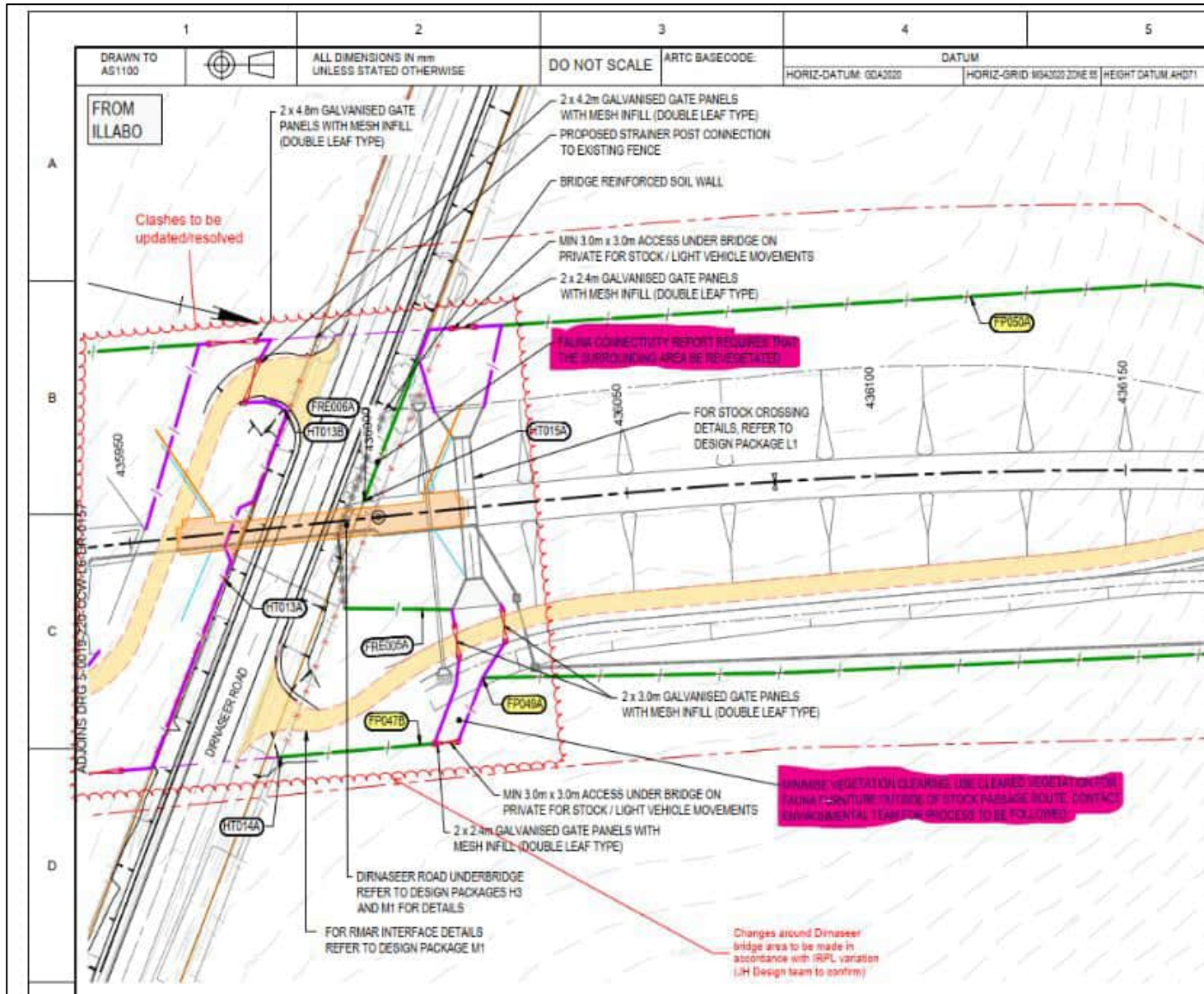
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6. FAUNA CONNECTIVITY REQUIRES THAT THE SURROUNDING AND BENEATH BRIDGE BE UNDERTAKEN, INCLUDING FAUNA FURNITURE.



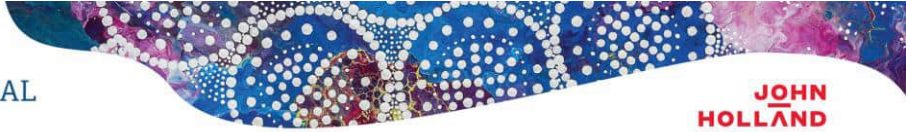
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