CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN – STAGE A

A2I | Albury to Illabo

CONTRACT NUMBER: 0052

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Document Control

DOCUMENT TITLE:	Construction Environmental Management Plan – A2I		
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SIGNATURE:		**DATE:**	24 February2025
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SIGNATURE:		**DATE:**	24 February 2025

Approved by

NAME	TITLE	SIGNATURE	DATE

Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
A	29 August 2024	First revision for client and ER review	29 August 2024
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2	13 December 2024	Stage A CEMP for DPHI approval	17 December 2024
3	24 February 2025	Stage A CEMP for DPHI approval	24 February 2025

EMERGENCY AND KEY CONTACTS

POSITION / ORGANISATION	NAME	CONTACT NUMBER
Project community hotline	N/A	1800 732 761
Emergency services (police, ambulance, fire brigade)	N/A	000
EPA pollution hotline	N/A	131 555
DPHI Compliance Unit	N/A	1300 305 695
Fire and Rescue NSW	N/A	000 (for pollution incidents that present an immediate threat to human health or property) 1300 729 579 (for pollution incidents that do not present an immediate threat to human health or property)
State Emergency Service (SES)	N/A	132 500 (flood, storm or tsunami)
Murrumbidgee Local Health District	N/A	02 5943 2003
WIRES (Australian Wildlife Rescue)	N/A	1300 094 737
SafeWork NSW	N/A	131 050
Heritage NSW's Non-Aboriginal Heritage	N/A	(02) 9873 8500
Heritage NSW's Aboriginal Heritage	N/A	(02) 9873 8500
Sydney Water	N/A	13 20 90
Wagga Wagga City Council	N/A	1300 292 442
Albury City Council	N/A	02 6023 8111
Greater Hume Council	N/A	02 6036 0100
Junee Shire Council	N/A	02 6924 8100
Lockhart Shire Council	N/A	02 6920 5305

GLOSSARY

TERM	DEFINITION
A2P CEMF	Inland Rail Construction Environmental Management Framework
Acoustics Advisor (AA)	The Acoustics Advisor for the CSSI approved by the Planning Secretary.
ARTC	Australian Rail Track Corporation
BCS	Biodiversity, Conservation and Science Group of the NSW Department of Climate Change, Energy, the Environment and Water
BC Act	Biodiversity Conservation Act 2016 (NSW)
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan – Stage A (This Plan)
CBMP	Construction Biodiversity Management Plan – Stage A
CFBMP	Construction Flood and Bushfire Emergency Plan – Stage A
CHMP	Construction Cultural Heritage Management Plan – Stage A
CNVMP	Construction Noise and Vibration Management Plan – Stage A
CSWMP	Construction Soil and Water Management Plan – Stage A
CTTAMP	Construction Traffic, Transport, and Access Management Plan – Stage A
CWCHMMP	Construction Waste, Contamination and Hazardous Materials Management Plan – Stage A
CMS	Complaints Management System
CMP	Construction Monitoring Program
CoA	Conditions of Approval
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
Consultation	To provide information and actively engage with and obtain and consider feedback from stakeholders during development of post approval documents. How the feedback has been considered and whether any changes have been made in response to this feedback is then documented and communicated back to stakeholders. Consultation should not be limited to one-way notification about the project.
CSSI	Critical State Significant Infrastructure
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DIPNR	Department of Infrastructure, Planning and Natural Resources

TERM	DEFINITION
Division 5.2 Approval	Approval for CSSI (SSI-10055) issued by the NSW Minister for Planning, Housing and Infrastructure for the Albury to Illabo project under Division 5.2 of the EP&A Act
DPHI	Department of Planning, Housing and Infrastructure
EAD	Environmental Assessment Documentation that includes: • Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); • Albury to Illabo Response to Submissions (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); • Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); • Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); • Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).
EHG	Environment and Heritage Group (a part of NSW DPE)
EIS	Environmental Impact Statement
EMS	Environmental Management System
Environmental aspect	Defined by AS/NZS ISO 14001:2015 as an element of an organisation's activities, products or services that can interact with the environment
Environmental impact	Defined by AS/NZS ISO 14001:2015 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects
Environmental incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance
Environmental objective	Defined by AS/NZS ISO 14001:2015 as an overall environmental goal, consistent with the environmental policy that an organisation sets itself to achieve.
EPA	Environmental Protection Authority (NSW)
EPBC Act	Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*
EPL	Environment Protection Licence under the POEO Act
Environmental Representative (ER)	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
ERP	Emergency Response Plan
ESCP	Erosion and Sediment Control Plan
ITP	Inspection Test Plan
IS	Infrastructure Sustainability

TERM	DEFINITION
ISO14001	ISO14001 Environmental Management Systems
IRPL	Inland Rail Pty Ltd
km	Kilometre
m	metre
Material Harm	This is harm that: a) Involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial; or b) Results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding $10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).
MR	Martinus Rail
NATA	National Association of Testing Authorities
NCR	Non-Conformance Report
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval.
NPWS	National Parks and Wildlife Service
NSW	New South Wales
Planning Secretary	Secretary of the NSW Department of Infrastructure, Housing and Infrastructure, or delegate
PDCA	Plan-Do-Check-Act
PIR	Preferred Infrastructure Report
Primary CoA/UMM	CoA and/or UMMs that are specific to the development of this Plan
POEO Act	*NSW Protection of Environment Operations Act 1997*
Horizon 360	IRPL Hazard and Incident Reporting System
SAP	Sensitive Area Plans
SEMP	Site Establishment Management Plan
TEC	Threatened Ecological Community
TfNSW	Transport for New South Wales (formerly Roads and Maritime Services)
UMM	Updated Management Measures
Work	Any physical activity for the purpose of the CSSI including Construction and Low Impact Work but not including operational maintenance work.
WRRA	*Waste Reduction and Recycling Act 2011*

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1 INTRODUCTION

1.1 Project overview

Inland Rail is an approximate 1,600 kilometres (km) freight rail network that will connect Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland. The Inland Rail route would involve using approximately 1,000 km of existing track (with enhancements and upgrades where necessary) and 600 km of new track, passing through 30 local government areas (LGAs). Inland Rail will accommodate double-stacked freight trains up to 1,800 metres (m) long and 6.5 m high.

The Australian Government has confirmed that Inland Rail is an important project to meet Australia's growing freight task, improve road safety and help decarbonise the economy. Inland Rail will enhance our national freight and supply chain capabilities, connecting existing freight routes through rail, roads and ports, and supporting Australian's growth. Inland Rail is being delivered by Australian Rail Track Corporation (ARTC) and Inland Rail Pty Ltd (IRPL).

Comprising 12 sections, a staged approach is being undertaken to deliver Inland Rail. Each of these projects can be delivered and operated independently with tie-in points to the existing railway. Work south of Parkes has been prioritised, which will enable Inland Rail to initially connect to existing rail networks between Melbourne, Sydney, Perth and Adelaide via Parkes and Narromine. The Parkes to Narromine (P2N) and Narrabri to North Star Phase 1 (N2NS P1) sections are complete.

The Inland Rail – Albury to Illabo project (the project) will enable enhancement works to structures and sections of track along 185 km of the existing operational standard-gauge railway in the Albury to Illabo (A2I) section of the Inland Rail program. Enhancement works are required to provide the increased vertical and horizontal clearances required for double-stacked freight trains. Works would include track realignment, lowering and/or modification within the existing rail corridor, modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges), raising or replacing signal gantries, level-crossing modifications and other associated works.

A detailed project description is provided in Section 4.

1.2 Planning context

The project is declared State significant infrastructure (SSI) and critical State significant infrastructure (CSSI) under Division 5.2 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act). The project is permissible without development consent and is subject to assessment and approval by the NSW Minister for Planning and Public Spaces.

An environmental impact statement (EIS) was prepared to support ARTC's application for approval of the proposal in accordance with the requirements of the EP&A Act and the environmental assessment requirements of the Secretary of the (then) NSW Department of Planning, Industry and Environment (the SEARs) (now the Department of Planning, Housing and Infrastructure (DPHI)).

The EIS was placed on public exhibition from 17 August 2022 to 28 September 2022. During the exhibition period, interested stakeholders and members of the community were able to review the EIS online, participate in consultation and engagement activities held by ARTC, and make a written submission to the DPE for consideration in its assessment of the proposal.

In accordance with section 5.17(6)(b) of the EP&A Act, on 13 April 2023 the Planning Secretary directed ARTC to submit a Preferred Infrastructure Report (PIR) that provides further assessment of traffic and transport, noise and vibration, and air quality impacts. The PIR was also prepared to consider changes to the exhibited proposal that have arisen as a consequence of these further assessments and related submissions.

The then Department of Agriculture, Water and the Environment (now DCCEEW) determined the project does not require assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and is a noncontrolled action.

1.3 Statutory context and approval

The Inland Rail – Albury to Illabo project was assessed as part of the following documents:

- Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022);
- Albury to Illabo Response to Submissions (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024);
- Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024);
- Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);

- Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).

Together these documents are referred to as the Environmental Assessment Documentation (EAD).

Approval for the project under the EP&A Act was granted by the Minister for Planning on 8 October 2024.

1.4 Scope and purpose of this Stage A Plan

The scope and purpose of this Construction Environment Management Plan (CEMP) and associated Sub-plans is to describe how Martinus Rail will manage potential environmental impacts during Stage A construction of the project (refer to Section 1.4.1).

This CEMP addresses the requirements of the EAD including incorporating the relevant revised environmental management measures (REMMs). The Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020) and SMART (Specific, Measurable, Achievable, Realistic and Timely) principles have been considered and applied during the preparation and ongoing implementation of this Plan.

This Plan is applicable to all activities during construction of the project including all areas where physical works will occur or areas that may otherwise be impacted by the construction works and are under the control of Martinus Rail. All Martinus Rail staff and subcontractors are required to comply with the requirements of this Plan and related environmental management plans, over the full duration of the construction program.

A copy of this CEMP will be kept on the premises for the duration of Stage A construction.

Operational environmental impacts and operation management measures do not fall within the scope of this CEMP and therefore are not included within the processes contained herein.

1.4.1 Staging

The Staging Report describes how the construction and operation of the project will be staged in accordance with CoA A9, A10 and A11. A staged approach has been primarily adopted for the project to prioritise critical activities that are reliant upon infrequent and fixed rail possessions. It overall de-risks the construction program for the project, ensuring that the project is operational within the timeframe committed to by the NSW Government.

As required by CoA A14 and C16, a Construction Environmental Management Framework (CEMF) has been prepared to be consistent with the Staging Report. The CEMF has been prepared to facilitate the preparation and approval of CEMPs, Sub-plans, and construction monitoring plans (CMPs) during the construction phase of the project. It includes a guide to the general environmental, stakeholder and community management requirements which will be implemented during construction and provides a road map for environmental management documentation.

In accordance with CoA C16, the CEMF must be endorsed by the Environmental Representative (ER) and then submitted to the Planning Secretary (for approval) no later than one (1) month before the lodgement of any CEMP, CEMP Sub-plan, or Construction Monitoring Program.

This CEMP has been prepared to be consistent with the Staging Report and the CEMF, as required by CoA A11 and A12, as well as C16.

Stage A, as described in Section 2.1.2 of the Staging Report will comprise preparation activities for the March 2025 rail possession (Substage A1), the rail possession activities themselves (Substage A2), and post-possession activities (Substage A3). No construction works will occur at the follow enhancement sites as part of Stage A:

- Murray River Bridge;
- Albury Station pedestrian bridge;
- Albury Yard clearances;
- Riverina Highway bridge;
- Billy Hughes bridge;
- Culcairn pedestrian bridge;
- Culcairn Yard clearances;
- Uranquinty Yard clearances;
- Pearson Street bridge (with exception of short-term utility works);
- Cassidy Parade pedestrian bridge (with exception of short-term utility works);
- Edmondson Street bridge (with exception of short-term utility works);
- Wagga Wagga Station pedestrian bridge;
- Wagga Wagga Yard clearances;
- Bomen Yard clearances;

- Kemp Street bridge;
- Junee pedestrian bridge.

This plan applies to the entirety of Stage A.

Based on the approved CEMF approach, this Plan will be approved by DPHI.

Construction work during Stage A will generally include:

- Pre-construction activities (refer Section 4.2.1) that have not commenced before the approval of the CEMP;
- Utility works, including drainage;
- Site establishment and operation;
- Traffic management and access, including material haulage;
- Minor clearing, grubbing and topsoil strip;
- Earthworks including preparation of pads and stockpiling;
- Track work including realignment and lowering;
- Gantry and signalling work.

Staging is described further in Section 4.2 and in the CEMF and Staging Report.

1.5 Consultation

1.5.1 Consultation for this Plan

There are no consultation requirements for this CEMP in the CoA.

During preparation of the CEMP Sub-plans consultation has occurred with relevant stakeholders and Government agencies as shown in Table 1 below. Details on the outcomes of this consultation and any attempts to contact relevant parties are captured in the relevant Sub-plans. Evidence of the consultation, in accordance with the requirements of CoA A8 will be submitted to the planning Secretary and ER (as relevant).

TABLE 1: CONSULTATION REQUIREMENTS UNDER THE COA RELEVANT TO STAGE A

Document	CoA and/or UMM	Parties consulted
Construction Flood and Bushfire Emergency Management Plan	CoA C6	SES, Hume Zone and Riverina Zone Bush Fire Management Committees, DCCEEW, Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Construction Traffic, Transport and Access Management Plan	CoA C6	Transport for NSW, Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Construction Cultural Heritage Management Plan	CoA C6	Heritage NSW, RAPs, Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Construction Noise and Vibration Management Plan	CoA C6	Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Construction Biodiversity Management Plan	CoA C6	DPI Fisheries, BCS, Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Construction Soil and Water Management Plan (includes groundwater and salinity)	CoA C6	BCS, NSW EPA, Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council

Document	CoA and/or UMM	Parties consulted
		Groundwater only: DCCEEW Water Group, Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Construction Waste, Contamination and Hazardous Materials Management Plan	CoA C6	DPHI, Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Social Impact Management Plan	CoA C6	DPHI, directly affected communities and businesses, LALC/s, community organisations and representative groups, Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Noise and Vibration Monitoring Program	CoA C25	Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Biodiversity Monitoring Program	CoA C25	BCS (NSW DCCEEW)
Surface Water Monitoring Program	CoA C25	DCCEEW Water Group, Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Traffic, Transport and Access Monitoring Program	CoA C25	Transport for NSW, Wagga Wagga City Council, Albury City Council, Greater Hume Shire Council, Junee Shire Council, and Lockhart Shire Council
Unexpected Heritage Finds and Human Remains Procedure	CoA E63	Heritage NSW and the Heritage Council of NSW

1.5.2 Ongoing consultation during construction

Ongoing consultation between Martinus Rail, IR, other construction projects, stakeholders, the community and relevant agencies regarding the management of impacts on the environment will be undertaken during the construction of the project as required. Aspect specific consultation to be undertaken during construction is described within relevant CEMP Sub-plans.

The project will adopt the requirements of the Complaints Management System, including reporting requirements, detailed in the Community Communications Strategy (CCS) and summarised in Section 6.4.

2 PURPOSE, OBJECTIVES AND ENVIRONMENTAL REQUIREMENTS

2.1 Objectives, targets and key performance indicators

2.1.1 Objectives

The key objective of this CEMP is to ensure that impacts to the local community and the built and natural environment from construction of the project are minimised. To aid in achieving this objective all relevant CoA, UMMs and licence/permit requirements relevant are described, scheduled and assigned responsibility as outlined in the:

- The project EAD;
- Inland Rail – Albury to Illabo Infrastructure Approval CoA (SSI-10055).

2.1.2 Targets

Targets for the management of impacts during the project include:

- Full compliance with the relevant legislative requirements, CoA and UMMs;
- Meet Environmental Protection License (EPL) requirements;
- Manage complaints from the community and stakeholders in accordance with the complaints management process detailed in the CCS and summarised in Section 6.4.4;
- Manage potential impacts during the construction of the project through the implementation of feasible and reasonable management measures;
- Maintain all plant and equipment in accordance with manufacturer's requirements;
- All construction personnel to undergo site induction training which will include details on best practice approaches to environmental matters.

2.1.3 Performance objectives

Performance objectives that are relevant to the management of the environment during construction are identified in Table 2. Performance objectives will be achieved through management measures outlined in each Sub-plan, with the tools to measure performance outcomes detailed in Section 7 of this CEMP. Note that performance outcomes identified in the EAD are addressed in the relevant Sub-plans.

TABLE 2: ENVIRONMENTAL OBJECTIVES AND TARGETS

Objective	Target	Measurement tool
Construct the project in accordance with environmental approvals	Full compliance with statutory approvals	Audits, environmental inspections, compliance tracking and other reporting, management reviews
Compliance with all legal requirements	No regulatory infringements (Penalty infringement notices (PINs) or prosecutions), or formal regulatory warnings.	Audits, reporting, management reviews
Implement a rigorous and comprehensive Environmental management System (EMS) that meets the requirements of AS/NZS ISO 14001	Address corrective actions within specific timeframes.	Audits, reporting, management reviews
Engage with the affected and broader community, minimise complaints and respond to any complaints within a suitable timeframe	Disseminate regular construction updates and other information through the project website and other tools identified in the CCS. Record and respond to complaints within the timeframe specified in the CCS.	Review complaints register, reporting, audits

Objective	Target	Measurement tool
Continuously improve environmental performance	Develop and maintain a program of ongoing environmental training. Capture and disseminate lessons learnt from environmental incidents to minimise repeat issues. Encourage and reward innovation and effort throughout the workforce. Regular review and update of the aspects and impacts register, legal register and environmental induction.	Audits, reporting, management reviews. Revisions of management plans in response to incidents or non-conformance reports (NCRs). Risk register.

2.2 Environmental requirements

2.2.1 Legislation

A register of legal requirements for the project is contained in Appendix A1. This register will be maintained by the Martinus Rail Environment, Approvals and Sustainability Manager (MR ESM) during construction. The MR ESM will review the register at annual intervals and update with any applicable changes. Any changes made to the legal requirements register will be communicated to the wider Martinus Rail team, including sub-contractors where necessary, through toolbox talks, specific training and other methods detailed in Section 6.2.

2.2.2 Approvals, permits and licenses

A number of approvals, permits and licenses have and/or will be obtained for the project. The EAD recognised that approvals and licences are required for the project as shown in Table 3.

No condition of the Infrastructure Approvals removes the obligation for Martinus Rail or IRPL to obtain, renew or comply with such necessary licences, permits or approvals except as provided under Section 5.23 of the EP&A Act.

Appendix A1 includes all relevant environmental approvals, permits and licences and will be maintained as described above.

TABLE 3: ENVIRONMENTAL APPROVALS, PERMITS AND LICENCES RELEVANT TO THE PROJECT IDENTIFIED IN THE EAD (STAGE A)

Approval, permit or license reference name	Approval, permit or license reference description
SSI-10055	Infrastructure Approval for carrying out the Inland Rail – Albury to Illabo under Part 5, Division 5.2, Section 5.19 of the EP&A Act granted by the Minister for Planning.
EPL approved by the EPA	An environment protection licence for 'rail construction' under Chapter 3 of the Protection of the *Environment Operations Act* 1997 (NSW). In accordance with section 5.24 of the *Environmental Planning and Assessment Act* 1979 (NSW), such a licence cannot be refused for an approved project and is to be substantially consistent with any approval under Division 5.2.
Authorisation under the *Crown Land Management Act* 2016	authorisation under the *Crown Land Management Act* 2016 (NSW) to allow occupation of Crown land located outside the ARTC lease area.
Various ROLs	Road Occupancy Licences (ROLs) under Section 138 of the *Roads Act 1993.*
Taking and using of water	Water access licence under the *Water Management Act* 2000 (NSW) for any groundwater take during excavation that is greater than three megalitres per year or other water take that needs a water access licence, subject to confirmation during detailed design.

2.2.3 Guidelines and standards

The main guidelines, specifications, and policy documents relevant to this Plan include:

- Environmental Management Plan Guideline – Guideline for Infrastructure Projects (DPIE, April 2020);
- Managing Urban Stormwater: Soils and Construction Volume 1, Landcom, (4th Edition) March 2004 (reprinted 2006) (the "Blue Book");
- Interim Construction Noise Guideline (DECC, 2009);
- Construction Noise and Vibration Guidelines (RMS, 2016);
- Independent Audit Post Approval Requirements (DPIE, 2020);
- AS/NZS ISO 14001: Environmental Management Systems (EMS);
- AS/NZS ISO 19011:2014 – Guidelines for Auditing Management Systems;
- Inland Rail Construction Environmental Management Framework (A2P CEMF) (0-0000-900-EEC-00-SP-0002_2) (ARTC, 2022).

The guidelines and standards listed above are relevant to this Plan. Relevant guidelines and standards will vary for each Sub-plan and are in addition to those listed above. Specific guidelines and standards to be followed during the construction of the project are included within each Sub-plan as relevant (e.g., the Social Impact Assessment Guideline (DPHI, 2023)) applies to the development and implementation of the Social Impact Management Plan (SIMP)).

2.2.4 Minister's Conditions of Approval

The requirements of the CoA relevant to the development of this CEMP are shown in Table 4. These are defined as primary CoA and are specifically related to the development of this CEMP. Secondary CoA relevant to, but not specific to the development of this Plan, have been listed in Appendix A1. A cross reference is also included to indicate where the CoA is addressed in this Plan or other project management document.

TABLE 4: COA RELEVANT TO THIS CEMP

No.	Requirement	Where addressed
C1	Except as provided by Condition C16, a Construction Environmental Management Plan (CEMP) must be prepared having regard to the *Environmental Management Plan Guideline for Infrastructure Projects* (Department of Planning, Industry and Environment, 2020).	This CEMP
C2	The CEMP must provide:	-
	a) a description of activities to be undertaken during construction (including the scheduling of construction);	Section 4.2
	b) details of environmental and social policies, guidelines and principles to be followed in the construction of the CSSI;	Section 3 Section 2.2
	c) a program for ongoing analysis of the key environmental and social impact risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the CSSI. The initial risk assessment may be undertaken as part of the CEMF pursuant to Condition C16;	Section 5 Section 6
	d) details of how the activities described in subsection (a) of this condition will be carried out to: i. meet the performance outcomes stated in the documents listed in Condition A1 and as required by this approval; and ii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition;	Section 7 Section 5.3
	e) an inspection program detailing the activities to be inspected and frequency of inspections;	Section 7.1

No.	Requirement	Where addressed
	f) a protocol for managing and reporting, including to the relevant roads authority, asset owner(s) and in the case of a classified road, TfNSW, where relevant to traffic, transport and access management any: i. incidents; and ii. non-compliances with this approval or statutory requirements;	Section 7
	g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction;	Section 8.1.5 Appendix A5
	h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C6. Where staged construction of the CSSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction;	Section 3.3
	i) an organisational chart including description of the roles and environmental responsibilities for relevant employees and any independent appointments;	Section 6.1
	j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental, social and compliance obligations under the terms of this approval; and	Section 6.2
	k) for periodic review and update of the CEMP and all associated plans and programs	Section 10.4
	Note: CEMP(s) may reflect the construction of the project through geographical activities, temporal activities or activity based staging.	
C3	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 C16.	Section 3.3.1
C5	CEMP(s) (and relevant CEMP Sub-plans) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER 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 that stage. The CEMPs (and relevant CEMP Sub-plans) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	Section 3.3.1
C18	Before the establishment of an ancillary facility that is required prior to the approval of a CEMP (excluding minor ancillary facilities determined by the ER to have minimal environmental impact and those established under Condition C22), an Ancillary Site Establishment Management Plan must be prepared which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facilities. The Ancillary Site Establishment Management Plan must be prepared in consultation with the relevant council and government agencies. The Plan must be submitted to the Planning Secretary for approval one (1) month before the establishment of any ancillary facilities. The Ancillary Site Establishment Management Plan must detail the management of the ancillary facilities and include:	This CEMP Appendix A7 Section 1.5
	a) a description of activities to be undertaken during establishment of the ancillary facility (including scheduling and duration of work to be undertaken at the site);	Section 4.2.2 Section 4.3
	b) figures illustrating the proposed operational site layout and the location of the closest sensitive land use(s);	Appendix A7

No.	Requirement	Where addressed
	c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment work;	Appendix A2 Appendix A7 Section 3.3 Sub-plans Construction monitoring programs
	d) details of how the site establishment activities described in subsection (a) of this condition will be carried out to: i. meet the performance outcomes stated in the documents listed in Condition A1, and ii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and	Section 2.1 Appendix A2 Sub-plans Construction monitoring programs
	e) a program for monitoring the performance outcomes, including a program for construction noise monitoring.	Construction monitoring programs including the construction noise and vibration monitoring program (Appendix B of the CNVMP)
	Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each ancillary facility, or one Site Establishment Management Plan for all ancillary facilities. The approved Site Establishment Management Plan(s) must be implemented. Note: This plan is only needed before a CEMP is approved. Once a CEMP is approved an Ancillary Site Establishment Management Plan(s) is not required.	Noted

2.2.5 Updated Management Measures

No primary Updated Management Measures (UMMs) related to the development of this CEMP have been identified. Secondary UMMS have been listed in Appendix A1. A cross reference is also included to indicate where the UMM is addressed in this Plan for other project management documents.

3 ENVIRONMENTAL MANAGEMENT SYSTEM OVERVIEW

3.1 Environmental Management Systems

This CEMP provides an overarching structure to the environmental management of the project. To achieve the intended environmental performance outcomes, Martinus Rail has established, implemented and maintained and continually improved a certified environmental management system consistent with AS/NZS ISO 14001: Environmental Management Systems.

The basis for the EMS is the concept of Plan-Do-Check-Act (PDCA). The PDCA model provides an iterative process to achieve continual improvement. The concept has been applied to the Martinus Rail EMS and this CEMP. It can be briefly described as follows.

- **Plan**: establish environmental objectives and processes necessary to deliver results in accordance with the Martinus Rail environmental policy (refer Appendix A3);
- **Do**: implement the processes as planned;
- **Check**: monitor and measure processes against the environmental policy, including its commitments, environmental objectives and operating criteria, and report the results;
- **Act**: take actions to continually improve.

The framework introduced in ISO14001 is integrated into a PDCA model within the Martinus Rail EMS, and in turn this CEMP.

The EMS provides structure to environmental management of a project and covers areas such as training, record management, inspections, objectives and policies.

3.2 Environment policy

The Martinus Rail environment policy is contained in Appendix A3.

3.3 Construction Environmental Management Plan

3.3.1 CEMP preparation, endorsement and approval

This CEMP establishes the system for implementation, monitoring and continuous improvement to minimise environmental impact from construction of the project. The review, endorsement and approval of this CEMP, the aspect specific Sub-plans and Construction Monitoring Programs (CMPs) will be in accordance with the process outlines in Section 10.4. Any amendments to this CEMP and relevant documents will require IRPL review, ER and/or AA endorsement/approval and DPHI approval as outlined in Section 10.4, with the exception of minor amendments which may be approved by the ER in accordance with CoA A22(j).

This CEMP provides environmental management protocols for the construction Stage A of the project.

This Plan and the associated Sub-plans were prepared with consideration of the CEMF (prepared in accordance with CoA C16), the Inland Rail Construction Environmental Management Framework (A2P CEMF), and Environmental Management Plan Guideline – Guideline for Infrastructure Projects (DPHI, 2020).

The supporting appendices prepared under this CEMP comprise:

- Appendix A1: Legal and other requirements;
- Appendix A2: Initial risk register;
- Appendix A3: Environment policy;
- Appendix A4: Initial Document Register;
- Appendix A5: Environmental Incident Classification and Reporting;
- Appendix A6: Worker Code of Conduct;
- Appendix A7: Ancillary facility management;
- Appendix A8: Initial sensitive area plans.

3.3.2 CEMP Sub-plans and monitoring programs

Aspect-specific Environmental Management Sub-plans including issue-specific CMPs will be prepared where required by the Infrastructure Approval to support this CEMP. Where required, the CMPs have been included as an appendix to the appropriate Sub-plans (refer Figure 1).

The Sub-plans and CMPs have been developed to identify requirements and processes applicable to specific impacts or aspects of the activities described in Section 4.2.2. The CMPs have also been prepared to compare the actual performance of construction of the project against the performance predicted in the EAD, in accordance with CoA C25.

The sub-plans and CMPs that form part of this CEMP are outlined in Table 5.

TABLE 5 SUB-PLANS AND CMPS THAT FORM PART OF THE CEMP

Document	CoA and/or UMM	CEMP Appendix
Construction Flood and Bushfire Emergency Management Plan	CoA C6	B1
Construction Traffic, Transport and Access Management Plan and Traffic, Transport and Access Monitoring Program	CoA C6 and C25	B2
Construction Cultural Heritage Management Plan	CoA C6	B3
Construction Noise and Vibration Management Plan and Noise and Vibration Monitoring Program	CoA C6 and C25	B4
Construction Biodiversity Management Plan and Biodiversity Monitoring Program	CoA C6 and C25	B5
Construction Soil and Water Management Plan (includes groundwater and salinity) and Surface Water Monitoring Program	CoA C6 and C25	B6
Construction Waste, Contamination and Hazardous Materials Management Plan	CoA C6	B7
Social Impact Management Plan	CoA C6	B8

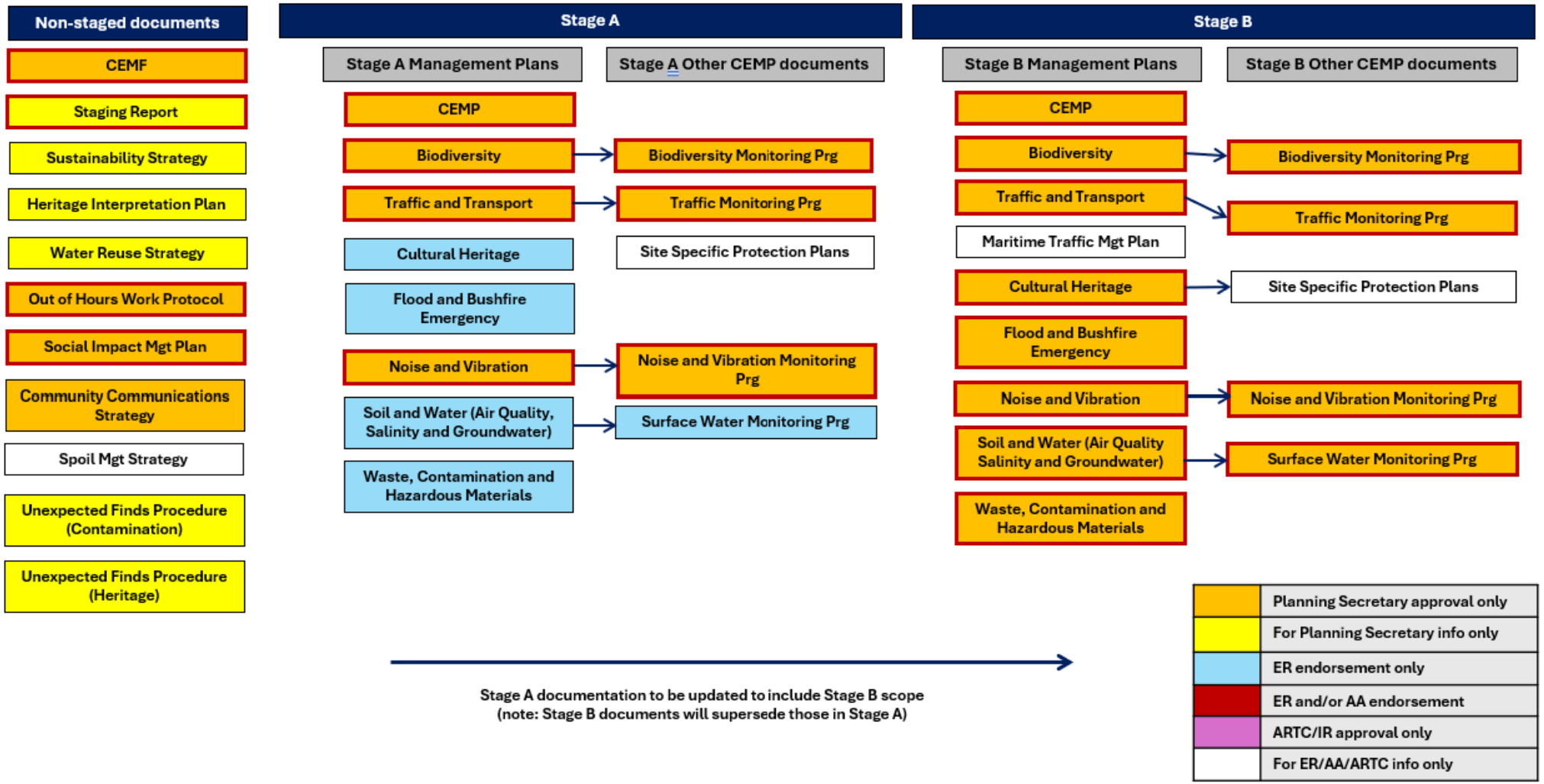

FIGURE 1: EMS OVERVIEW – STAGE A AND STAGE B

The EMS document hierarchy is summarised in Figure 2. The CEMF and Staging Report feed into, and define the approval requirements for the CEMP and associated Sub-plans. All documents are informed by the project obligations.

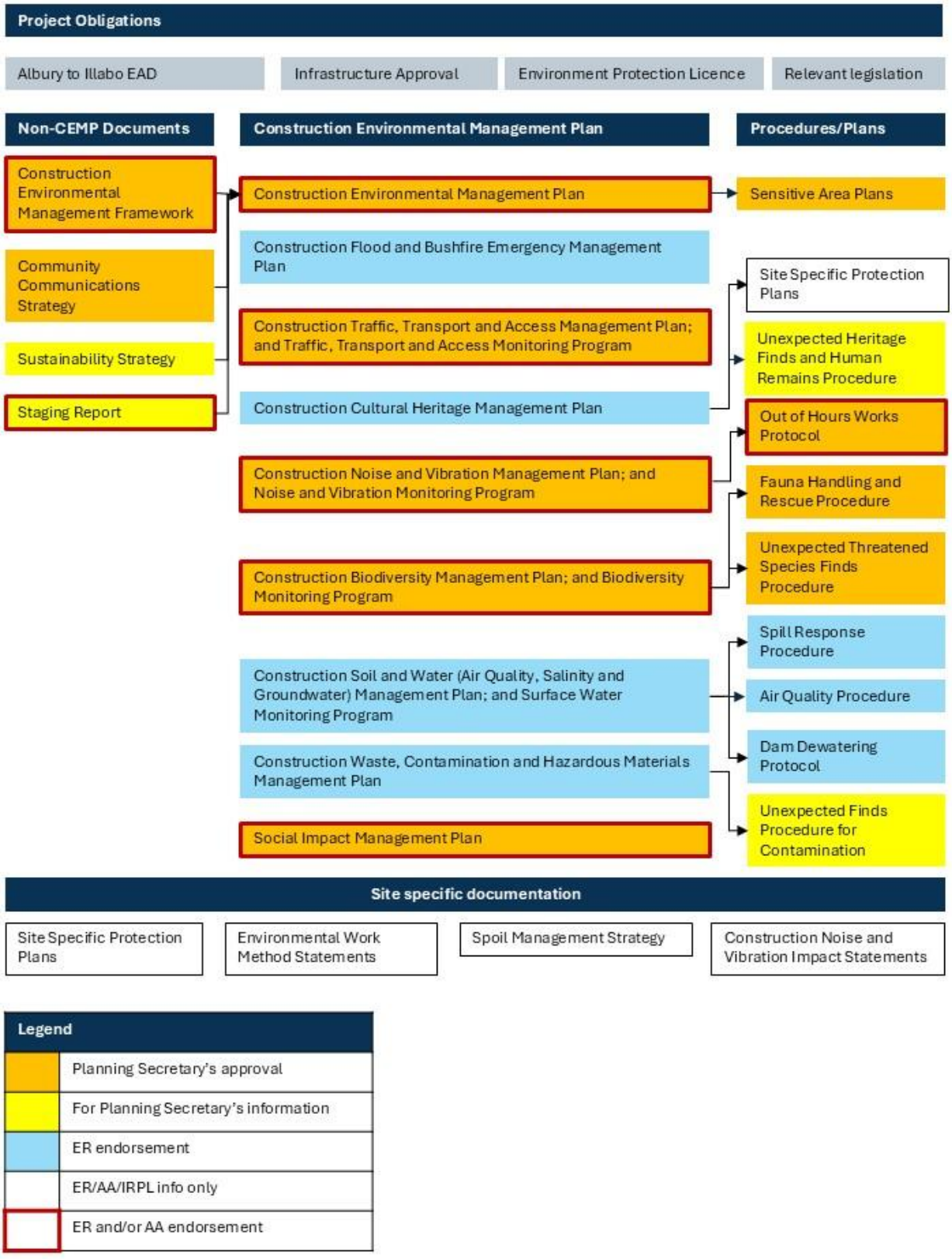

FIGURE 2: EMS DOCUMENT HIERARCHY – STAGE A

3.3.3 Other strategies and documents

In addition to this CEMP and Sub-plans and CMPs, a number of other plans and strategies are required during construction under the CoA (refer Figure 1).

The Staging Report developed in accordance with CoA A9, provides the applicability of the plans and strategies to Stage A of construction and allocates the responsibility and timing for their development.

3.3.4 Procedures, forms and other documents

There are a number of other procedures, forms and other documents that will be used to plan and monitor construction activities. These are not required by the CoA and include:

- Sensitive Area Plans;
- Environmental Work Method Statements (EWMS);
- Environmental procedures, checklists and forms.

Sensitive Area Plans (SAPs)

Sensitive Area Plans (SAPs) are spatial representations, in the form of an aerial photograph/drawing of a segment of the construction alignment, which illustrate the key site features that relate to environmental management. SAPs will be used to clearly communicate the key environmental risks and management measures for each work area to onsite personnel.

The SAPs identify the location of the project's key environmentally relevant features (where applicable), including sensitive receivers, access routes and haul roads, environmental exclusion zones, etc.

The SAPs will be updated as required. All site offices and crib huts and the site supervisor folder will include a copy of the relevant SAPs to provide field personnel with relevant and useable information for effective frontline environmental management.

Example SAPs are included in Appendix A8.

Environmental Work Method Statements

Environmental Work Method Statements (EWMS) are prepared to manage and control all high-risk activities and others that have the potential to negatively impact on the environment. EWMS will be prepared prior to the commencement of relevant construction activities and will incorporate relevant mitigation measures and controls, including those from relevant management Sub-plans. They also identify key procedures to be used concurrently with the EWMS. EWMS are specifically designed to communicate requirements, actions, processes and controls to construction personnel using plans, diagrams and simply written instructions.

EWMS will be prepared progressively in the lead up to and throughout construction in consultation with relevant members from the Project team, and concurrence provided by the Inland Rail Environment Manager and/or the ER where necessary.

The EWMS will be developed in consultation with the relevant site management personnel and where required, regulatory agencies, to ensure that all issues are addressed, methods and activities are practical, and all personnel are aware of their commitments and responsibilities.

All construction personnel and sub-contractors undertaking a task governed by an EWMS must participate in training on the EWMS and acknowledge that they have read and understood their obligations by signing an attendance record prior to commencing work.

Monitoring, inspections and auditing of compliance with EWMS will be undertaken to ensure that all mitigation measures are being implemented appropriately

Environmental procedures, checklists and forms

Specific environment procedures address key elements of the sub-plans for implementation by the construction workforce. Environment procedures have been developed in accordance with the contractual requirements for the project. Checklists and forms have been developed to assist implementation. These will be used during construction to ensure compliance with environmental obligations and commitments.

A list of procedures and forms contractually required for the project are provided in Table 6.

TABLE 6: PROCEDURE, FORMS AND PERMITS (CONTRACTUAL REQUIREMENTS)

Procedures/ITP	Forms / checklists	Permits
Tree Clearing and Grubbing: ITP 01 – Clear and Grub ITP 02 – Topsoil Strip	▪ Environment and Sustainability Inspection.	▪ Vegetation Clearing Permit; ▪ Ecologist Pre-Clearance Survey.
Fauna Handling Management	▪ Environment and Sustainability Inspection; ▪ Wildlife Interactions Register.	N/A
Weed Management	▪ Weed and Seed Declaration Form; ▪ Environment and Sustainability Inspection.	▪ Permit for pesticide/chemical use; ▪ Vegetation Clearing Permit; ▪ Ecologist Pre-Clearance Survey.
Water Reuse and Discharge Management	▪ Environment and Sustainability Inspection.	Dewatering permit.
Spill Management	▪ Environment and Sustainability Inspection; ▪ Environmental Incident Reporting (as required).	N/A
Contamination Management (includes Unexpected Finds Procedure)	▪ Environment and Sustainability Inspection; ▪ Waste Tracking Register; ▪ Environmental Incident Reporting (as required).	N/A
Waste and Recycling Management	▪ Environment and Sustainability Inspection; ▪ Waste Tracking Register.	N/A
Noise and Vibration Management Procedure	▪ Noise Monitoring Form; ▪ Environment and Sustainability Inspection.	Out of Hours Work Plan
Cultural Heritage Unexpected Finds Procedure	▪ Environment and Sustainability Inspection; ▪ Environmental Incident Reporting (as required).	N/A
Air Quality Procedure	▪ Environment and Sustainability Inspection; ▪ Environmental Incident Reporting (as required).	N/A

4 DETAILED PROJECT DESCRIPTION

4.1 Overview

The Inland Rail - Albury to Illabo (A2I) project (the project) will see enhancement works to structures and sections of track along 185 km of the existing operational standard-gauge railway between Albury and Illabo, to accommodate double-stacked freight trains up to 1,800 m long and 6.5 m high.

Enhancement works are required to provide the increased vertical and horizontal clearances required for double-stacked freight trains. Works to facilitate the construction of the project would include track realignment; lowering and/or modification within the existing rail corridor; modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges); raising or replacing signal gantries; level crossing modifications; and other associated works.

The land required for construction comprises the existing railway corridor at the work sites with additional areas at these locations to accommodate construction activities and ancillary facilities, which would be removed on construction completion, along with any infrastructure used to support construction. The project's final land requirement would maintain the existing operational railway corridor with additions to accommodate any revised infrastructure and associated operational requirements. Clearing and grubbing of the project site would occur as necessary to accommodate works and to maintain the safe operational area of the railway.

The project is generally within the existing rail corridor (the Main South Line) extending from the town of Albury on the Victoria–NSW border to around 3 km to the north-east of Illabo. The Main South Line links Sydney with Melbourne with the A2I sections opened between 1877 and 1881.

The alignment passes through two major regional towns - Albury and Wagga Wagga in New South Wales (NSW) - and several smaller regional towns. Works are proposed at 24 locations along the Main South Line corridor, described as 'enhancement sites'. The name and location of these enhancement sites are identified in Figure 3.

FIGURE 3: PROJECT OVERVIEW (SOURCE: PREFERRED INFRASTRUCTURE REPORT)

The project is divided geographically into four (4) precincts and 24 enhancement sites within these precincts. The precincts align with the LGAs of Albury, Greater Hume-Lockhart, Wagga Wagga, and Junee.

A summary of the Stage A precincts and applicable enhancement sites are provided in Table 7. These 11 enhancement sites are also shown on Figure 4 to Figure 17 .

TABLE 7: PRECINTS AND ENHANCEMENT SITES AND THEIR KEY FEATURES (STAGE A)

Precinct	Enhancement sites (Stage A)	Key features (Stage A)
Albury	Table Top Yard clearances	Gantry and signalling work
Wagga Wagga	Pearson Street bridge	Utility work
	Cassidy Parade pedestrian bridge	Utility work
	Edmondson Street bridge	Utility work, ancillary facility and/or laydown
Greater Hume-Lockhart	Henty Yard clearances	Track realignment, gantry and signalling work, utilities and drainage, ancillary facility and/or laydown
	Yerong Creek Yard clearances	Track realignment, gantry and signalling work, utilities and drainage, ancillary facility and/or laydown
	The Rock Yard clearances	Gantry and signalling work
Junee	Harefield Yard clearances	Track realignment, gantry and signalling work, utilities and drainage, ancillary facility and/or laydown
	Junee Yard clearances	Track realignment, gantry and signalling work, utilities and drainage, ancillary facility and/or laydown
	Olympic Highway underbridge	Track realignment, gantry and signalling work, utilities and drainage, ancillary facility and/or laydown
	Junee to Illabo clearances	Track realignment, gantry and signalling work, utilities and drainage, ancillary facility and/or laydown

FIGURE 4: TABLE TOP YARD ENHANCEMENT SITE (STAGE A)

FIGURE 5: HENTY YARD ENHANCEMENT SITE (STAGE A)

FIGURE 6: YERONG CREEK ENHANCEMENT SITE (STAGE A)

Inland Rail - Albury to Illabo

The Rock Yard

Legend

- EIS Construction Impact Zone
- Constuction compounds
- Stage A Indicative construction area
- Roads

0 20 40 m

INLAND RAIL MARTINUS

FIGURE 7: THE ROCK ENHANCEMENT SITE (STAGE A)

FIGURE 8: HAREFIELD YARD ENHANCEMENT SITE (STAGE A)

FIGURE 9: JUNEE YARD CLEARANCES ENHANCEMENT SITE (STAGE A)

FIGURE 10: OLYMPIC HIGHWAY UNDERBRIDGE ENHANCEMENT SITE (1 OF 2) (STAGE A)

FIGURE 11: OLYMPIC HIGHWAY UNDERBRIDGE ENHANCEMENT SITE (2 OF 2) (STAGE A)

FIGURE 12: JUNEE TO ILLABO CLEARANCES ENHANCEMENT SITES (1 OF 4) (STAGE A)

FIGURE 13: JUNEE TO ILLABO CLEARANCES ENHANCEMENT SITE (2 OF 4) (STAGE A)

FIGURE 14: JUNEE TO ILLABO CLEARANCES ENHANCEMENT SITE (3 OF 4) (STAGE A)

FIGURE 15: JUNEE TO ILLABO CLEARANCES ENHANCEMENT SITE (4 OF 4) (STAGE A)

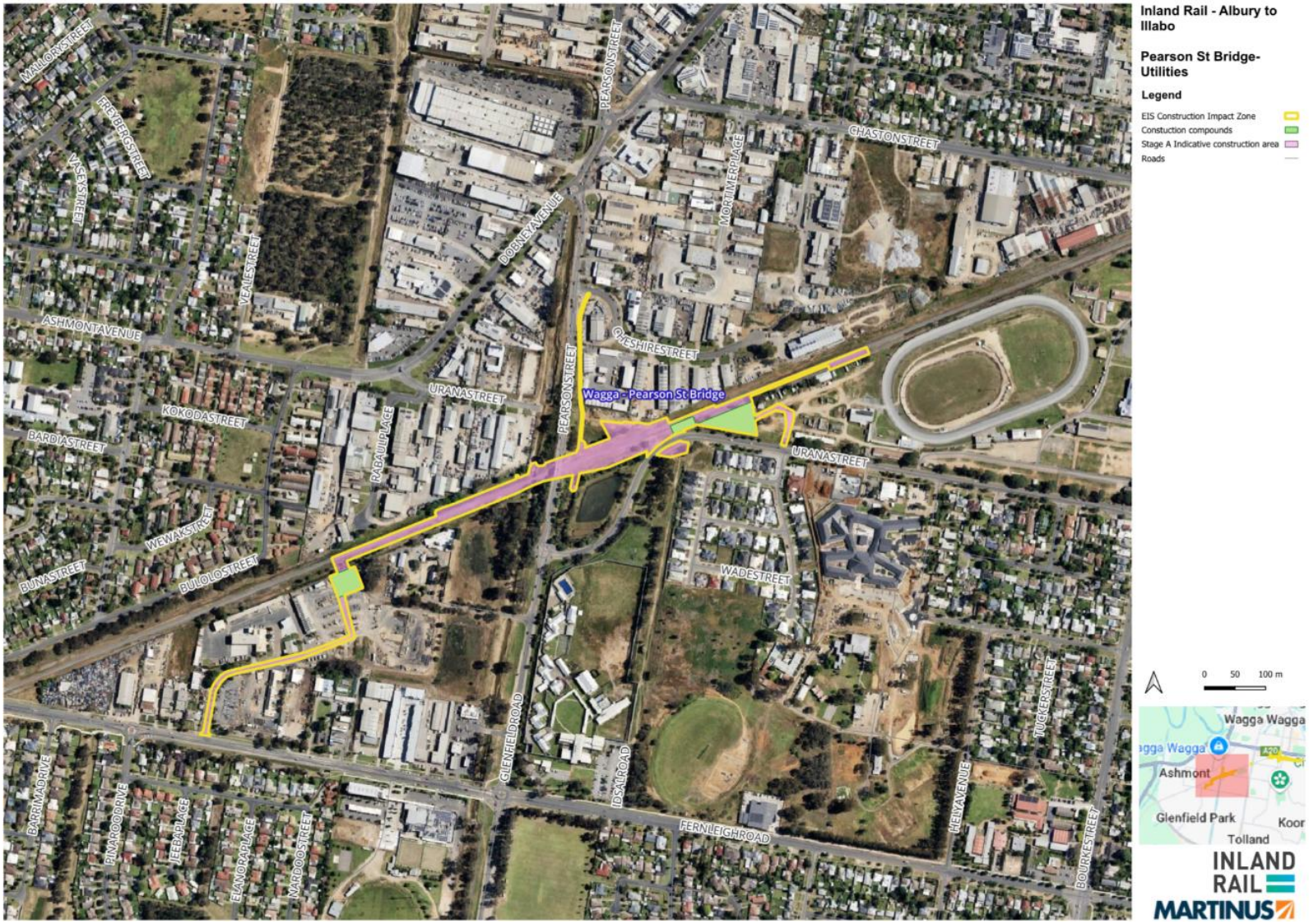

FIGURE 16: PEARSON STREET ENHANCEMENT SITE (STAGE A)

FIGURE 17: CASSIDY PARADE AND EDMONDSON STREET BRIDGE ENHANCEMENT SITES (STAGE A)

4.2 Project stages

As summarised in Section 1.4.1, the project is subject to the staging outlined in the Staging Report. The sections below provide a summary of the staging which has been developed in accordance with CoA A9.

Construction will be undertaken in two stages:

- Stage A;
- Stage B.

Stage A, as described in Section 2.1.2 of the Staging Report will comprise preparation activities for the March 2025 rail possession (Substage A1), the rail possession activities themselves (Substage A2), and post-possession activities (Substage A3). No construction works will occur at the follow enhancement sites as part of Stage A:

- Murray River Bridge;
- Albury Station pedestrian bridge;
- Albury Yard clearances;
- Riverina Highway bridge;
- Billy Hughes bridge;
- Culcairn pedestrian bridge;
- Culcairn Yard clearances;
- Uranquinty Yard clearances;
- Pearson Street bridge (with exception of short-term utility works);
- Cassidy Parade pedestrian bridge (with exception of short-term utility works);
- Edmondson Street bridge (with exception of short-term utility works);
- Wagga Wagga Station pedestrian bridge;
- Wagga Wagga Yard clearances;
- Bomen Yard clearances;
- Kemp Street bridge;
- Junee pedestrian bridge.

Construction in Stage B will see all other construction activities commencing in the Wagga Wagga precinct, as well as all construction activities at the sites identified above.

New construction activities such as level crossing work, bridge demolition and reconstruction, permanent infrastructure subject to the Urban Design and Landscape Plan (UDLP), and finishing work, will also occur. Construction in Stage B will also comprise a continuation of some activities started in Stage A. For further information, refer to the Staging Report.

4.2.1 Pre-construction

There are a number of activities that can be carried out prior to construction. These activities include low impact works (including site establishment). Low impact works are defined in the CoA as including:

- Survey work including carrying out general alignment survey, installing survey controls (including installation of global positioning systems (GPS)), installing repeater stations, carrying out surveys of existing and future utilities and building and road dilapidation surveys;
- Investigations including investigative drilling, contamination investigations and excavation;
- Site establishment work approved under a Site Establishment Management Plan;
- Use of minor ancillary facilities if the ER has determined the operational activities will have a minor impact on the environment and the community;
- Minor clearing and relocation of native vegetation, as identified in the documents listed in Condition A1;
- Installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and at-property treatments;
- Property acquisition adjustment work including installation of property fencing;
- Relocation and connection of utilities where the relocation or connection has been determined by the ER to have a minor impact to the environment and the community;
- Archaeological testing under the Code of practice for archaeological investigation of Aboriginal objects in NSW (DECCW, 2010) or archaeological monitoring undertaken in association with (a) - (h) above to ensure that there is no impact on heritage items;

- Archaeological and cultural salvage undertaken in accordance with a methodology required by the conditions of this approval;
- Maintenance of existing buildings and structures required to facilitate the carrying out of the CSSI; and,
- Other activities determined by the ER to have minor impact on the environment and the community, which may include but not be limited to construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access.

Despite the above, the CoA notes that the following works are not considered to be low impact work:

- Where heritage items, or threatened species or their habitat, or threatened ecological communities (within the meaning of the *Biodiversity Conservation Act* 2016) are adversely affected or potentially adversely affected by any low impact work as defined in (a) to (n) above, that work is construction, unless otherwise determined by the Planning Secretary in consultation with Heritage NSW, EHG or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation); and,
- Any night-time work that exceeds noise management levels as defined in the ICNG.

The low impact work defined in the CoA becomes Construction with the approval of a CEMP. Where low impact work has already commenced, this is considered to remain as low impact work and is managed in accordance with the framework under which it commenced.

4.2.2 Construction activities

The project (both Stage A and Stage B) includes, but is not limited to, the following construction activities:

- Pre-construction activities identified above, that have not commenced before the approval of a CEMP.
- Construction and operation of ancillary facilities (including carparks, office buildings, amenities, laydown areas);
- Clearing and grubbing;
- Installation of environmental controls;
- Demolition of existing structures (e.g. rail, road and pedestrian bridges);
- Earthworks;
- Stockpiling of material;
- Material haulage;
- Traffic management and access;
- Installation of noise mitigation measures;
- Construction of drainage;
- Bridge work including -
    - Construction of new rail bridges and amendments to existing rail bridges (including piling);
    - Enhancements to the Murray River bridge (non-rail bridge);
    - Road bridge replacement;
    - Pedestrian bridge construction and replacement.
- Track work, including track realignment and lowering;
- Relocation of utilities and services and culvert work including –
    - Removing existing culverts;
    - Installing new culverts;
    - Installing scour protection as required;
    - Installation of ballast and welding of tracks.
- Signalling work, including upgrades to existing and installation of new signalling;
- Level crossing work including –
    - Stripping track and realigning crossing surface panels;
    - Realigning track;
    - Install level crossing panels and reconnect signalling;
- Finishing work including –
    - Removal of temporary structures and fixtures such as fencing;
    - Decommissioning and remediation of areas affected by the project's activities.

Table 8 summarises the construction activities that would occur under Stage A. Table 9 summarises the indicative overall construction program for the project.

TABLE 8: CONSTRUCTION STAGE A SUMMARY

ENHANCEMENT SITE	UTILITY / DRAINAGE	ANCILLARY / LAYDOWN[1]	CLEARING / GRUBBING	EARTHWORKS	GANTRY / SIGNALLING	BRIDGE DEMO/ RECONSTRUCTION / STATION	TRACKWORK	CULVERTS	CREEK CROSSING / WORKS OVER WATER	LEVEL CROSSINGS	FINISHING WORK
Murray River Bridge											
Albury Station pedestrian bridge											
Albury Yard clearances											
Riverina Highway bridge											
Billy Hughes bridge											
Table Top Yard clearances											
Culcairn pedestrian bridge											
Culcairn Yard clearances											
Henty Yard clearances											
Yerong Creek Yard clearances											
The Rock Yard											
Uranquinty Yard clearances											
Pearson Street bridge											

[1] Establishment and operation of an ancillary facility and/or material/plant and equipment laydown, including access tracks as required

ENHANCEMENT SITE	UTILITY / DRAINAGE	ANCILLARY / LAYDOWN[1]	CLEARING / GRUBBING	EARTHWORKS	GANTRY / SIGNALLING	BRIDGE DEMO/ RECONSTRUCTION / STATION	TRACKWORK	CULVERTS	CREEK CROSSING / WORKS OVER WATER	LEVEL CROSSINGS	FINISHING WORK
Cassidy Parade pedestrian bridge											
Edmondson Street bridge											
Wagga Wagga Station pedestrian bridge											
Wagga Wagga Yard clearances											
Bomen Yard clearances											
Harefield Yard clearances											
Kemp Street bridge											
Junee Station pedestrian bridge											
Junee Yard clearances											
Olympic Highway underbridge											
Junee to Illabo clearances								*			

Key

	Works to occur		Works to **not** occur		Work on possession

* Stage A culvert work at Junee to Illabo clearances is limited to minor works including extension of the headwall and modifications to the handrail.

TABLE 9: INDICATIVE CONSTRUCTION PROGRAM

STAGE	SUBSTAGE	INDICATIVE TIMING																			
		2025												2026				2027			
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Stage A	Substage A1																				
	Substage A2																				
	Substage A3																				
Stage B																					

Key

	Construction

4.3 Ancillary facilities

The EAD identified a number of ancillary facilities (also referred to as temporary construction compounds) in the following locations as relevant to Stage A:

- Henty Yard clearances;
- Yerong Creek Yard clearances;
- Edmondson Street bridge;
- Harefield Yard clearances;
- Junee Station and surrounds;
- Olympic Highway underbridge;
- Junee to Illabo clearances.

The locations of these ancillary facilities are shown in Appendix A8 and their indicative layouts are shown in Appendix A7.

The EAD stated that depending on the length and complexity of construction activities, the ancillary facilities would consist of:

- Laydown areas;
- Site offices;
- Toilets;
- Potable water tanks;
- Generators;
- Parking area;
- Storage facilities for smaller construction items such as plant/equipment and chemicals.

Laydown areas are designated locations where stockpiles and bulk materials such as ballast or prefabricated units would primarily be stored during construction. Stockpiling may also occur outside designated laydown areas within the construction boundary.

This notwithstanding, Table 1 of the CoA defines an ancillary facility as:

A temporary facility for construction of the CSSI including an office and amenities compound, construction compound, material crushing and screening plant, materials storage compound, maintenance workshop, testing laboratory, a fixed material stockpile area and car parking facilities. Minor ancillary facilities are considered lunch sheds, office sheds and portable toilet facilities or similar.

The following activities would generally occur to establish the ancillary facilities:

- installation of environmental controls
- delineation of the site, which may include the installation of temporary fencing or boundary screening (where required)
- slashing of grass and stripping of topsoil
- compaction of subgrade and installation of DGB
- line marking including for new car parking areas
- installation of laydown, containers, site sheds and amenities, including plumbing, sewer and electrical (where available).

Appendix A7 summarises the requirements for the establishment and operation of construction ancillary facilities that are not minor ancillary facilities. Establishment and operation of the ancillary facilities identified by description and location in the EAD may occur in accordance with this CEMP, including those instances where a minor ancillary facility has previously been established, and would now be established as a non-minor ancillary facility.

In accordance with CoA C18, once a CEMP is approved an Ancillary Site Establishment Management Plan(s) is not required. The project will therefore establish and operate all ancillary facilities (that are not minor) as they relate to Stage A under this CEMP and applicable sub-plans. Management of ancillary facility establishment is discussed in Appendix A7.

In accordance with the A2P CEMF, construction ancillary facilities have been selected during the EAD development process to consider the surrounding topography, existing vegetation, scale, character of construction and construction materials, proximity to surrounding sensitive land uses and the duration of its use. The project will also take these elements into consideration when designing the layout of the ancillary facilities.

4.3.1 Minor ancillary facilities

Table 1 of the CoA defines a minor ancillary facility as follows:

Minor ancillary facilities are considered lunch sheds, office sheds and portable toilet facilities or similar.

In accordance with CoA C23, minor ancillary facilities can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria:

a) Are located within or immediately adjacent to the construction boundary; and

b) Have been assessed by the ER to have -

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

Where the project wishes to establish and operate a minor ancillary facility, approval of the ER will be sought in accordance with CoA C22.

4.3.2 New or amended construction ancillary facilities

Ancillary facilities that are not identified by description and location in the EAD, can only be established and used in each case if they meet the criteria identified in:

- CoA A15 – ancillary facilities (not minor), or
- CoA C23 – minor ancillary facilities.

Where ancillary facilities meet the criteria identified in CoA C23, approval of the ER will be sought as outlined in Section 4.3.1.

Where new or amended ancillary facilities do not meet the criteria in CoA C23, an ancillary facility assessment will be undertaken (refer Appendix A7 for the assessment template). The new or amended ancillary facility assessment will be incorporated into an appendix of this CEMP. The updated CEMP will be reviewed and approved (where satisfied) either by the ER in accordance with CoA A22(j) or by the Planning Secretary.

4.4 Other projects in development – cumulative impacts

Cumulative impacts may occur because of the project being delivered concurrently, or consecutively, with other approved projects in the area. Chapter 26 (Cumulative impacts) of the EIS identified the following possible projects that could overlap with construction of the project:

- T2A (Victoria);
- Thurgoona Link Road;
- Nexus Industrial Precinct;
- Jindera Solar Farm;
- Glenellen Solar Farm;
- Walla Walla Solar Farm;
- Culcairn Solar Farm;
- Uranquinty Solar Farm;
- Sandy Creek Solar Farm;
- Gregadoo Solar Farm;
- Solar Farm (Five MW) – Uranquinty;
- Solar Farm (Five MW) – Bomen;
- Wagga Wagga Special Activation Precinct (SAP);
- Riverina Intermodal Freight and Logistics Hub;
- Olympic Highway intersection upgrades;
- Project EnergyConnect (NSW— Eastern Section);
- HumeLink;
- Junee Station upgrade;
- Junee to Griffith Line upgrade;
- Illabo Solar Farm;
- Inland Rail – Illabo to Stockinbingal (I2S) (NSW);

- Grade separating road interfaces.

Potential cumulative impacts associated with these interfaces would include but not be limited to traffic, noise and vibration and air quality impacts.

The pre-construction work carried out for the project is generally low impact in nature and extent and is not expected to lead to cumulative impacts with the commencement of construction. Cumulative impact aspects are considered during approval processes for pre-construction works including through Low Impact Work Permits and Minor Ancillary Facility Applications, as required.

Site establishment (not including minor ancillary facilities) would be undertaken in accordance with an approved CEMP which will consider the risks associated with cumulative impacts and include relevant mitigation measures.

Cumulative impacts during construction of the project will be managed through compliance with the relevant CoA and environmental management measures related to key environmental impacts including noise and vibration, transport and traffic and construction fatigue.

Key CoA to manage cumulative impacts include but are not limited to:

- C7(d) (CEMP) – Cumulative impact management in CEMP Sub-plans;
- E72 (Out of Hours Work Protocol – works not subject to an EPL) – To facilitate the coordination of out-of-hours work to ensure appropriate respite is provided to the community;
- E83 (Utility coordination and respite) - To coordinate and ensure respite periods are provided for all work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations);
- E113 (Social Impact Management Plan) – To minimise negative social and cumulative impacts associated with the project;
- E118 (Utilities) – To coordinate project work with adjoining Inland Rail projects to minimise cumulative impacts.

4.5 Utilities

As described in the EAD, across the project there will be a number of new utilities that need to be installed, as well as utility adjustments and relocations. Additional utility work such as the protection of existing assets and capping or removing redundant services will also occur. For Stage A, utility work will focus on the following enhancement sites:

- Henty Yard clearances;
- Yerong Creek Yard clearances;
- Edmondson Street bridge;
- Pearson Street bridge;
- Cassidy Parade pedestrian bridge;
- Harefield Yard clearances;
- Junee Yard clearances;
- Olympic Highway underbridge;
- Junee to Illabo clearances.

The project will identify the utilities and services potentially affected by the project to determine requirements for diversion, protection and/or support in accordance with CoA E118.

The project will coordinate work with adjoining Inland Rail Projects, in accordance with CoA E119, including any work to relocate or connect utilities, to minimise cumulative and consecutive noise and vibration impacts and maximise respite for affected sensitive land uses. Coordination and mitigation measures must be detailed in the Construction Noise and Vibration management Sub-plan required by Condition C9.

4.6 Property

IRPL will manage the individual property management agreements, in consultation with landowners/occupants, with respect to the management of construction on or immediately adjacent to private properties. These will detail any required adjustments to fencing, access, farm infrastructure, and relocation of any impacted structures, as required. Martinus Rail will advise Inland Rail of any changes to constructability/design that may impact adjacent landowners.

Property Management agreements for ‘non-licensed project area and Extra Land will be managed by Martinus Rail in accordance with the CCS.

5 DEVELOPMENT OF THIS CEMP

5.1 Environmental aspects and impacts

Table 10 contains a list of environmental aspects and impacts applicable to the project as described in the EAD.

TABLE 10: POTENTIAL ENVIRONMENTAL IMPACTS ASSOCIATED WITH CONSTRUCTION AS IDENTIFIED IN THE EAD

ASPECT	POTENTIAL IMPACTS / RISKS (UNMITIGATED)	APPLICABLE STAGE
Flood and bushfire emergency	Potential impacts on construction activities due to flooding.	Stage A and Stage B
Traffic, transport, and access	Impact of construction work on existing rail freight operations outside of scheduled possession windows.	Stage B
	Increase to road use as a result of cumulative infrastructure projects in the vicinity of the project.	Stage A and Stage B
	Potential temporary reduced safety and amenity for traffic, pedestrians and cyclists due to construction activities and due to potential conflicts with construction vehicles.	Stage A and Stage B
	Impacts to condition of roads due to construction traffic.	Stage A and Stage B
	Impacts on access to private properties.	Stage B
	Impacts to emergency services through delays in access due to construction works.	Stage A and Stage B
	Increase in parking demand from construction workforce particularly during rail possessions.	Stage A and Stage B
	Potential temporary deterioration of traffic performance on surrounding road network to an unacceptable level of service, due to construction vehicles and temporary road or lane closures.	Stage A and Stage B
	Reduced pedestrian and cyclist access due diversion associated with road and pedestrian bridges replacements.	Stage B
	Loss of parking due to temporary land requirements or adjustments to on-street parking by construction work.	Stage B
	Impacts to bus routes and services as a result of increased road use and diversions due to road bridge replacement.	Stage B
Aboriginal heritage and non-Aboriginal heritage	Potential direct and indirect impacts on listed heritage items and known areas of archaeological potential.	Stage A and Stage B
	Disturbance of unknown heritage items (e.g. archaeological items) during construction.	Stage A and Stage B
	Impacts on areas predicted to have archaeological potential.	Stage B
	Impacts on unrecorded Aboriginal sites and/or areas of archaeological sensitivity or cultural value.	Stage B

ASPECT	POTENTIAL IMPACTS / RISKS (UNMITIGATED)	APPLICABLE STAGE
Noise and vibration	Potential exceedances of airborne noise management levels from construction activities within and outside standard construction hours.	Stage A and Stage B
	Construction traffic or traffic detours resulting in an increase in traffic noise greater than 2 dB.	Stage A and Stage B
	Potential exceedances of human comfort vibration levels during construction and work within safe working distances to structures.	Stage A and Stage B
Biodiversity	Clearing of native vegetation resulting in loss of fauna habitat....	Stage A and Stage B
	Clearing of native vegetation resulting in loss of fauna habitat, habitat fragmentation and loss of connectivity.	Stage B
	Direct impacts on listed endangered terrestrial ecological populations and communities.	Stage A and Stage B
	Impacts on potential habitat for listed threatened fauna species.	Stage A and Stage B
	Increased impacts from pest plants and animals during construction from movement of vehicles, machinery and materials in and out of site.	Stage A and Stage B
	Indirect impacts on fauna species due to increased dust, sedimentation, and erosion, noise, light and contamination pollution.	Stage A and Stage B
	Native fauna mortality from vehicle strikes from construction vehicles.	Stage A and Stage B
	Potential impacts on groundwater dependent ecosystems.	Stage B
	Potential impacts on aquatic ecology and threatened species, including as a result of construction on rail bridges/culverts and the temporary waterway crossing at Uranquinty.	Stage B
	Potential impacts on protected and sensitive lands, which includes waterfront land and Key Fish Habitat.	Stage B
Soil, water, salinity, and groundwater	Erosion and sediment transport downstream due to works in watercourses.	Stage B
	Impacts on water quality from contamination from spills and leaks during construction.	Stage A and Stage B
	Lead-based paint flakes entering the waterway during works on the Murray River bridge.	Stage B
	Potential exposure of acid sulfate soils during construction resulting in off-site discharge of acidic water.	Stage A and Stage B
	Potential exposure of soil salinity/saline soils/saline groundwater during construction resulting in off-site discharge of saline water resulting in exceedances of water quality trigger levels.	Stage B
	Contamination from construction activities, including accidental spills and leaks, impacting groundwater quality.	Stage A and Stage B

ASPECT	POTENTIAL IMPACTS / RISKS (UNMITIGATED)	APPLICABLE STAGE
	Degradation of groundwater water quality through changes to groundwater flow paths.	Stage B
	Construction work resulting an increased risk to nearby groundwater bores, groundwater dependent ecosystems and watercourse base flow due to groundwater drawdown and/or changes to quality and quantity.	Stage B
	Changes to soil moisture content causing compression or settlement.	Stage B
Waste, contamination, and hazardous materials	Disturbance of contaminated soils, and subsequent mobilisation resulting impacts at adjacent receptors.	Stage A and Stage B
	Disturbance of hazardous materials during construction work, including demolition of buildings and structures, resulting in exposure to workers and other receptors.	Stage B
	Contamination of soils due to spills and leaks.	Stage A and Stage B
	Exposure of acid sulfate soils and subsequent mobilisation of acidic discharges.	Stage A and Stage B
	Exposure of saline soils resulting in increased soil salinity.	Stage A and Stage B
	Erosion as a result of the disturbance of soils, particularly in soil landscapes characterised by dispersive soils.	Stage A and Stage B
	Generation of excess spoil that cannot be reused on site (unsuitable for reuse or insufficient space) and needs to be disposed of.	Stage B
	Increased resource demand on local and regional resources resulting in a resource becoming in short supply.	Stage B
Social	Potential temporary changes to the way of life for residents close to the enhancement sites.	Stage A and Stage B
	Temporary impacts on amenity for residents, visitors, businesses and other sensitive receivers, as a result of noise, dust, air and visual impacts during construction.	Stage A and Stage B
	Temporary impacts to, or temporary loss of, community facilities/open space due to construction activities and/or changes to access during construction.	Stage A and Stage B
	Increased demand for access to community facilities, services and networks such as sport and recreation, health and emergency services during the construction of the project.	Stage A and Stage B
	Pressure on housing and short-term accommodation market for construction workforce.	Stage B
	Changes to connectivity and access in and around the project.	Stage B

5.2 Risk assessment

A number of high-risk activities for Stage A have been identified and included in Appendix A2.

Each activity was assessed to identify the associated environmental hazards, initial risk levels, mitigation measures and to avoid, manage and/or minimise the risks and residual risks. This was developed during a Construction Risk Assessment Workshop between IR, Martinus Rail, the ER and the AA.

Each of these items was documented in an environmental risk register (refer to Appendix A2).

This risk assessment has been developed based upon:

- Information contained within the EAD;
- Martinus Rail and IRPL experience on similar projects;
- Martinus Rail and IRPL experience in the local region.

5.3 Ongoing risk analysis

The MR ESM is responsible for ensuring that environmental risks associated with the project are identified and included in the project environmental risk register (Appendix A2), and appropriate mitigation measures are identified and implemented throughout the construction of the project.

Martinus Rail will review and, if necessary, update of the project environmental risk register on an ongoing process which will occur, as a minimum:

- When a risk has been identified;
- Where there is a change in work systems, materials, equipment, practices or procedures on site;
- In response to reportable incidents;
- Where new information about an environmental risk becomes available or where personnel raise concerns about an environmental risk;
- At regularly scheduled times, including during reviews of the risk register during CEMP annual reviews.

The requirement for the regular review and update of the aspects and impacts / environmental risk register as part of continuous improvement is included in Section 10.4.

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.

6 IMPLEMENTATION AND OPERATION

6.1 Roles and responsibilities

6.1.1 Martinus Rail

The key environmental management roles and responsibilities for the construction of the project are described in Table 11. The general structure of these roles is shown in Figure 18.

TABLE 11: MARTINUS RAIL ROLES AND RESPONSIBILITIES

ROLE	RESPONSIBILITY
Project Director	▪ Provide leadership and commitment towards best practice environmental management; ▪ Ensure adequate resources are provided for the implementation of this CEMP; ▪ Ensure all environmental requirements are included in services contracts and implemented in area of responsibility; ▪ Ensure training is provided to improve awareness of environmental issues and responsibilities; ▪ Incorporate the requirements of this procedure in project planning; ▪ Ensure the project is compliant with all relevant environmental legislation and other legislative requirements; ▪ Review the effectiveness of the system for continual improvement; ▪ Emergency 24 hours contact that may be contacted by IR, as well as the EPA and other regulators.
Project Delivery Manager	▪ Provide leadership and commitment towards best practice environmental management; ▪ Ensure environmental standards are being maintained to the highest level across the scope of work; ▪ Lead and manage all aspects of each site on a daily basis to ensure all personnel implement and adhere to requirements of this CEMP; ▪ Promote of environmental awareness to all personnel on site; ▪ Ensure activities are performed in compliance with this CEMP and Sub-plans; ▪ Ensure that all environmental approvals and permits related to the project are obtained for the scope of work, prior to commencing construction activities; ▪ Involvement in environmental incident and non-compliance report investigations and ensure that any corrective and preventative actions are effectively implemented; ▪ Emergency 24 hours contact that may be contacted by IR, as well as the EPA and other regulators; ▪ General management of sub-contractors on day to day environmental matters
Environment, Approvals and Sustainability Manager (ESM) (or delegate)	▪ Be tertiary qualified in Environmental Engineering, Science, Sustainability or other associated discipline with a minimum of 15 years relevant experience; ▪ Be responsible for implementing and monitoring Martinus activities to ensure compliance with all CoA, UMMs, this CEMP and Sub-plans, and other relevant documents and applicable laws; ▪ Assessing sub-contractor capabilities; ▪ General management of sub-contractors on day to day environmental matters; ▪ Ensure environmental risks are appropriately managed; ▪ Assign resources for achieving Martinus Rail environment tasks related to the CEMP; ▪ Developing and conducting Project inductions; ▪ Actively participate in the development of risk assessment, site meetings and toolbox talks; ▪ Ensure all environmental monitoring activities and processes occur as required; ▪ Periodically reviewing all environmental documentation and control measures to assess their ongoing applicability and effectiveness;

ROLE	RESPONSIBILITY
	▪ Being the principal source of functional environmental expertise available to Martinus Rail personnel; ▪ Ensure that all environmental approvals and permits related to the project are obtained for the scope of work, prior to commencing construction activities; ▪ Ensure all environmental reporting requirements are met during and for the duration of the project. Including information required under the EPL to relevant IRPL contact; ▪ Emergency 24 hours contact that may be contacted by IR, as well as the EPA and other regulators; ▪ Lead environmental audits internally and participate in external environmental audits; ▪ Notification and reporting of environmental events; ▪ Participating in environmental incident and non-compliance report investigations and ensure that any proposed corrective and preventative actions are effectively implemented.
Project Superintendent / Supervisors	▪ Implement activities in accordance with the CEMP during construction, operation, decommissioning and rehabilitation; ▪ Notify the Environmental Manager or Environmental Advisor immediately of any non-compliance; ▪ Ensure the prompt implementation of measures to mitigate potential environmental impacts; ▪ Coordinate site work crews in consultation with the Environmental Advisor; ▪ Actively participate in the development of risk assessment, site meetings and toolbox talks; ▪ General management of sub-contractors on day to day environmental matters; ▪ Ensure that plant and equipment is properly operated and maintained to enable operations to be carried out without environmental harm; ▪ Ensure that hazards are identified, risk assessed and control measures are planned and implemented in consultation with all relevant personnel; ▪ Participate in environmental incident and non-compliance investigations and ensure that any proposed corrective and preventative actions are effectively implemented.
Community and Stakeholder Engagement Manager	▪ Undertaking stakeholder and community notifications and engagement in accordance with the CCS; ▪ Management of the 24-hour complaints hotline and complaints register; ▪ Ensure complaint management and all stakeholder engagement activities are undertaken following Inland Rail processes and procedures; ▪ Ensure an on-call 24/7 representative is assigned to address community and stakeholder issues; ▪ Raising any environmental issues that may be reported; ▪ Liaising with the IRPL to resolve complaints; ▪ Ensure a Communication Action Plan is developed and implemented by the Contractor for any Contractor's Activities (and updated regularly); ▪ Liaise with owners, leaseholders, tenants and occupiers of land and any other landholders who are directly or indirectly impacted by Martinus Rail's activities; ▪ Inform the community and stakeholders in advance of the commencement of any construction activities about the timing, location, duration and predicted impacts and seek stakeholder input in identifying potential impacts, mitigation and regeneration strategies.

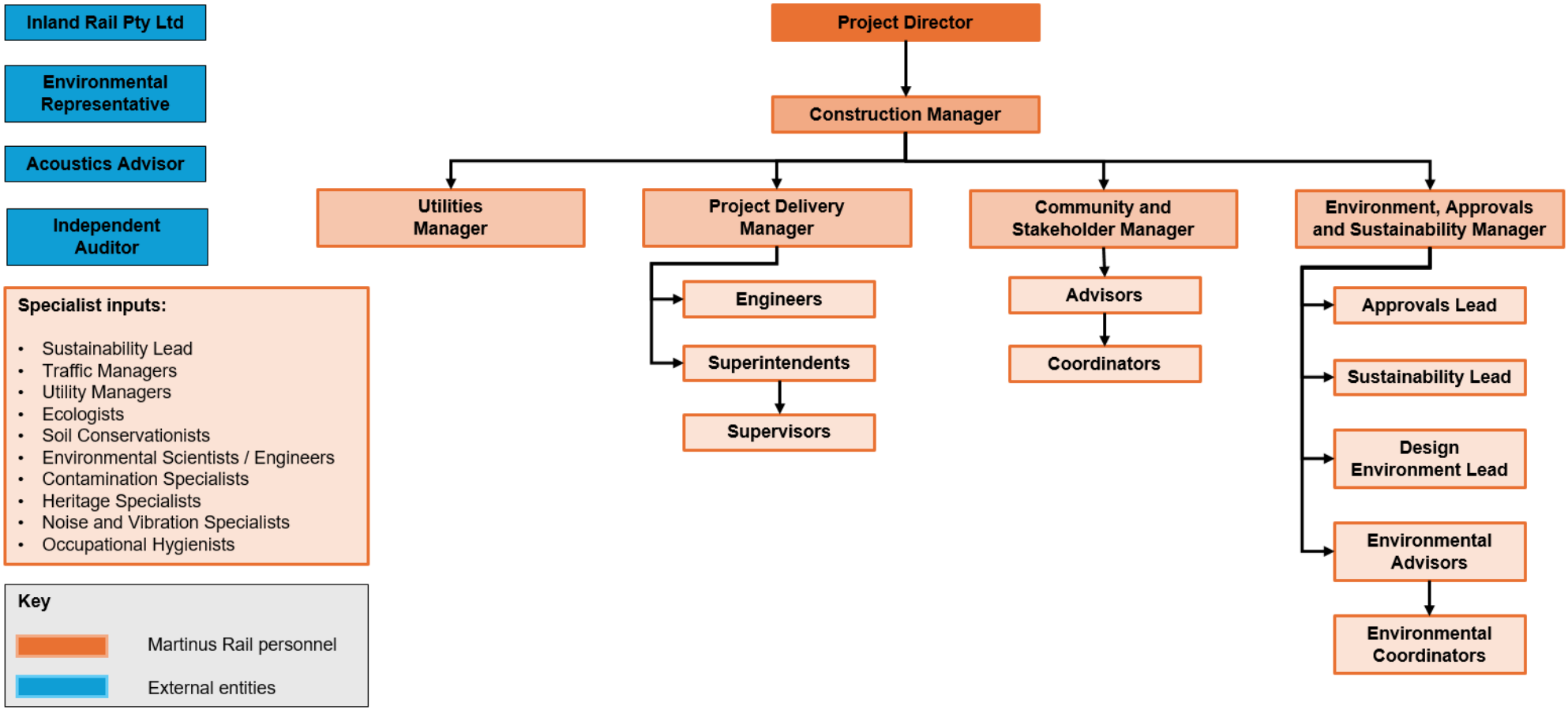

FIGURE 18: ORGANISATIONAL STRUCTURE OVERVIEW

The Martinus Rail team will be supported by the specialist environmental consultants as detailed in Table 12.

TABLE 12: SPECIALISTS

ASPECT	CONSULTANT	SCOPE OF WORKS
Noise and Vibration	SLR	Expert advice in the management of noise and vibration impacts.
Soil and Water	SEEC	Expert advice in relation to implementing site erosion management strategies specific to the construction works.
Heritage	OzArk	Expert advice in heritage including archival recording, interpretation plans, archaeological heritage investigations, built heritage and unexpected finds.
Biodiversity	NGH East Coast Ecology	Expert advice in ecological matters including fauna connectivity surveys, fauna presence surveys, pre-clearance surveys, post clearing, fauna spotter works and unexpected finds.
Contamination	ADE	Expert advice in all contamination matters including determining contamination testing requirements and development of reports as required under the *Contaminated Land Management Act*.

6.1.2 Inland Rail Pty Ltd

The IRPL team will be supported by the specialist environmental consultants as detailed in Table 13.

TABLE 13: IRPL ROLES AND RESPONSIBILITIES

ROLE	RESPONSIBILITY
Environment Manager	▪ Responsible for onsite implementation of environmental requirements and oversight of the environmental resources supporting the project. ▪ Oversight to ensure adequate allocation of risk and regulatory requirements ▪ Oversight of all environmental regulatory engagement and interactions for the program ▪ Ensure requirements are sufficient, based on the Project delivery model ▪ Oversee the allocation of environmental risk and imposed regulatory requirements ▪ Oversight of Project environmental requirements and participation in the procurement process ▪ Interface with operations on environmental aspects being handed over ▪ Oversight of team's integration and interface with Project delivery, social performance, sustainability, cultural heritage, stakeholder, property, quality, and engineering, and; ▪ Ensure team manage Environment events and investigations
Senior Environmental Advisor	▪ Participate in joint environmental inspections, as required ▪ Oversight of all environment event notifications, investigations, corrective actions, and lessons learnt ▪ Assist the Project Team gain relevant approvals, permits and licences for the construction phase of the Project, where relevant ▪ Liaise with relevant government authorities, contractor and stakeholders, as required, and; ▪ Provide the key point of contact between ARTC / Inland Rail and the Project Delivery Team on all environmental and Sustainability matters.

6.1.3 Independent appointments

Independent Auditor

In accordance with CoA A30, proposed independent auditors must be agreed to in writing by the Planning Secretary before the commencement of an Independent Audit. This condition does not apply to the engagement of auditors required under CoA E145.

As required by CoA A33, in accordance with the specific requirements in the Independent Audit Post Approval Requirements (DPIE, 2020), Martinus Rail and/or IRPL must:

a) Review and respond to each Independent Audit Report prepared under CoA A31 or A32;
b) Submit the response to the Planning Secretary; and
c) Make each Independent Audit Report and response to it publicly available two months after submission to the Planning Secretary, or as otherwise agreed by the Planning Secretary.

Environmental Representative

In accordance with CoA A22, for the duration of the work until the completion of construction, or as agreed with the Planning Secretary, the approved ER must:

a) Receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI;
b) Consider and inform the Planning Secretary on matters specified in the terms of this approval;
c) Consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community;
d) Review documents identified in CoA A9, C1, C6, C16, C18, and C25 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so:
i. Make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or
ii. Make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary/Department);
e) Regularly monitor the implementation of the documents listed in CoA A9, C16, C18, C1, C6 and C26 to ensure implementation is being carried out in accordance with the document and the terms of this approval;
f) As may be requested by the Planning Secretary, help plan or attend audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under CoA A31 of this approval;
g) As may be requested by the Planning Secretary, assist in the resolution of community complaints;
h) Review the appropriateness of any activities reliant on the definition of Low Impact Work;
i) Consider or assess the impacts of minor ancillary facilities comprising lunch sheds, office sheds and portable toilet facilities as required by Condition C23 of this approval;
j) Consider any minor amendments to be made to the Ancillary Site Establishment Management Plan, CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval; and
k) Prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading “Environmental Representative Monthly Reports.” The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER’s engagement for the CSSI, or as otherwise agreed by the Planning Secretary.

In accordance with CoA A23, Martinus Rail and IRPL will provide the ER with documentation requested in order for the ER to perform their functions specified in CoA A22 (including preparation of the ER monthly report), as well as:

a) The complaints register (to be provided on a weekly basis or as requested where complaints have been received); and
b) A copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be provided to the ER before the commencement of the subject work).

Acoustics Advisor

In accordance with CoA A27, the approved AA must:

a) Receive and respond to communication from the Planning Secretary in relation to the performance of the CSSI in relation to noise and vibration;
b) Consider and inform the Planning Secretary on matters specified in the terms of this approval relating to noise and vibration;
c) Consider and recommend to the Martinus Rail and IR, improvements that may be made to avoid or minimise adverse noise and vibration impacts;
d) Review proposed night-time works to determine if sleep disturbance would occur and recommend measures to avoid sleep disturbance or appropriate additional alternative mitigation measures;
e) Review noise and vibration documents required to be prepared under the terms of this approval, and should they be consistent with the terms of this approval, endorse them before submission to the Planning Secretary (if required to be submitted to the Planning Secretary) or before implementation (if not required to be submitted to the Planning Secretary);
f) Regularly monitor the implementation of all noise and vibration documents required to be prepared under the terms of this approval to ensure implementation is in accordance with what is stated in the document(s) and the terms of this approval;
g) Reporting of noise and vibration incidents notified by the Martinus Rail and IRPL in accordance with CoA A36 and A38 of this approval;
h) In conjunction with the ER, the AA must:
i. As may be requested by the Planning Secretary or Community Complaints Mediator (required by CoA B14), help plan, attend or undertake audits of noise and vibration management of the CSSI including briefings, and site visits,
ii. In the event that conflict arises between Martinus Rail and IRPL and the community in relation to the noise and vibration performance of the CSSI, follow the procedure in the CCS approved under CoA B2 to attempt to resolve the conflict, and if it cannot be resolved, notify the Planning Secretary,
iii. Consider relevant minor amendments made to the Ancillary Site Establishment Management Plan, CEMP, relevant sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the terms of this approval and the management plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, endorse the amendment, (this does not include any modifications to the terms of this approval),
iv. Prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, a Monthly Noise and Vibration Report detailing the AA's actions and decisions on matters for which the AA was responsible in the preceding month. The Monthly Noise and Vibration Report must be submitted within seven (7) days following the end of each month for the duration of the AA's engagement for the CSSI, or as otherwise agreed by the Planning Secretary.

In accordance with CoA A26, Martinus Rail and IRPL will cooperate with the AA by:

a) Allowing for attendance at noise and vibration monitoring activities;
b) Providing for review of noise and vibration plans, assessments, monitoring reports, data and analyses required to be prepared under the conditions of this approval;
c) Providing the complaints register on a weekly basis where complaints have been received, or as otherwise requested; and
d) Considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA, why any recommendation is not adopted.

Community Complaints Mediator

In accordance with CoA B14, the role of the Community Complaints Mediator(s) is to address any complaint where a member of the public is not satisfied by Martinus Rail and/or IR's response. Any member of the public that has lodged a complaint which is registered in the Complaints Management System identified in CoA B7 may ask the Community Complaints Mediator(s) to review Martinus Rail and/or IR's response. The application must be submitted in writing and the Community Complaints Mediator(s) must respond within 28 days of the request being made or other specified timeframe agreed between the Community Complaints Mediator(s) and the member of the public.

In accordance with CoA B15, the Community Complaints Mediator(s) will:

a) Review unresolved disputes if the procedures and mechanisms under CoA B2(h) and B2(i) do not satisfactorily address complaints;
b) Make recommendations to Martinus Rail and/or IRPL to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes; and
c) Provide a copy of the recommendations, and Martinus Rail and/or IR's response to the recommendations, to the Planning Secretary within one (1) month of the recommendations being made.

6.1.4 Regulator roles

The environmental responsibilities of regulators in relation to the project include, but are not limited to, those provided in Table 14.

TABLE 14: REGULATOR ROLES AND RESPONSIBILITIES

ROLE	RESPONSIBILITIES
DPHI	▪ Assessing compliance with the Infrastructure Approval; ▪ Assessing and approving any documents under the Infrastructure Approval which require the specific approval; ▪ Assessing any proposed modifications to the Infrastructure Approval that is not consistent with the Infrastructure Approval; ▪ Liaising with Martinus Rail and IRPL during regular meetings.
EPA	▪ Issuing and regulating an EPL for the project; ▪ Providing comment on the environment and planning documents as specified in the Infrastructure Approval; ▪ Provision of review and comment, where applicable, to incident reports for potential or actual environmental harm.

6.2 Training and competency

6.2.1 Environmental induction

All personnel (including sub-contractors) are required to attend a compulsory site induction that includes an environmental component prior to commencement on-site. This is done to ensure all personnel involved in the project are aware of the requirements of the CEMP and Sub-plans.

The environmental component of the induction will cover the applicable elements of the CEMP and as a minimum:

- Relevant details of the CEMP and Sub-plans including purpose and objectives;
- Requirements of due diligence and duty of care;
- Key conditions of licences, permits and approvals. This includes the EPL and ensuring all workforce involved in the carrying out their activities are aware of their environmental responsibilities regulated by this licence;
- Potential environmental emergencies on site and the emergency response procedures;
- Reporting and notification requirements for pollution and other environmental incidents;
- Specific environmental management requirements and responsibilities;
- Information relating to the location of environmental constraints, including cultural heritage, no-go zones and sensitive receivers;
- Key environmental aspects, issues and measures;
- Complaints handling.

The induction will also include information about the surrounding community, the key stakeholders and any location specific sensitivities. The induction will provide information on what to do if approached by a member of the public or media, and an outline of project personnel and sub-contractor responsibilities and obligations relating to the community.

An induction register will be maintained as a record of all environment inductions and kept on-site. Pre-start briefing records will be maintained and available to demonstrate how environment risks are being communicated to the site team on a daily basis where required.

6.2.2 Daily pre-start meetings

Pre-work brief meetings will be conducted daily to explain the work to be undertaken in the upcoming shift. All aspects of the work will be discussed at these meetings, including safety and environmental issues and controls, any new hazards or any recent incidents. All project personnel are required to attend and sign on to show their understanding of the works and risks discussed, these records will be retained to effectively demonstrate how environmental risks are being communicated to the site team on a daily basis.

6.2.3 Toolbox talks

Monthly toolbox talk training will be prepared and delivered by Martinus Rail to ensure relevant information is communicated to personnel and so that feedback can be provided on issues of interest or concern. Toolbox talks will be tailored to project

specific issues that are relevant to upcoming works with all participants signing an attendance sheet and a register of toolbox talks maintained. Examples of specific topics include, (but are not necessarily limited to):

- Soil erosion and sediment control;
- Efficient use of plant and materials;
- Efficient use of water and power;
- Weeds and pest animals;
- Contamination and spoil management;
- Waste management, minimisation and recycling;
- Protection of flora and fauna;
- Protection of cultural heritage values;
- Regulatory requirements for air quality and noise and vibration;
- Recent non-compliances, investigations or other lessons learned;
- Changes to environmental approvals and changes to controls; and
- Environmental awareness refresher training.

Ad hoc toolbox talks may also be required to address issues that arise prior to the monthly toolbox talks.

6.2.4 Training requirements and records

Training records will be maintained and will include as a minimum:

- Names of attendance for all training events (including inductions);
- Copies of training materials;
- Competency assessments (where relevant to the training provided);
- Training matrix; and
- Document Management System.

Training and induction records and registers will be provided to IRPL upon request.

Targeted environmental awareness training will be provided to individuals or groups of workers with a specific authority or responsibility for environmental management or those undertaking an activity with a high risk of environmental impact. A training matrix is shown in Table 15. Based on the training matrix a training schedule is being prepared that:

- Identifies the staff/workforce to receive environmental training;
- Identifies the timeframes and frequency of training awareness sessions;
- Captures the attendance of staff/workforce of the training sessions.

Details of completed training and sessions held will be captured in the monthly report to IR.

TABLE 15: PRELIMINARY CONSTRUCTION TRAINING AND COMPETENCY MATRIX

TRAINING	SITE INDCUTION	INCIDENT RESPONSE AND NOTIFICATION	EROSION/SEDIMENT CONTROL	ENVIRONMETNAL MONITORING	HERITAGE MANAGEMENT	FAUNA AND FLORA MANAGEMENT	ENVIRONEMNTAL DUE DILIGENCE
MR Project Director	✓	✓	×	×	✓	✓	✓
MR Project Delivery Manager	✓	✓	✓		✓	✓	✓
MR Environment and Sustainability Manager	✓	✓	✓	✓	✓	✓	✓
MR Health and Safety Manager	✓	✓	×	×	×	×	✓

TRAINING	SITE INDCUTION	INCIDENT RESPONSE AND NOTIFICATION	EROSION/SEDIMENT CONTROL	ENVIRONMETNAL MONITORING	HERITAGE MANAGEMENT	FAUNA AND FLORA MANAGEMENT	ENVIRONEMNTAL DUE DILIGENCE
MR Project / Site Engineers	✓	✓	✓	✓	✓	✓	✓
MR Superintendent / Supervisors	✓	✓	✓	✓	✓	✓	✓
MR Environment and Sustainability Team	✓	✓	✓	✓	✓	✓	✓
MR Remaining workforce	✓	✓	✓	×	✓	✓	✓

6.3 Working hours

6.3.1 Hours of work

Working hours will be applied in accordance with CoA E69, construction would be undertaken during the approved construction hours wherever possible, as listed below:

a) 7:00am to 6:00pm Mondays to Fridays, inclusive;
b) 7:00am to 6:00pm Saturdays; and
c) At no time on Sundays or public holidays.

6.3.2 Highly noise intensive works

The Planning Approval defines ‘highly noise intensive works’ as those identified as annoying under the ICNG and include:

- Use of power saws, such as used for cutting timber, rail lines, masonry, road pavement or steel work;
- Grinding metal, concrete or masonry;
- Rock drilling;
- Line drilling;
- Vibratory rolling;
- Rail tamping and regulating;
- Bitumen milling or profiling;
- Jackhammering, rock hammering or rock breaking;
- Impact piling.

Further, the ICNG identifies the use of ‘beeper’ style reversing or movement alarms, particularly at night-time as an annoying activity.

As required by CoA E70, except as permitted by an EPL, highly noise intensive works that result in an exceedance of the applicable NML (as defined by the ICNG) at the same receiver will only be undertaken:

- Between the hours of 8:00 am to 6:00 pm Monday to Friday;
- Between the hours of 8:00 am to 1:00 pm Saturday; and
- If continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour. For the purposes of this condition, 'continuously' includes any period during which there is less than one hour between ceasing and recommencing any of the work.

6.3.3 Variation to hours of work

Works outside of the standard construction hours identified in Section 6.3.1 may be undertaken in the following circumstances in accordance with CoA E71:

a) Safety and Emergencies, including:

i. For the delivery of materials required by the NSW Police Force or other authority for safety reasons; or

ii. Where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm.

On becoming aware of the need for emergency work in accordance with (a), the AA, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavours must be used to notify all noise and/or vibration affected residents and owners/occupiers of properties identified sensitive land use(s) of the likely impact and duration of those work.

b) Work, that meets the following criteria:

i. Construction that causes LAeq(15 minute) noise levels:

• No more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and

• No more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and

ii. Construction that causes LAFmax noise levels no more than 15 dB above the rating background level at any residence during the night period as defined in the ICNG. and

iii. Construction that causes:

• Continuous or impulsive vibration values, measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or

• Intermittent vibration values measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006).

c) By Approval, including:

i. Where different construction hours, such as those for a rail possession, are permitted under an EPL in force in respect of the CSSI; or

ii. Works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition ; or

iii. Negotiated agreements with directly affected residents and sensitive land use(s).

Emergency work is defined as work that is required to:

- Avoid injury or the loss of life;
- To avoid damage or loss of property; or
- To prevent environmental harm.

6.4 Communication and consultation

6.4.1 Internal

The project places a strong focus on internal communications, recognising that clear lines of communication throughout all levels and functions (e.g. management, staff and sub-contractors) are key to minimising environmental impacts and achieving continuous improvements in environmental performance.

The Martinus Rail Community and Stakeholder Relations Team will act as the main interface between the project, community and stakeholders. As such, the Community and Stakeholder Relations Team will be proactive in keeping the wider team informed and engaged with regards to the community in which they are working. Where required, the team will also contribute to toolbox talks and ensure that all those on site are aware of the IRPL Enviroline (1800 732 761) to refer queries from the community.

The MR environment and sustainability team will meet weekly to discuss any issues with environmental management on site, any amendments to plans that might be required or any new/changes to construction activities. Regular meetings will also be scheduled with Inland Rail with the purpose to communicate ongoing environmental performance and to identify any issues to be addressed.

Further internal communications regarding environmental issues and aspects will be through site meetings, toolbox talks, environmental inductions, awareness training, noticeboards, briefings, notifications and alerts and daily pre-start meetings.

These will provide an opportunity to communicate environmental performance, advise on any upcoming sensitive environmental matters for future work areas and to receive feedback from on-site personnel.

6.4.2 External

Martinus Rail will notify IRPL of its proposed commencement of the relevant stages of construction, who will notify the Planning Secretary in writing of the dates of commencement at least one month before the commencement of the activities to which the notification applies.

The MR ESM will be the main point of contact regarding specific environmental issues. The MR ESM is responsible for reporting on the ongoing environmental performance of the project to IR, the ER, the AA and EPA. The MR ESM will report regularly to IRPL on progress and any key environmental matters.

6.4.3 Community

A Community Communication Strategy (CCS) has been developed for the project. Communication with the community during construction will be managed and conducted in accordance with the CCS.

External communication methods may include:

- Targeted community open days;
- Media releases and advertisements in local and metropolitan papers;
- Public displays;
- Door-knocks;
- Letterbox drops;
- Community update newsletters, information brochures and fact sheets;
- Community information sessions and community forums;
- Signage at construction sites;
- Construction updates (including for councils, emergency services and bus operators);
- Project website;
- Phone: 1800 732 761 (monitored 24/7);
- Email: A2PInlandrail@martinus.com.au.

Martinus Rail will work closely with road and rail authorities, relevant councils, Transport for NSW, and other key stakeholders such as livestock companies and government departments throughout the works.

6.4.4 Complaints Management System

In accordance with CoA B7, a Complaints Management System (CMS) has been developed by IR. In accordance with CoA B8, the following information will be available to facilitate community enquiries and manage complaints one (1) month before the commencement of work and for 12 months following the completion of construction:

a) A 24- hour telephone number for the registration of complaints and enquiries about the CSSI (1800 732 761);
b) A postal address to which written complaints and enquires may be sent (GPO Box 2462, Brisbane QLD 4001);
c) An email address to which electronic complaints and enquiries may be transmitted (inlandrailnsw@artc.com.au); and
d) A mediation system for complaints unable to be resolved.

This information will be accessible to all in the community regardless of age, ethnicity, disability or literacy level. For information on how this will be achieved, refer to the CCS.

As required by CoA B9, a Complaints Register will be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register will record the:

- Number of complaints received;
- The date and time of the complaint;
- The method by which the complaint was made;
- Any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect;
- Nature of the 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.

Relevant information will be captured in Consultation Manager.

As required by CoA B12, the Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.

As described in Section 6.1.3, in accordance with CoA B14, a Community Complaints Mediator(s) will be appointed to address any complaint where a member of the public is not satisfied by Martinus Rail and/or IR's response.

For further information on complaints management and the Community Complaints Mediator, refer to the CCS.

6.4.5 Project website

In accordance with CoA B18, a website has been established for the project and will be regularly maintained during construction by IR. The website will be kept up to date with the latest project information, environmental assessments, and will include all community updates. It will also publish methods to communicate feedback, enquiries and complaints related to the project.

7 MONITORING AND REVIEW

7.1 Environmental inspections

Routine environmental inspections will be undertaken during the works as detailed in Table 16. Inspections will be documented on a Site Environment and Sustainability Inspection checklist; the inspection will verify the adequacy of environmental controls on site in accordance with the CEMP and Sub-plans. The inspection will record whether the performance requirement for each item has been achieved, change in site conditions, any actual or potential environment risks, with commentary and photos attached as evidence. Where the performance requirement has not been achieved, corrective actions will be assigned in the Martinus Rail system (Procore).

Details of the completed inspections will be provided to IRPL in the monthly environment report.

TABLE 16: ENVIRONMENTAL INSPECTIONS

INSPECTION	FREQUENCY	RESPONSIBLE	OUTPUT	TRACKING
Visual surveillance	Daily	Site Supervisor/s	Daily Diary	Daily Diary
Environment and Sustainability Inspection	Weekly during periods of active construction	ESM (or delegate) Martinus Rail Sustainability Manager (or delegate)	Weekly Inspection Report	Procore
Pre and Post Wet Weather Inspection	Prior to and following rainfall events generating runoff – Refer SWMP	ESM (or delegate)	Inspection Report	Procore
Pre-clearance inspection	Prior to any native vegetation clearance works	ESM (or delegate)	Preclearance report	Procore
Shutdown	Prior to planned shutdown works (greater than 5 days)	Construction Supervision Team / Management	Shutdown Report	Procore
Event based inspection i.e. flooding/incident	As required	ESM (or delegate) Construction Supervision Team / Management	Event Report	Procore

7.2 Environmental monitoring

Monitoring will be undertaken to validate the impacts predicted for the projects, to measure the effectiveness of environmental controls and implementation of this CEMP and Sub-plans.

Monitoring will be undertaken in accordance with this CEMP and relevant monitoring programs. Details regarding how aspect-specific monitoring will be undertaken and when is provided in the relevant sub-plan.

In accordance with CoA C26, monitoring programs will provide the following, where appropriate:

- Details of baseline data available;
- Details of baseline data to be obtained and when;
- Details of all monitoring of the project to be undertaken;
- The parameters of the project to be monitored;
- The frequency of monitoring to be undertaken;
- The location of monitoring;
- The reporting of monitoring results and analysis results against relevant criteria;

- Details of the methods that will be used to analyse the monitoring data;
- Procedures to identify and implement additional mitigation measures where results of monitoring indicate unacceptable project impacts;
- Any consultation to be undertaken in relation to the monitoring program.

The Construction Monitoring Programs, including any minor amendments approved by the ER, will 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.

The results of the monitoring will be reported within construction monitoring reports (refer Section 10). Construction monitoring reports must include the results of monitoring undertaken in accordance with the construction monitoring reports including for noise and vibration, surface water quality and groundwater quality.

Should monitoring results directly attributable to the project exceed the target set in the CMPs, the following will be implemented:

- Analysis of the results by the MR ESM in more detail with a view of determining possible causes for the exceedance(s);
- Site inspection by the MR ESM;
- Advising relevant personnel of the issue;
- Identifying and agreeing on actions to resolve or mitigate the exceedance(s); and
- Implementing actions to rectify or mitigate the exceedance(s).

8 INCIDENT PLANNING, MANAGEMENT AND REPORTING

8.1.1 Overview

All environmental events (incidents, near misses, non-compliances, and corrective actions) will to be reported to IRPL (as required).

Following identification of an environmental event, the below actions will occur immediately:

- Area to be made safe, any immediate danger rectified if safe to do so;
- Injured persons to receive appropriate medical attention and emergency services contacted as required;
- Injured wildlife to be attended, contact RSPCA Hotline 1300 264 625 or WIRES for advice;
- Immediate corrective actions to be undertaken to fix, mitigate or control the event;
- Undertake steps in accordance with the Environmental Incident Classification and Reporting Procedure (Appendix A5).

8.1.2 Incident classification and reporting

The Environmental Incident Classification and Reporting Procedure details environmental incident classification based upon three risk areas (refer to Appendix A5):

- Environmental;
- Reputation and integrity;
- Regulation and compliance.

Table 17 provides the definition of each type of environmental incident/issue.

TABLE 17: INCIDENT DEFINITIONS

TYPE	REQUIREMENT	SOURCE OF REFERENCE
Environmental incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance	CoA glossary
Non-compliance	An occurrence, set of circumstances or development that is a breach of the approval	CoA glossary
Notifiable event	Any environmental incident, report-only event or non-compliance that triggers a specific statutory requirement to notify a regulatory authority	CoA A36 CoA A37

Where required, due to the severity or ongoing nature of the incident, investigations will be conducted, and action plans established to ensure that the incident does not occur again. Further information on investigations is included in Appendix A5. Information on reporting requirements is included in Appendix A5.

8.1.3 Non-compliances

Non-compliances may be identified through the review of compliance, environmental auditing, or incident management. Any member of the Martinus Rail project team, the ER, the AA, IR, or a representative of a public authority may raise a non-compliance or improvement opportunity.

Managing a non-compliance

Where environmental non-compliances are identified, they will be communicated to the MR ESM (or delegate) and a Martinus Rail non-conformance report (NCR) will be raised. Note that the terminology - NCR - is for internal use and is in keeping with existing systems and processes. An NCR can be raised for a non-compliance in accordance with the definition in the CoA, however, the nature of the breach will remain as a non-compliance (i.e. it cannot be diminished). This will then be recorded on the project database. An environmental action list will be developed and issued to the relevant Martinus Rail personnel for implementation and close out. Actions will be assigned an implementation priority in a collaborative way by the MR ESM (or delegate) based on the environmental risk. Timeframes will be set to ensure any damage incurred is rectified and any chance of recurrence is eliminated as soon as practicable. Following corrective action, the MR ESM (or delegate) will close out the non-compliance.

Reporting a non-compliance

In accordance with CoA A36, the Planning Secretary must be notified via the Major Projects Website immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one) and set out the location and nature of the incident. Per CoA A37, subsequent notification must be given, and reports submitted in accordance with the requirements set out in Appendix A of the CoA.

As required by CoA A38, the Planning Secretary must be notified via the Major Projects Website within seven days after the Proponent becomes aware of any non-compliance. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one), identify the condition/s against which the CSSI is non-compliant, the nature of the non-compliance; the reason for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance. The ER and the AA will also be informed of any non-compliance.

As specified in CoA A39, a non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

8.1.4 Reporting system (Procore and Horizon 360)

Procore provides a single management and reporting system for the project. Procore is the platform for the notification, reporting and management of all health, safety and environmental incidents and corrective actions, including non-compliances, and managing audits and inspections.

An investigation will be undertaken into the environmental event to determine the following and the details recorded in Procore:

- Nature, type, location and extent of the incident and the affected area;
- Actual and/or potential environmental impacts of the incident;
- Root cause/s analysis of the incident;
- Measures required to stop any further environmental harm;
- Remedial measures required to correct any environmental harm;
- Management measures to be implemented to prevent a recurrence of the event; and
- Event reporting requirements for IRPL and any regulatory authorities.

Horizon 360 is IR's Integrated Risk Management system that is cloud based. Horizon 360 will be utilised by Martinus Rail in conjunction with Procore to report all events and associated corrective actions.

8.1.5 Corrective and preventative action

When a non-compliance is identified, the following will be completed to rectify the non-compliance:

- Martinus Rail will liaise with the appropriate site personnel or qualified person to identify the appropriate corrective/preventative actions and improvement opportunities;
- Corrective/preventative actions and improvement opportunities will be entered into Martinus Rail's quality system database and include detail of the issue, action required and timing and responsibilities. The record will be updated with date of close out and any necessary notes;
- Martinus rail will provide the corrective / preventative actions and improvement opportunities information to IRPL in reports identified in Section 10; and
- The Martinus Rail Procore system will be reviewed regularly to ensure actions are closed out as required.

Any environmental management improvement opportunities can be initiated as a result of incidents or emergencies, monitoring and measurement, review of compliance, audit findings or other reviews.

9 AUDITING

9.1 Internal audits

Martinus Rail will undertake internal environment audits by a suitably qualified person to evaluate the adequacy and effectiveness of environmental controls, assess compliance with the approvals, this CEMP and other relevant approvals, licenses and guidelines.

Martinus Rail will undertake environmental and sustainability audits as agreed to with IRPL. The audit schedule is summarised in Table 18.

Martinus Rail shall document any non-compliances identified during audits, which shall also be reported accordingly in the monthly environment report.

9.2 Independent audits

Per the requirements of CoA A30, proposed independent auditors must be agreed to in writing by the Planning Secretary before the commencement of an Independent Audit. This condition does not apply to the engagement of auditors required under Condition E145.

In accordance with CoA A31, independent audit reporting for the project will be undertaken in accordance with the *Independent Audit Post Approval Requirements* (DPIE, 2020). The auditing report will also be prepared in accordance with AS/NZS ISO 19011:2019 – Guidelines for Auditing Management Systems.

Refer to Section 6.1.3 for information on the responsibilities of the independent auditor(s).

The requirements for the Independent Audit as detailed in *DPIE (2020) Independent Audit – Post Approval Requirements* and are summarised as follows:

1. An assessment of compliance with:
    a. All CoA applicable to the phase of the development that is being audited. Should there be any uncertainty to which conditions are to be audited, the auditor can seek clarification during the consultation;
    b. All post approval and compliance documents prepared to satisfy the CoA, including an assessment of the implementation of the CEMP and Sub-plans;
    c. All environmental licences and approvals applicable to the development excluding environment protection licences issued under the POEO Act or as agreed by the Planning Secretary.
2. A review of the environmental performance of the development, including but not necessarily limited to, an assessment of:
    a. Actual impacts compared to predicted impacts documented in the EAD;
    b. The physical extent of the development in comparison with the approved boundary;
    c. Incidents, non-compliances and complaints that occurred or were made during the audit period;
    d. The performance of the development having regard to agency policy and any particular environmental issues, including sustainability, identified through consultation carried out when developing the scope of the audit;
    e. Feedback received from DPHI, and other agencies and stakeholders on the environmental performance of the project during the audit period.
3. The status of implementation of previous Independent Audit findings, recommendations and actions (if any);
4. A high-level assessment of whether the CEMP and Sub-plans are adequate; and
5. Any other matters considered relevant by the auditor or DPHI, taking into account relevant regulatory requirements and legislation, knowledge of the development's past performance and comparison to industry best practices.

In accordance with the *DPIE 2020 Independent Audit – Post Approval Requirements*, the independent environmental audits of the project will be conducted by a suitably qualified, experienced and independent team of experts in auditing. The results of the audit will be documented in an Environmental Audit Report.

Environmental Audit Reports and responses will be made available to the public via the project website within 60 days after submissions to the Planning Secretary, unless otherwise agreed by the Planning Secretary.

TABLE 18: PROJECT AUDIT REQUIREMENTS

AUDIT TYPE	REQUIREMENT	TIMEFRAME	RESPONSIBILITY	RECIPIENT
Independent audit	As detailed in DPHI (2020) Independent Audit – Post Approval Requirements and summarised above. The independent environmental audits of the project will be conducted by a suitably qualified, experienced and independent team of experts in auditing and the audit will be documented in an Environmental Audit Report. The first independent environmental audit will be carried out within 12 weeks of the commencement of construction.	The first independent environmental audit will be carried out within 12 weeks of the commencement of construction. Ongoing independent environmental audits will occur at intervals, no greater than 26 weeks from the date of the initial audit or as agreed by the Planning Secretary.	IRPL is to procure suitably qualified, experienced and independent team of auditors. Independent auditor to undertake audit and prepare audit report.	Planning Secretary
Independent Appointments, including the ER, AA and Community Complaints Mediator	Audit of the Independent Appointment's exercise of their functions.	As required by the Planning Secretary.	Martinus Rail, IRPL and Independent Appointment, including the ER and the AA, to facilitate and assist with the audit.	Planning Secretary
Internal Audit	Risk targeted auditing against the CEMP and Sub-plans	Within 6-months of commencement of construction and annually thereafter.	ESM or delegate.	IRPL

10 REPORTING AND RECORDS

10.1 Monthly client environmental report

A monthly environmental report will be prepared by the Martinus Rail and submitted to IR. The monthly environmental reports will include exception reporting and statements actively addressing, but not limited to, the following:

- Any updates to the CEMP and Sub-plans;
- Compliance status of requirements of any obligations obtained for activities as part of Martinus' activities and works;
- Completed site inspections, including number of inspections completed, open and closed corrective actions raised and completed;
- Summary of environmental events (incidents, non-compliances) for the month and open and closed corrective actions and lessons learned;
- Pre-clearance surveys completed including details of the monthly and cumulative totals of vegetation that has been cleared;
- Wildlife interactions register with details of fauna relocations/injured/fatality;
- Waste classification, volumes, origin (details of the source), and destinations (all recorded evidence and provided monthly);
- Environmental monitoring i.e. noise, water, vibration, and air quality in accordance with this CEMP and Sub-plans;
- Details of complaints and resolution;
- Details of any inspections undertaken by regulators;
- Reporting against CEMP and Sub-plan objective and targets;
- Details of any internal audits conducted, auding findings and corrective actions;
- Positive environmental outcomes achieved, opportunities for improvement and lessons learned identified and implemented by Martinus; and
- Next month's key areas of focus for upcoming works/compliance requirements e.g., reports/audits.

10.2 Reporting external environmental performance

Table 19 summarises all external reporting requirements as required by the Planning Approval.

TABLE 19: PROJECT CONSTRUCTION ENVIRONMENTAL REPORTING REQUIREMENTS UNDER COA

REPORT	REQUIREMENT	TIMING	RESPONSIBILITY	RECIPIENT
Staging Report	CoA A9	No later than one (1) month before the commencement of construction of the first of the proposed stages of construction	Martinus Rail	Planning Secretary
ER Monthly Reports	CoA A22(k)	Monthly	ER	Planning Secretary
AA Monthly Reports	CoA A27(h)(iv)	Monthly	AA	Planning Secretary
Notification of commencement of Works	CoA A28	Prior to the commencement of Works	Martinus Rail	Planning Secretary
Notification of staged construction commencement	CoA A29	Prior to the commencement of staged construction commencement	Martinus Rail	Planning Secretary
Independent Environment Audit Report	CoA A34	The first independent environmental audit will be carried out within 12 weeks of the commencement of construction. Ongoing independent environmental audits will occur at intervals, no greater than 26 weeks from the date of the initial audit or as agreed by the Planning Secretary.	IRPL is to procure suitably qualified, experienced and independent team of auditors. Independent auditor to undertake audit and prepare audit report.	Planning Secretary
Notification of incident	CoA A36	The Planning Secretary must be notified via the Major Projects Website immediately after the Proponent becomes aware of an incident.	Martinus Rail IRPL Representative	Planning Secretary and any relevant public authorities (as determined by the Planning Secretary)
Subsequent incident notification	CoA A37	The Planning Secretary must be provided with subsequent incident reports within seven (7) days and then after 30 days of the incident via the Major Projects website	Martinus Rail IRPL Representative	Planning Secretary and any relevant public authorities (as determined by the Planning Secretary)

REPORT	REQUIREMENT	TIMING	RESPONSIBILITY	RECIPIENT
Reporting a non-compliance	CoA A38	The Planning Secretary must be notified via the Major Projects Website within seven days after the Proponent becomes aware of any non-compliance.	Martinus Rail IRPL Representative	Planning Secretary
Complaints register	CoA B12	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.	Martinus Rail IRPL Representative	Planning Secretary
Flood Design Report	CoA E43	Must be submitted to and approved by the Planning Secretary prior to the commencement of permanent works that would impact on flooding.	Martinus Rail IRPL Representative	Planning Secretary
Non-Aboriginal Heritage Report	CoA E54	Submitted no later than 12 months after the completion of the work referred to in Condition E53.	Martinus Rail IRPL Representative	Planning Secretary, the Heritage Council of NSW, Heritage NSW and relevant Councils, local libraries and historical societies of the respective LGA
Heritage Interpretation Plan	CoA E55	Submitted to the Planning Secretary before commencement of construction	Martinus Rail IRPL Representative	Planning Secretary
Site Specific Protection Plans	CoA E56	Submitted for information to the Planning Secretary as part of any minor amendment approved by the ER to the Construction Cultural Heritage Management Plan	Martinus Rail IRPL Representative	Planning Secretary
Construction Monitoring Report	CoA C33	The results of the CMP(s) must be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant CMP.	Martinus Rail IRPL Representative	IR/AA/ER/ Planning Secretary/relevant regulatory agencies
Construction Noise and Vibration Impact Statements	CoA E78	The Planning Secretary may request a copy/ies of CNVIS.	Martinus Rail IRPL Representative	Planning Secretary

REPORT	REQUIREMENT	TIMING	RESPONSIBILITY	RECIPIENT
Locomotive Noise Control Program Report	CoA E85	Must be approved by the Planning Secretary and included in the ONVR	IRPL Representative	Planning Secretary
Consultation on Noise Barriers and Noise Mitigation Strategy	CoA E88	The consultation strategy must be submitted to the Planning Secretary for approval one month prior to consultation commencing.	Martinus Rail IRPL Representative	Planning Secretary
Operational Noise and Vibration Review	CoA E89	Submitted and approved to the Planning Secretary within the earliest of 24 months after the commencement of construction or prior to the commencement of operations unless otherwise agreed by the Planning Secretary.	Martinus Rail IRPL Representative	Planning Secretary
Urban Design and Landscape Plan	CoA E108	Submitted to and approved by the Planning Secretary one month prior to the commencement of construction of permanent built surface works and/or landscaping, excluding those elements which for ecological or technical requirements as agreed by the Planning Secretary do not allow for alternate design outcomes	Martinus Rail IRPL Representative	Planning Secretary
Pre-construction condition survey report	CoA E120	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. Copies of Condition Survey Reports must be provided to the owners of the items surveyed, and no later than one (1) month before the commencement of construction.	Martinus Rail IRPL Representative	Owners of the items surveyed
Post-construction condition survey report	CoA E121	After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition E120 must be undertaken by a structural engineer. 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.	Martinus Rail IRPL Representative	Owners of the items surveyed

REPORT	REQUIREMENT	TIMING	RESPONSIBILITY	RECIPIENT
Site Audit Statement and Site Audit Report	CoA E127	A copy of the Site Audit Statement and Site Audit Report must be submitted to the Planning Secretary and Council for information no later than one (1) month before the commencement of operation.	Martinus Rail IRPL Representative	Planning Secretary
Wagga Wagga Construction Traffic, Transport and Access Mitigation Report	CoA E137	Must be submitted and approved by the Planning Secretary prior to construction in Wagga Wagga.	Martinus Rail IRPL Representative	Planning Secretary
Road Dilapidation Reports	CoA E139	Before any local road, including interfaces with classified roads, 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. A copy of the Road Dilapidation Report must be provided to the relevant roads authority 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.	Martinus Rail IRPL representative	Planning Secretary
Level Crossing Treatment Reports	CoA E146 CoA E150	Must be submitted to the Planning Secretary for approval at least one (1) month prior to the closure or upgrade of a public or private level crossing, as relevant.	Martinus Rail IRPL representative	Planning Secretary

10.3 Records

All records generated as a result of environmental management will be maintained in an electronic record management system on site for audit and inspection purposes. All records will be provided to Inland Rail in compliance with regulatory requirements for record keeping.

To effectively demonstrate compliance, environmental records will be maintained for all environmental activities associated with Martinus scope of work. Records will include, but will not limited to:

- Site environmental inspection reports;
- Environmental audit reports;
- Corrective actions;
- Training records;
- Monitoring data;
- Environmental Approval documentation and associated compliance reporting;
- Complaints and associated records of communication;
- Environmental procedures and plans;
- Meeting minutes; and
- Regulator correspondence.

In accordance with regulatory requirements, Martinus Rail is required to keep all information and records for a minimum of five (5) years. Further, all data pertaining to obtained approvals are to be kept until the surrender of the relevant project approval/s.

Records will be maintained on site throughout construction period and will be complied and issued via transmittal to the Inland Rail Environmental Representative prior to the completion of construction and/or demobilisation from site. Martinus Rail acknowledge that records will be used by IR as evidence of legal compliance and may be required to be produced during site audits conducted by either the ER or regulatory or third-party auditors.

10.4 Revision, review and improvement

This CEMP (including relevant Sub-plans and/or Monitoring Programs) will be reviewed within one month of any of the below occurrences, or as otherwise agreed with the Planning Secretary:

- At least annually as part of the senior management review required under the EMS;
- Following a reportable environmental 'incident' (as defined in the CoA);
- On identification of new risks, including risks identified during risk register updates;
- When 'non-compliances' are identified (as defined in the CoA);
- Following environmental audits that identify matters that require attention;
- In response to project change (including consistency assessments and modifications);
- As part of a continuous improvement process.

Periodic reviews of the project MR EMS will be undertaken as part of the continual improvement process. Table 20 sets out the purpose, frequency and attendees for the MR EMS review workshops.

The outcomes of the reviews could include amendments to the CEMP, Sub-plans and related documentation, revision to the EMS, review of the risk assessment, re-evaluation of the project objectives and targets as well as input into other project documents.

TABLE 20: OVERVIEW OF ENVIRONMENTAL MANAGEMENT SYSTEM REVIEWS

METHOD	PURPOSE	FREQUENCY	ATTENDEES
Management review	▪ Review of CEMP and Sub-plans; ▪ Potential improvements to the environmental management documentation; ▪ Identification of areas of opportunity for improved environmental performance; ▪ Analysis of the causes of nonconformities and deficiencies, including those identified in environment inspections and audits; ▪ Verification of the effectiveness of corrective and preventative actions; ▪ Highlight any changes in procedures resulting from process improvement; and ▪ A review of the aspects and impacts register, legal register and environmental induction.	Every six (6) months	MR ESM Environmental Manager (IR) Construction Manager (MR) Construction Manager (MR)
Senior management review	▪ Effectiveness of environmental management documentation implementation; ▪ Management effectiveness; ▪ Adequacy of resources; ▪ Findings of audits; ▪ Review against environmental objectives and targets; ▪ Review of overall environmental performance; ▪ Compliance with legal and other requirements; ▪ Organisation changes; ▪ Repeat non-compliances; ▪ Effectiveness of training and inductions.	Annually	Project Director (MR) Project Director (IR) Construction Manager (MR) Construction Manager (IR) MR ESM Environmental Manager (IR)

APPENDICES

APPENDIX A1

Legal and other requirements

TABLE A1-1: LEGAL REQUIREMENTS

Act	Activity/aspect	Requirement	Division 5.2 applicability	Relevant supporting document
Environmental Planning and Assessment Act 1979 (EP&A Act)	All	The project is subject to an approval under Division 5.2 of the Environmental Planning and Assessment Act 1979 (EP&A Act) as Critical State Significant Infrastructure (CSSI) (SSI-9364). Comply with the terms in Minister for Planning's approval. Obtain the Minister's approval for any project modifications that are not consistent with the planning approval.	Yes	CBMP, CFBMP, CCHMP, CNVMP, CSWMP, CTTAMP
National Parks and Wildlife Act 1974	Aboriginal places and objects	Do not harm or desecrate an Aboriginal object or Aboriginal place without consent. Notify the NPWS within reasonable time of becoming aware of the location or discovery of certain Aboriginal objects.	No Yes	CBMP, CCHMP
BC Act 2016 (Under Part 7 (Clause 27) of the Threatened Species Conservation Act (TSC Act))	Impacts to biodiversity	Do not damage habitat of a threatened species or ecological community unless authorised under other legislation (e.g. planning approval). Do not damage declared areas of outstanding biodiversity value unless authorised under other legislation (e.g. planning approval). Do not pick a plant that is; of a threatened species, that is part of a threatened ecological community or is a protected plant, unless authorised under other legislation (e.g. planning approval).	Yes	CBMP
Biosecurity Act 2015	Weeds	Manage weeds on site in accordance with the relevant Regional Strategic Weed Management Plan.	Yes	CBMP
Fisheries Management Act 1994	Dredging or reclamation Fish passage	Provide the Minister for Primary Industries 28 days-notice of planned dredging or reclamation work. Do not block fish passage without a permit.	Yes	CBMP

Act	Activity/aspect	Requirement	Division 5.2 applicability	Relevant supporting document
Protection of the Environment Operations Act 1997	Water pollution	Do not cause water pollution (other than to a sewer), except in accordance with the conditions of an Environment Protection Licence.	Yes	CBMP, CFBMP, CNVMP, CWCHMMP, EPL
	Noise management	Do not cause noise by failing to properly and efficiently deal with materials.		
	Littering	Do not litter in a public place or an open private place. Do not litter from a vehicle.		
		Only deposit advertising material in receptacles provided for mail or newspapers or under the door of the premises.		
	Waste and transportation	Do not undertake a scheduled waste activity unless in accordance with an EPL.		
		Only transport waste to a facility that can lawfully accept the waste.		
	Land pollution	Do not dispose of waste in a manner that harms or is likely to harm the environment.		
		Do not cause or permit land pollution other than under authority of a licence or regulation. (However it is not a land pollution offence to place virgin excavated natural material or lawful pesticides and fertilisers on land, or by placing matter on land that has been notified to the EPA as an unlicensed landfill and which is operated in accordance with the regulations.)		
		An EPL is required for the project.		
Rural Fire Act 1997	Bushfire risk	The Act provides for the prevention, mitigation and suppression of bush and other fires in local government area.	Yes	CFBMP
		Exemptions can be sought to allow hot works to be undertaken on Total Fire Ban days.		
Water Act 1912 (NSW)	Water access and use	Obtain a licence or permit for construction or use of ‘work’ for purposes including the taking and using of water.	Yes	CFBMP, CSWMP

Act	Activity/aspect	Requirement	Division 5.2 applicability	Relevant supporting document
Note that this Act is being progressively repealed by the WM Act. With the exception of controlled activity approvals, the WM Act only applies in relation to those water sources covered by operational water sharing plans – these areas cover most of the State's major regulated river systems.		Obtain an approval for controlled works on floodplains. These include works which occur on a designated floodplain, which can prevent land from being flooded or which can affect water flow to or from a river or lake.		
Water Management Act 2000 (NSW)	Water access and use	Do not construct/use a water supply work, drainage work or flood work without the appropriate approval. Do not take water from a water source (a lake, river or estuary or place where water occurs naturally on or below the surface of the ground, and includes coastal waters) without an access licence. Do not use of water on land (unless supplied by a water utility, irrigation corporation etc or in accordance with basic landholder rights) without a water use approval. Do not deposit material, excavate, or remove material within a watercourse bank, shore or bed, or on land 40 metres inland, or interfere with the likely flow of water to such a body, without a controlled activity approval. An aquifer interference approval/licence may be required under Section 91(3) if construction requires intersection of a groundwater source.	No - Public authorities are exempt from the need to obtain a controlled activity approval. Water Management (General) Regulation 2011 (cl.38).	CFBMP CSWMP
Heritage Act 1977 (Heritage Act)	Heritage	Do not undertake an activity that will affect a place, building, work, relic, moveable object or precinct which is subject to an Interim Heritage Order or is listed on the State Heritage Register	No	CCHMP

Act	Activity/aspect	Requirement	Division 5.2 applicability	Relevant supporting document
Aboriginal and Torres Strait Islander Heritage Protection Act 1984 (Commonwealth)	Protection of areas and objects	Report any discovery of Aboriginal remains to the Federal Minister for the Environment and Heritage. Comply with the provisions of any declaration in relation to a significant Aboriginal area or object.	Yes	CCHMP
Road Transport Act 2013	Work on or over public roads	Consent is required from the relevant roads authority is required to disturb, erect a structure, or carry out a work in, on or over a public road. Temporary activities that are likely to impact traffic flow (such as traffic management controls or where lanes would be temporarily closed) and utility works would also require consent.	Yes	CTTAMP
Environmentally Hazardous Chemicals Act 1985	Hazards and risks	Obtain a licence to undertake prescribed activities involving environmentally hazardous chemicals or declared chemical wastes.	Yes	CWCHMMP
Protection of the Environment Operations (Waste) Regulation 2014	Waste and transportation	Any excavations on former landfill sites must be approved.	Yes	CWCHMMP
Land Acquisition (Just Terms and Compensation) Act 1991 (Land Acquisition Act)	Property acquisition	Applies to the acquisition of any land required for the project.	Yes	Individual agreements with landowners

TABLE A1-2: OBLIGATIONS REGISTER – COA

CoA	Requirement	Where addressed
	Part A - Administrative conditions	
A1	The Proponent must carry out the CSSI in accordance with the terms of this approval and generally in accordance with the: (a) Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022) (b) Albury to Illabo Response to Submissions (ARTC, November 2023) (c) Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023) (d) Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024) (e) Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024) (f) Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024) (g) Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).	Section 1.3
A2	The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	Table A1-2
A3	In the event of an inconsistency between: (a) the terms of this approval and any document listed in Condition A1 inclusive, the terms of this approval will prevail to the extent of the inconsistency; and (b) any document listed in Condition A1 inclusive, the most recent document will prevail to the extent of the inconsistency. Note: For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.	Applies
A4	The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to: (a) the environmental performance of the CSSI; (b) any document or correspondence in relation to the CSSI;	Applies

CoA	Requirement	Where addressed
	(c) any notification given to the Planning Secretary under the terms of this approval; (d) any audit of the construction or operation of the CSSI; (e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval); (f) the carrying out of any additional monitoring or mitigation measures; and (g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.	
A5	This approval lapses five (5) years after the date on which it is granted, unless work has physically commenced on or before that date.	Applies
A6	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Australian Standards or policies in the form they are in as at the date of this approval, unless otherwise approved by the Planning Secretary.	Applies
A7	Any document that must be submitted or action taken within a timeframe specified in or under the terms of this approval may be submitted or undertaken within a later timeframe agreed in writing with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident or a non-compliance.	Applies
A8	Where the terms of this approval require consultation to be undertaken, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation. The evidence must include: (a) documentation of the engagement with the identified party in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party; (c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; (d) outline of the issues raised by the identified party and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.	Section 1.5
A9	The CSSI may be constructed and operated in stages (including but not limited to temporal, location or activity-based staging). Where staged construction and/or operation is proposed, a Staging Report (for either or both construction and operation as the case may be) must be prepared. The Staging Report must be endorsed by the ER and then submitted to the Planning Secretary for information no later than one (1) month before	Section 1.4 Staging Report

CoA	Requirement	Where addressed
	the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation),or as required by Condition C16.	
A10	The Staging Report must: (a) if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including details of work and activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish; (b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant); (c) specify how compliance with conditions will be achieved across and between each of the stages of the CSSI; and (d) set out mechanisms for managing any cumulative impacts arising from the proposed staging. Note: A Staging Report may reflect the staged construction and operation of the project through geographical activities, temporal activities or activity-based contracting and staging.	Staging Report
A11	Where staging is proposed, the CSSI must be staged in accordance with the Staging Report, and submitted for information to the Planning Secretary.	Section 1.4 Staging Report
A12	Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage. Note: Where an inconsistency arises between the staging report and the terms of this approval, the terms of this approval prevail.	Section 1.4 Staging Report
A13	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared, endorsed by the ER and submitted to the Planning Secretary for information no later than one (1) month prior to the proposed change in the staging.	Section 1.4 Staging Report
A14	Should a Construction Environmental Management Framework (CEMF) be submitted for approval under Condition C16, the Staging Report must be submitted with the CEMF, i.e. no later than one (1) month before the lodgement of any Construction Environmental Management Plan (CEMP), CEMP sub plan or Construction Monitoring Program (CMP) to the Planning Secretary for approval.	Section 1.4 Staging Report
A15	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:	Section 4.3

CoA	Requirement	Where addressed
	(a) they are located within or immediately adjacent to the construction boundary; and (b) they are not located next to sensitive land use(s) (including where an access road is between the facility and the land use), 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 outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.	
A16	All Independent Appointments required by the terms of this approval must have regard to Seeking approval from the Department for the appointment of independent experts (DPIE, 2020). All Independent Appointments must hold current membership of a relevant professional body, unless otherwise agreed by the Planning Secretary.	Section 6.1.3
A17	The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must: (a) facilitate and assist the Planning Secretary in any such audit; and (b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit. The Planning Secretary may withdraw its approval of an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval. Note: Conditions A16 and A17 apply to all Independent Appointments including the ER, AA, Community Complaints Mediator.	Table 18
A18	Work must not commence until an Environmental Representative (ER) has been nominated by the Proponent and approved by the Planning Secretary.	Section 6.1.3
A19	The Planning Secretary's approval of an ER must be sought no later than one (1) month before the commencement of work.	Applies
A20	The proposed ER must meet the requirements of the Environmental Representative Protocol (Department of Planning and Environment, October 2018) and must be a suitably qualified and experienced person(s) who was not involved in the preparation of the documents listed in Condition A1, and is independent from the design and construction personnel for the CSSI and those involved in the delivery of it.	Applies

CoA	Requirement	Where addressed
A21	More than one ER may be engaged for the CSSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Planning Secretary for the purposes of the CSSI.	Applies
A22	For the duration of the work until the completion of construction, or as agreed with the Planning Secretary, the approved ER must: (a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI; (b) consider and inform the Planning Secretary on matters specified in the terms of this approval; (c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; (d) review documents identified in Conditions A9, C1, C6, C16, C18, and C26 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so: (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary/Department); (e) regularly monitor the implementation of the documents listed in Conditions A9, C16, C18, C1, C6 and C26 to ensure implementation is being carried out in accordance with the document and the terms of this approval; (f) as may be requested by the Planning Secretary, help plan or attend audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A31 of this approval; (g) as may be requested by the Planning Secretary, assist in the resolution of community complaints; (h) review the appropriateness of any activities reliant on the definition of Low Impact Work; (i) consider or assess the impacts of minor ancillary facilities comprising lunch sheds, office sheds and portable toilet facilities as required by Condition C22 of this approval; (j) consider any minor amendments to be made to the Ancillary Site Establishment Management Plan, CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval; and	Section 6.1.3

CoA	Requirement	Where addressed
	(k) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI, or as otherwise agreed by the Planning Secretary.	
A23	The Proponent must provide the ER with documentation requested in order for the ER to perform their functions specified in Condition A22 (including preparation of the ER monthly report), as well as: (a) the complaints register (to be provided on a weekly basis or as requested where complaints have been received); and (b) a copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be provided to the ER before the commencement of the subject work).	Section 6.1.3
A24	A suitably qualified and experienced Acoustics Advisor(s) (AA) in noise and vibration management, who is independent of the design and construction personnel, must be nominated by the Proponent and engaged for the duration of Work and for no less than six (6) months following completion of construction of the CSSI, or unless otherwise agreed with the Planning Secretary.	Section 6.1.3
A25	Work must not commence until an AA has been approved by the Planning Secretary no later than one (1) month before commencement of work.	Applies
A26	The Proponent must cooperate with the AA by: (a) allowing for attendance at noise and vibration monitoring activities; (b) providing for review of noise and vibration plans, assessments, monitoring reports, data and analyses required to be prepared under the conditions of this approval; (c) providing the complaints register on a weekly basis where complaints have been received, or as otherwise requested; and (d) considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA, why any recommendation is not adopted.	Section 6.1.3
A27	The approved AA must: (a) receive and respond to communication from the Planning Secretary in relation to the performance of the CSSI in relation to noise and vibration; (b) consider and inform the Planning Secretary on matters specified in the terms of this approval relating to noise and vibration;	Section 6.1.3

CoA	Requirement	Where addressed
	(c) consider and recommend to the Proponent, improvements that may be made to avoid or minimise adverse noise and vibration impacts; (d) review proposed night-time works to determine if sleep disturbance would occur and recommend measures to avoid sleep disturbance or appropriate additional alternative mitigation measures; (e) review noise and vibration documents required to be prepared under the terms of this approval, and should they be consistent with the terms of this approval, endorse them before submission to the Planning Secretary (if required to be submitted to the Planning Secretary) or before implementation (if not required to be submitted to the Planning Secretary); (f) regularly monitor the implementation of all noise and vibration documents required to be prepared under the terms of this approval to ensure implementation is in accordance with what is stated in the document(s) and the terms of this approval; (g) reporting of noise and vibration incidents notified by the Proponent in accordance with Conditions A36 and A38 of this approval; (h) in conjunction with the ER, the AA must: (i) as may be requested by the Planning Secretary or Community Complaints Mediator (required by Condition B14), help plan, attend or undertake audits of noise and vibration management of the CSSI including briefings, and site visits, (ii) in the event that conflict arises between the Proponent and the community in relation to the noise and vibration performance of the CSSI, follow the procedure in the Community Communication Strategy approved under Condition B2 to attempt to resolve the conflict, and if it cannot be resolved, notify the Planning Secretary, (iii) consider relevant minor amendments made to the Ancillary Site Establishment Management Plan, CEMP, relevant sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the terms of this approval and the management plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, endorse the amendment, (this does not include any modifications to the terms of this approval), (iv) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, a Monthly Noise and Vibration Report detailing the AA's actions and decisions on matters for which the AA was responsible in the preceding month. The Monthly Noise and Vibration Report must be submitted within seven days following the end of each month for the duration of the AA's engagement for the CSSI, or as otherwise agreed by the Planning Secretary.	
A28	The Department must be notified in writing of the dates of commencement of works, construction and operation at least one (1) month before those dates.	Applies
A29	If the construction or operation of the CSSI is to be staged, the Department must be notified in writing of the date of the commencement of each stage, at least one (1) month before the commencement of that stage.	Applies

CoA	Requirement	Where addressed
A30	Proposed independent auditors must be agreed to in writing by the Planning Secretary before the commencement of an Independent Audit. This condition does not apply to the engagement of auditors required under Condition E145.	Section 6.1.3
A31	Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).	Section 9.2
A32	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified above, upon giving at least four (4) weeks' notice (or timing as stipulated by the Planning Secretary) to the Proponent of the date upon which the audit must be commenced.	Applies
A33	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (DPIE, 2020), the Proponent must: (a) review and respond to each Independent Audit Report prepared under Condition A31 or Condition A32; (b) submit the response to the Planning Secretary; and (c) make each Independent Audit Report and response to it publicly available two months after submission to the Planning Secretary, or as otherwise agreed by the Planning Secretary.	Section 9.2
A34	Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary within two (2) months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (DPIE, 2020).	Applies
A35	Notwithstanding the requirements of the Independent Audit Post Approval Requirements (DPIE, 2020), the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.	Not applicable to construction.
A36	The Planning Secretary must be notified via the Major Projects Website immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one) and set out the location and nature of the incident.	Section 8.1.2
A37	Subsequent notification must be given, and reports submitted in accordance with the requirements set out in APPENDIX A.	Section 8.1.2
A38	The Planning Secretary must be notified via the Major Projects Website within seven days after the Proponent becomes aware of any non-compliance. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one), identify the condition/s	Section 8.1.2

CoA	Requirement	Where addressed
	against which the CSSI is non-compliant, the nature of the non-compliance; the reason for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	
A39	A non-compliance which has been notified as an incident under Condition A36 does not need to be notified as a non-compliance.	Section 8.1.3
	Part B – Community Information and Reporting	
B1	A Community Communication Strategy must be prepared to provide mechanisms to facilitate communication about construction and operation of the CSSI with: a) the community (including adjoining affected landowners and businesses, LALC, RAPs, community representatives and others directly impacted by the CSSI); and b) the relevant councils and relevant agencies.	Section 6.4.3 CCS
B2	The Community Communication Strategy must: a) identify people, organisations, councils and agencies to be consulted during the design and work phases of the CSSI; b) identify details of the community and its demographics; c) identify timing of consultation; d) set out procedures and mechanisms for the regular distribution of accessible information including to CALD and vulnerable communities about or relevant to the CSSI; e) identify opportunities for education within the community about construction sites; f) detail the measures for advising the community in advance of upcoming construction including upcoming track authorisations and possessions and out-of-hours work as required by Condition E72; g) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant community(ies) for the CSSI; h) set out procedures and mechanisms: i. through which the community can discuss or provide feedback to the Proponent; ii. through which the Proponent will respond to enquiries or feedback from the community;	Section 6.4.3 CCS

CoA	Requirement	Where addressed
	i) to resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of the CSSI, including timing for mediation to be undertaken once it has been escalated to the dispute resolution process; j) address who will engage with the relevant stakeholders; and k) detail the roles and responsibilities of the Public Liaison Officer(s) engaged under Condition B6. The Proponent must continue the operation of the existing Community Consultative Committee as part of its Communication Strategy. The Community Consultative Committee must continue to be operated in accordance with the Department's Community Consultative Committee Guideline. Continuing the Community Consultative Committee must not be the only form of community consultation in the Communication Strategy.	
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.	Section 6.4.3 CCS
B4	Work for the purposes of the CSSI must not commence until the Community Communication Strategy has been approved by the Planning Secretary.	Section 6.4.3 CCS
B5	The Community Communication Strategy, as approved by the Planning Secretary, must be implemented for the duration of the work and for 12 months following the completion of construction.	Section 6.4.3 CCS
B6	A Public Liaison Officer must be appointed to assist the public with questions and complaints they may have at any time during Work. The Public Liaison Officer must be available at all times that Work is occurring.	Applies CCS
B7	A Complaints Management System must be prepared and implemented before the commencement of any Work and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI. Note: In the situation where there are different entities constructing and operating the CSSI, continuity of access to the Complaints Management System must be maintained.	Section 6.4.4 CCS
B8	The following information must be available to facilitate community enquiries and manage complaints one (1) month before the commencement of work and for 12 months following the completion of construction: a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI;	Section 6.4.4 CCS

CoA	Requirement	Where addressed
	b) a postal address to which written complaints and enquires may be sent; c) an email address to which electronic complaints and enquiries may be transmitted; and d) a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.	
B9	A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the: a) number of complaints received; b) the date and time of the complaint; c) the method by which the complaint was made; d) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; e) nature of the complaint; f) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and g) if no action was taken, the reason(s) why no action was taken.	Section 6.4.4 CCS
B10	Personal details of any complainant are not to be provided to the ER unless otherwise agreed to or requested by the complainant.	CCS
B11	Complainants must be advised of the following information before, or as soon as practicable after, providing personal information: a) the Complaints Register may be forwarded to government agencies, including the Department (Department of Planning, Housing and Infrastructure, 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150), to allow them to undertake their regulatory duties; b) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies; c) the supply of personal information by the complainant is voluntary; and d) 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).	CCS

CoA	Requirement	Where addressed
	The Collection Statement must be included on the Proponent or development website to make prospective complainants aware of their rights under the Privacy and Personal Information Protection Act 1998 (NSW). For any complaints made in person, the complainant must be made aware of the Collection Statement.	
B12	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.	CCS
B13	A Community Complaints Mediator(s) that is independent of the design and construction personnel must be nominated by the Proponent, approved by the Planning Secretary and engaged during work associated with the CSSI. The Community Complaints Mediator(s) must be accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board. The nomination of the Community Complaints Mediator(s) must be submitted to the Planning Secretary for approval within one (1) month before the commencement of Work.	Section 6.4.4 CCS
B14	The role of the Community Complaints Mediator(s) is to address any complaint where a member of the public is not satisfied by the Proponent's response. Any member of the public that has lodged a complaint which is registered in the Complaints Management System identified in Condition B7 may ask the Community Complaints Mediator(s) to review the Proponent's response. The application must be submitted in writing and the Community Complaints Mediator(s) must respond within 28 days of the request being made or other specified timeframe agreed between the Community Complaints Mediator(s) and the member of the public.	CCS
B15	The Community Complaints Mediator(s) will: a) review unresolved disputes if the procedures and mechanisms under Condition B2h) and B2i) do not satisfactorily address complaints; b) make recommendations to the Proponent to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes; and c) provide a copy of the recommendations, and the Proponent's response to the recommendations, to the Planning Secretary within one (1) month of the recommendations being made.	CCS
B16	The Proponent must implement the recommendations made by the Community Complaints Mediator(s) in accordance with Condition B15 and be within a timeframe agreed with the Community Complaints Mediator(s), unless otherwise agreed with the Planning Secretary.	CCS
B17	The Community Complaints Mediator(s) will not act before the Complaints Management System required by Condition B7 has been executed for a complaint and will not consider issues such as property acquisition, where other dispute processes are provided for in this approval or clear government policy and resolution processes are available, or matters which are not within the scope of this CSSI.	CCS

CoA	Requirement	Where addressed
B18	A website or webpage providing information in relation to the CSSI must be established before commencement of work and be maintained for the duration of construction, and for a minimum of 24 months following the completion of construction. The following up-to-date information (excluding confidential, private, commercial information or any other information that the Planning Secretary has approved to be excluded) must be published before the relevant work commences and maintained on the website or dedicated pages including: a) information on the current implementation status of the CSSI; b) a copy of the documents listed in Condition A1, and any documentation relating to any modifications made to the CSSI or the terms of this approval; c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; e) a copy of the current version of each document required under the terms of this approval; and f) a copy of the audit reports required under 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 it relates or before its implementation. All information required in this condition must be provided on the Proponent's website, ordered in a logical sequence and which is easy to navigate. Note: 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.	Section 6.4.5

CoA	Requirement	Where addressed
	Part C – Construction Environmental Management	
C1	Except as provided by Condition C16, a Construction Environmental Management Plan (CEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020).	Section 2.2.3
C2	The CEMP must provide: a) a description of activities to be undertaken during construction (including the scheduling of construction); b) details of environmental and social policies, guidelines and principles to be followed in the construction of the CSSI; c) a program for ongoing analysis of the key environmental and social impact risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the CSSI. The initial risk assessment may be undertaken as part of the CEMF pursuant to Condition C16; d) details of how the activities described in subsection (a) of this condition will be carried out to: i. meet the performance outcomes stated in the documents listed in Condition A1 and as required by this approval; and ii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; e) an inspection program detailing the activities to be inspected and frequency of inspections; f) a protocol for managing and reporting, including to the relevant roads authority, asset owner(s) and in the case of a classified road, TfNSW, where relevant to traffic, transport and access management any: i. incidents; and ii. non-compliances with this approval or statutory requirements; g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction; h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C6. Where staged construction of the CSSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction; i) an organisational chart including description of the roles and environmental responsibilities for relevant employees and any independent appointments;	Table 4

CoA	Requirement	Where addressed
	j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental, social and compliance obligations under the terms of this approval; and k) for periodic review and update of the CEMP and all associated plans and programs Note: CEMP(s) may reflect the construction of the project through geographical activities, temporal activities or activity based staging.	
C3	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 C16.	Section 3.3
C4	Where a CEMP (and relevant CEMP Sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	Section 3.3
C5	CEMP(s) (and relevant CEMP Sub-plans) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER 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 that stage. The CEMPs (and relevant CEMP Sub-plans) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	Section 3.3
C6	Except as provided by Condition C16 the following CEMP Sub-plans must be prepared and implemented in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A8.	Section 3.3.2

CoA	Requirement	Where addressed
	<table><tr><th></th><th>Required CEMP Sub-plan</th><th>Relevant government agencies to be consulted for each CEMP Sub-plan</th></tr><tr><td>(a)</td><td>Traffic, transport and access</td><td>TfNSW and relevant councils</td></tr><tr><td>(b)</td><td>Soil and Water</td><td>BCS, NSW EPA, and relevant councils</td></tr><tr><td>(c)</td><td>Noise and vibration</td><td>Relevant councils</td></tr><tr><td>(d)</td><td>Biodiversity</td><td>DPI Fisheries, BCS, and relevant councils</td></tr><tr><td>(e)</td><td>Non-Aboriginal heritage</td><td>Heritage NSW and relevant councils</td></tr><tr><td>(f)</td><td>Aboriginal heritage</td><td>Heritage NSW, RAPs and relevant councils</td></tr><tr><td>(g)</td><td>Flood and bush fire emergency management</td><td>SES, Hume Zone and Riverina Zone Bush Fire Management Committees, DCCEEW and relevant councils</td></tr><tr><td>(h)</td><td>Salinity management plan</td><td>Relevant councils</td></tr><tr><td>(i)</td><td>Contamination and hazardous materials plan</td><td>DPHI and relevant councils</td></tr><tr><td>(j)</td><td>Waste management plan</td><td>Relevant councils</td></tr><tr><td>(k)</td><td>Groundwater management plan</td><td>DCCEEW Water Group and relevant Councils</td></tr><tr><td>(l)</td><td>Social impact management plan</td><td>DPHI and relevant councils</td></tr></table> Note: 1. CEMP Sub-plan(s) may reflect the construction of the project through geographical activities, temporal activities or activity-based staging. Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans.	
C7	The CEMP Sub-plans must state how: a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; b) the mitigation measures identified in the documents listed in Condition A1 will be monitored and implemented; c) the relevant terms of this approval will be complied with; and d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	Section 3.3.2 CEMP Sub-plans
C8	The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority about the use and management of roads and include measures to: a) minimise impacts on seasonal traffic and public transport, including harvest-related vehicles, school buses, bus stops and freight operators ;	CTTAMP

CoA	Requirement	Where addressed
	b) consult and advise of changes that impact Wagga Wagga Health precinct and emergency services; c) minimise impacts to pedestrian and active transport routes consistent with Conditions E133, E134 and E135; d) minimise noise and amenity impacts of heavy vehicles entering and exiting construction compounds, borrow sites and other ancillary sites, and driving through populated areas, including school zones at speed limited times; e) minimise impacts to vulnerable road users and sensitive land uses, including but not limited to avoiding, where possible, schools, child care facilities and aged care facilities; f) avoid heavy vehicle movements on public roads outside the construction hours detailed in Condition E69; g) repair roads damaged during construction to ensure the safety or road users; h) all mitigation measures identified in accordance with the Wagga Wagga Construction Traffic, Transport and Access Mitigation Options Report in accordance with Condition E137; i) inform road users, freight operators and pedestrians and active transport users of changes to traffic conditions, detours and parking; j) implement and comply with Condition E135; k) maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and ensure measures are implemented prior to any access disruption; and l) identify construction vehicle routes not identified in the documents listed in Condition A1 and in accordance with Condition E138; m) managing Maritime traffic impacts through a Maritime Traffic Management Plan; n) periodically review mitigation measures to further minimise impacts to road users, pedestrians and active transport users including adaptive management measures addressing traffic impacts associated with construction of Edmondson Street Bridge; and o) regularly consult with councils and TfNSW regarding changes to traffic and pedestrian impacts and mitigation measures.	
C9	The Construction Noise and Vibration Sub-plan must include, but not limited to: a) measures to reduce construction to standard ICNG hours where sensitive land uses are likely to be noise affected for more than 3 months; b) an approach to assess and manage construction fatigue from noise impacts on sensitive receivers on an ongoing basis; c) noise sensitive periods identified by the community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas and measures to ensure noise levels above the NMLs do not occur during sensitive periods in accordance with Condition E76;	CNVMP

CoA	Requirement	Where addressed
	d) mitigation for construction traffic noise impacts from additional construction traffic and road diversions; e) the location of all heritage items, non-heritage structures and infrastructure likely to be impacted by vibration and measures to manage vibration impacts at those items and structures; and f) vibration levels at a range of distances from vibration intensive equipment such as excavators and vibratory rollers before undertaking works with the specific type and size of equipment.	
C10	The Biodiversity Management Sub-plan must include, but not limited to details of the: a) measures to avoid and minimise disturbance and impacts to terrestrial and aquatic threatened species and their habitat; b) Measures to protect riparian corridors and erosion and sediment control measures to be implemented identified in accordance with Condition E173 and E174; and c) Riparian and watercourse rehabilitation measures to be implemented in accordance with Condition E34.	CBMP
C11	The Non-Aboriginal Heritage Management Sub-plan must be prepared by a suitably qualified and experienced heritage expert and include: a) all exclusion zones, archival recording requirements, baseline, and periodic monitoring protocols (including before and during construction; b) measures to avoid or minimise impacts to the broad gauge track in Albury Station and Yard Group identified in accordance with Condition E52 to the greatest extent practicable; and c) items to be salvaged, relocated or reused including Signal Box 1 A at Albury and any items identified in the documents listed in Condition A1, Condition E51 and Condition E52.	CCHMP
C12	The Aboriginal Cultural Heritage Management Sub-plan must be prepared by suitably qualified and experienced persons and include: a) measures to avoid and protect the Aboriginal objects, sites and Potential Archaeological Deposits identified within or adjacent to the project footprint, including fencing of areas to be avoided prior to Work commencing. b) updated mapping of all areas that have been or will be subject to monitoring and salvage excavations; c) procedures for monitoring, salvaging and relocating the Aboriginal objects and sites located within the approved development footprint. d) Procedures to ensure RAPs and LALC are consulted on Aboriginal cultural heritage management throughout construction; e) Procedures for short and long term management of any salvaged Aboriginal objects in consultation with the RAPs and LALC	CCHMP

CoA	Requirement	Where addressed
	f) a contingency plan and reporting procedure for the management of Unexpected Heritage Finds and Human Remains that is prepared by suitably qualified and experienced heritage specialist in relation to Aboriginal cultural heritage, in consultation with the RAPs, LALCs and in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010); and g) heritage induction and training for construction personnel.	
C13	The Soil and Water Management Sub-plan must include: a) Measures to avoid and minimise erosion and sedimentation impacts including to agricultural and forested land, and areas of high salinity and high erosion potential; b) Information demonstrating that the required construction water resources are legally and physically available; c) Procedures and protocols for the appropriate supply, transport and storage of water across the CSSI. d) mitigation measures to address construction water resource shortages that arise; e) a Construction Groundwater Management Plan (CGMP) that includes a protocol for avoiding, minimising and mitigating impacts. f) a surface water monitoring framework; g) a dam dewatering protocol; and h) a spill response procedure.	CSWMP
C14	The Flood and Bush Fire Emergency Management Sub-plan must include: a) measures for managing flood and bush fire risks including access and egress for emergency vehicles and subsequent recovery; b) consideration of flood and bush fire risks associated with construction works; c) details of the management and maintenance of flood and bush fire mitigation measures including first-response capabilities, any temporary and permanent fencing and drainage structures.	CFBFEMP
C15	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and sub-plans have been endorsed by the ER and approved by the Planning Secretary or ER.	Section 3.3.2

CoA	Requirement	Where addressed
C16	A Construction Environmental Management Framework (CEMF) may be prepared to facilitate the preparation and approval of construction environmental management and monitoring plans required under Part C of this approval. The CEMF must: a) identify the Construction Environmental Management Plans (CEMPs), CEMP Sub-plans and Construction Monitoring Programs (CMP) required for each stage of construction consistent with the Staging Report prepared under Condition A9; b) document the proposed structure of the CEMPs, CEMP Sub-plans and CMPs for the relevant stage of construction; c) provide, by way of a Risk Matrix, an assessment of the predicted level of environmental and social risk, including the potential level of community concerns posed by each construction stage. This must use a process consistent with AS/NZS ISO 31000: 2018; Risk Management – Guidelines; and d) nominate the consultation and endorsement level for the CEMPs, CEMP Sub-plans and CMPs required for each construction stage. The endorsement level being one of the following: i. Low Risk Stage – to be self endorsed and consultation with agency and council stakeholders is not mandatory, ii. Medium Risk Stage – to be endorsed by the ER and consultation with agency and council stakeholders required, and iii. High Risk Stage– to be endorsed by the Planning Secretary and consultation with agency and council stakeholders required. For a Low Risk Stage(s) the requirements of Part C of this approval do not apply. In these circumstances, a CEMP, CEMP sub-pan and CMP, may be substituted with an alternate process such as a Construction Method Statement or the like. The CEMF must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the lodgement of any CEMP, CEMP sub plan or CMP to the Planning Secretary for approval. The approved CEMF must be implemented for the duration of construction. Note: The Planning Secretary may vary the CEMF in relation to the endorsement authority for the CEMPs, CEMP Sub-plans and CMPs.	Section 1.4 CEMF
C17	Where changes are proposed to the staging of construction, a revised CEMF must be prepared, endorsed by the ER and submitted to the Planning Secretary for approval no later than one (1) month prior to the proposed change in the staging.	Section 1.4
C18	Before the establishment of an ancillary facility that is required prior to the approval of a CEMP (excluding minor ancillary facilities determined by the ER to have minimal environmental impact and those established under Condition C22), an Ancillary Site Establishment Management Plan must be prepared which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facilities. The Ancillary Site Establishment Management Plan must be prepared in consultation with the relevant council and government agencies.	Table 4 Section 4.3 Appendix A7

CoA	Requirement	Where addressed
	The Plan must be submitted to the Planning Secretary for approval one (1) month before the establishment of any ancillary facilities. The Ancillary Site Establishment Management Plan must detail the management of the ancillary facilities and include: a) a description of activities to be undertaken during establishment of the ancillary facility (including scheduling and duration of work to be undertaken at the site); b) figures illustrating the proposed operational site layout and the location of the closest sensitive land use(s); c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment work; d) details of how the site establishment activities described in subsection (a) of this condition will be carried out to: i. meet the performance outcomes stated in the documents listed in Condition A1, and ii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and e) a program for monitoring the performance outcomes, including a program for construction noise monitoring. Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each ancillary facility, or one Site Establishment Management Plan for all ancillary facilities. The approved Site Establishment Management Plan(s) must be implemented. Note: This plan is only needed before a CEMP is approved. Once a CEMP is approved an Ancillary Site Establishment Management Plan(s) is not required.	
C19	The use of an ancillary facility for construction must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C6 and relevant Construction Monitoring Programs required by Condition C26 have been approved by the Planning Secretary.	Section 4.3 Appendix A7
C20	This condition does not apply to the use of minor Ancillary Facilities established under Condition C22. Note: The operation of an ancillary facility can commence if the ER has determined the operational activities are Low Impact work as defined in Table 1 of this approval.	Section 4.3
C21	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 C18.	Section 4.3 Appendix A7

CoA	Requirement	Where addressed
C22	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) , the roads authority, and both TfNSW and the roads authority for Classified Roads, including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	Section 4.3 Appendix A7
C23	The minor ancillary Facilities can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria: a) are located within or immediately adjacent to the construction boundary; and b) have been assessed by the ER to have - i. minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009) (ICNG), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and ii. minimal environmental impact with respect to waste management and flooding, and iii. no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.	Section 4.3.1
C24	Boundary screening must be erected at any ancillary facilities (excluding minor ancillary facilities) that is adjacent to sensitive land use(s) for the duration of the time that the ancillary facility is in use, unless otherwise agreed with the owner and occupier of the adjacent sensitive land use(s). Boundary screening must minimise visual impacts on adjacent sensitive land use(s).	Section 4.3 Appendix A7
C25	Any agreements between the Proponent and landowner for the temporary use of land for construction purposes must provide for the rehabilitation of that land and any structures on it to its pre-construction state, unless otherwise agreed with the landowner.	Appendix A7
C26	Except as provided by Condition C16 the following Construction Monitoring Programs must be prepared and implemented in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP:	Section 3.3.2

CoA	Requirement	Where addressed
	<table><tr><th></th><th>Required Construction Monitoring Programs</th><th>Relevant government agencies to be consulted for each Construction Monitoring Program</th></tr><tr><td>a)</td><td>Traffic, transport and access</td><td>Relevant councils and TfNSW</td></tr><tr><td>b)</td><td>Noise and vibration</td><td>Relevant councils</td></tr><tr><td>c)</td><td>Biodiversity</td><td>BCS (NSW DCCEEW)</td></tr><tr><td>d)</td><td>Surface water</td><td>DCCEEW Water Group, and relevant councils</td></tr></table>	
C27	Each Construction Monitoring Program (CMP) must have consideration of SMART principles and provide: a) details of baseline data available; b) details of baseline data to be obtained and when; c) details of all monitoring of the project to be undertaken; d) the parameters of the project to be monitored; e) the frequency of monitoring to be undertaken; f) the location and justification of monitoring locations. g) the reporting of monitoring results and analysis results against relevant criteria; h) details of the methods that will be used to analyse the monitoring data; i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts; and j) any consultation to be undertaken in relation to the monitoring programs.	Section 3.3.2
C28	The Noise and Vibration Monitoring Program must be prepared in accordance with the requirements of Approved Methods for the Measurement and Analysis of Environmental Noise (EPA).	CNVMP
C29	CMP(s) 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 C16.	Section 3.3.2

CoA	Requirement	Where addressed
C30	Where a CMP requires Planning Secretary's approval, the CMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	Section 3.3.2
C31	CMP(s) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER 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 that stage. The CMP(s) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	Section 3.3.2
C32	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 C16), and all relevant baseline data for the specific construction activity has been collected.	Section 3.3.2
C33	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.	Section 3.3.2
C34	The results of the CMP(s) must be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant CMP. Note: Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.	Section 3.3.2
	Operational Environmental Management	
D1	An Operational Environmental Management Plan (OEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020). The OEMP must detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 will be implemented and achieved during operation. Condition D1 does not apply if Condition D2 of this approval applies.	Does not apply to construction
D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Planning Secretary, and demonstrates, to the satisfaction of the Planning Secretary, that through the EMS or equivalent: a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in Condition A1, and specified relevant terms of this approval can be achieved; b) issues identified through ongoing risk analysis can be managed; and	Does not apply to construction

<table>
<tr><th>CoA</th><th>Requirement</th><th>Where addressed</th></tr>
<tr><td></td><td>c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation;
d) procedures and mechanisms are in place:
i. for the community to discuss or provide feedback to the Proponent;
ii. through which the Proponent will respond to enquiries or feedback from the community; and
iii. resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of the CSSI, including disputes regarding rectification or compensation.
At a minimum, the EMS must address fencing provision, failure compensation mechanisms and repair, maintenance of fences and culverts, with strict observance of biosecurity protocols, consistent with the Biosecurity Act 2015</td><td></td></tr>
<tr><td>D3</td><td>The OEMP or EMS or equivalent as agreed with the Planning Secretary, must be submitted to the Planning Secretary for information no later than one (1) month before the commencement of operation, or where operation is staged, no later than one (1) month before the commencement of operation of that stage.</td><td>Does not apply to construction</td></tr>
<tr><td>D4</td><td>The OEMP or EMS or equivalent as agreed with the Planning Secretary, as submitted to the Planning Secretary and amended from time to time, must be implemented for the duration of operation and the OEMP or EMS or equivalent must be made publicly available before the commencement of operation.</td><td>Does not apply to construction</td></tr>
<tr><td>D5</td><td>The following Operational Monitoring Programs must be prepared in consultation with the relevant authorities identified for each Operational Monitoring Program to compare actual operational performance against predicted performance. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant Operational Monitoring Program, including copies of all correspondence from those agencies as required by Condition A8.
<table>
<tr><th></th><th>Required Operational Monitoring Programs</th><th>Relevant authority(s) and council(s) to be consulted for each Operational Monitoring Program</th></tr>
<tr><td>(a)</td><td>Air quality</td><td>NSW EPA, relevant councils</td></tr>
<tr><td>(b)</td><td>Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program</td><td>BCS</td></tr>
</table>
</td><td>Does not apply to construction</td></tr>
</table>

CoA	Requirement	Where addressed
D6	Each operational monitoring program must include: a) details of baseline data; b) details of all monitoring of the project to be undertaken; c) the parameters of the project to be monitored; d) the frequency and lifespan of monitoring to be undertaken; e) the location and justification of monitoring locations; f) the reporting of monitoring and analysis results against relevant criteria; g) details of the methods that will be employed to analyse the monitoring data; h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and i) any consultation to be undertaken in relation to the monitoring programs. Note: Operational Monitoring Program requirements will be included in approvals on a project specific basis in consideration of the need for continuous improvement of environmental performance.	Does not apply to construction
D7	The Operational Monitoring Program(s) must be submitted to the Planning Secretary for approval at least three (3) months prior to the commencement of operation.	Does not apply to construction
D8	Operation must not commence until the Planning Secretary has approved all of the required Operational Monitoring Programs, and all relevant baseline data has been collected.	Does not apply to construction
D9	The Operational Monitoring Programs, as approved by the Planning Secretary, must be implemented for the duration identified in the terms of this approval. Where no duration is specified in this approval, they must be implemented for the duration specified in the relevant Operational Monitoring Program or as specified by the Planning Secretary.	Does not apply to construction
D10	The results of the Operational Monitoring Programs must be submitted to the Planning Secretary, and relevant regulatory authorities, for information in the form of an Operational Monitoring Report at the frequency identified in the in the terms of this approval. Where no frequency is identified in this approval, the results must be submitted at the frequency identified in the relevant Operational Monitoring Program.	Does not apply to construction

CoA	Requirement	Where addressed
D11	Where a relevant OEMP Sub-plan exists, the relevant Operational Monitoring Program may be incorporated into that OEMP Sub-plan.	Does not apply to construction
D12	The Operational Air Quality Monitoring Program (OAQMP) must address the requirements of Conditions E8 to E18. The OAQMP must include: a) Management measures to mitigate air quality impacts to sensitive receivers where un-planned events or incidents result in idling in locations close to sensitive receivers.	Does not apply to construction
D13	An Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program must be implemented for a period of ten (10) years to evaluate the effectiveness of fauna connectivity measures, unless otherwise agreed with the Planning Secretary. The Program must be prepared by a suitably qualified and experienced ecologist(s) with experience in fauna connectivity and include regular seasonal ongoing monitoring for Squirrel Glider and Sloane's Froglet at Billy Hughes Bridge and Uranquinty Creek. The Program must include: a) Existing fauna movements identified in accordance with Condition E29; b) Monitoring methodology to evaluating the effectiveness of new and existing fauna connectivity measures and performance indicators; c) visual inspections of fauna connectivity structures following a severe weather event and/or record of fauna mortality and rectification of any damaged structures; d) a process to identify adaptive mitigation measures following monitoring results obtained in accordance with Condition D13(b) and the timeframe for implementation ; The results of the monitoring must be provided in an annual report and submitted to the Planning Secretary upon request, to DCCEEW and the relevant Council. Note: This condition is not meant to duplicate the monitoring requirements of the Sloane's Froglet Management Plan required in accordance with Condition E26.	Does not apply to construction
	Key issue conditions	
E1	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	Applies

<table>
<tr><th>CoA</th><th>Requirement</th><th>Where addressed</th></tr>
<tr><td>E2</td><td>Idling of locomotives within 150 metres of sensitive land uses, during operation of the CSSI, can only occur where the project can determine compliance with National Environment Protection (Ambient Air Quality) Measure as listed in Table 4 or where agreed by the Planning Secretary following the approval of the Operational Air Quality Review Report required by Condition E6.

Table 4. Air quality National Environment Protection (Ambient Air Quality) Measure
<table><tr><th>Pollutant</th><th>Air quality NEPM criteria ($\mu g/m^{-3}$)</th><th>Air quality NEPM criteria (ppm)</th></tr><tr><td>NO_2 1-hour</td><td>164</td><td>0.08</td></tr><tr><td>NO_2 Annual</td><td>31</td><td>0.02</td></tr><tr><td>$PM_{2.5}$ 24-hour</td><td>25</td><td>N/A</td></tr></table></td><td>Does not apply to construction</td></tr>
<tr><td>E3</td><td>Determining compliance with Condition E2 must be based on at least 12 months of background monitoring and additional modelling completed in accordance with the Background Monitoring Plan required Condition E4 and the approved Operational Air Quality Review Report required by Condition E7.</td><td>Does not apply to construction</td></tr>
<tr><td>E4</td><td>A Background Monitoring Plan must be prepared by an independent air quality specialist with appropriate skills and experience in air quality monitoring and modelling, approved in accordance with Condition A16, to monitor background air quality for at least 12 months at ground level locations for sensitive receivers within 150m of proposed idling locations. The Background Monitoring Plan must be prepared in consultation with the EPA and must include:

a) monitoring at a representative number of ground level locations to proposed idling locations that are within 150m of sensitive receivers;

b) the pollutants and parameters to be monitored (by sampling and obtaining results by analysis) as specified in Table 5 and determined in consultation with the EPA.

c) monitoring and modelling methodologies to determine compliance with the National Environment Protection (Ambient Air Quality) Measure as listed in Table 4.

Table 5: Ambient Air Quality Monitoring Methodologies</td><td>Applies – this Condition is addressed outside the CEMP and Sub-plans</td></tr>
</table>

CoA	Requirement	Where addressed

Pollutant	Units of measurement[2]	Averaging Period	Frequency	Method[1]
NO	pphm	1-hour	Continuous	AM-12
NO_2	pphm	1-hour	Continuous	AM-12
NO_x	pphm	1-hour	Continuous	AM-12
$PM_{2.5}$[3]	µg/m³	24-hour	Continuous	AS 3580.9.13:2022[4] or as otherwise agreed by the Secretary in consultation with the EPA
Parameter[5]	**Units of Measure**	**Averaging Period**	**Frequency**	**Method[1]**
Wind Speed @ 10m	m/s	1-hour	Continuous	AM-2 & AM-4
Wind Direction @ 10m	m/s	1-hour	Continuous	AM-2 & AM-4
Sigma Theta @ 10m		1-hour	Continuous	AM-2 & AM-4
Temperature @ 2m	K	1-hour	Continuous	AM-4
Temperature @ 10m	K	1-hour	Continuous	AM-4
Other				**Method[1]**
Siting	NA	NA	NA	AM-1 & AM-4

Notes:

1. Approved methods for the sampling and analysis of air pollutants in New South Wales (Environment Protection Authority, 2022), and supporting document Table of AM-coded methods for ambient air monitoring, or as otherwise agreed by EPA.

2. pphm: parts per hundred million

3. Appropriately modified to include size selective inlet for PM2.5 or as otherwise approved by the EPA

CoA	Requirement	Where addressed
	4. AS 3580.9.13:2022, Methods for sampling and analysis of ambient air, Method 9.13: Determination of suspended particulate matter — PM2.5 continuous direct mass method using a tapered element oscillating microbalance monitor (Standards Australia, 2022). 5. Location for meteorological monitoring station(s) to be representative of weather conditions likely to occur in the vicinity of Albury, Wagga Wagga, and Junee rail operational impact zones.	
E5	The Background Monitoring Plan must be implemented for at least 12 months, (and must be completed prior to the commencement of operations).	Applies – this Condition is addressed outside the CEMP and Sub-plans
E6	An Operational Air Quality Review Report must be prepared by an independent Air Quality specialist with appropriate skills and experience in air quality monitoring and modelling, in consultation with the EPA. The Operational Air Quality Review Report must include: a) the results of the background monitoring and modelling completed in accordance with the methodology in the Background Monitoring Plan in Condition E4; b) a health impact assessment for all locations that exceed the NEPM at the closest sensitive receiver that are proposed to remain in use; c) mitigation measures that seek to avoid, minimise and manage air quality impacts to ensure compliance with the NEPM and reduce human health impacts; d) management measures to avoid, minimise and manage air quality impacts during unplanned events; and e) operational air quality monitoring methodology and procedures to confirm compliance with the NEPM for all locations where an exceedance of the NEPM was identified in the modelling completed in accordance with Condition E4 and the effectiveness of the proposed mitigation measures identified at Condition E6(c). The locations selected for air quality monitoring must be suitable for detecting any impact on air quality from idling trains at the closest sensitive receiver and near locomotive idling locations.	Does not apply to construction
E7	The Operational Air Quality Review Report must be submitted to the Planning Secretary and approved prior to operation. The Operational Air Quality Review Report must be implemented.	Does not apply to construction
E8	Air quality must be monitored at all idling locations identified in Condition E6b) for 10 years, unless otherwise agreed by the Planning Secretary. Air quality monitoring must comply with the approved Operational Air Quality Review Report required by Condition E6.	Does not apply to construction

CoA	Requirement	Where addressed
E9	At the conclusion of the 10-year operational monitoring period, the Proponent must review the need for the continued use of ambient monitoring stations in consultation with EPA and the Planning Secretary. Closure or discontinued use of a monitoring station will require the approval of the Planning Secretary.	Does not apply to construction
E10	The location of the monitoring stations or locations identified in Conditions E4 and E8 must be agreed to subject to landowner's and occupier's agreement and must be approved by the Planning Secretary one month prior to the commencement of monitoring.	Applies – this Condition is addressed outside the CEMP and Sub-plans
E11	The establishment and operation of the monitoring stations must be undertaken in accordance with recognised Australian standards and undertaken by an organisation accredited by NATA for this purpose and approved by the Planning Secretary. The quality of the monitoring results must be assured through a NATA accredited process prior to the data being considered as a basis for compliance and auditing purposes.	Applies – this Condition is addressed outside the CEMP and Sub-plans
E12	The Proponent must develop and implement a reporting system for air quality monitoring required by Condition E8. The reporting system must be approved by the Planning Secretary and be fully implemented and operational prior to monitoring in accordance with Condition E8. Minimum analytical reporting requirements for air pollution monitoring stations must be as specified in the Approved methods for the sampling and analysis of air pollutants in NSW (NSW EPA, 2022, or as updated).	Does not apply to construction
E13	Results of hourly updated real-time monitoring required by Condition E8, relevant meteorological data must be provided on a website in an easy to interpret format. This data may be preliminary until a quality assurance check has been undertaken by a person or organisation, who is accredited by NATA for this purpose.	Does not apply to construction
E14	The availability of monitoring data must be conveyed to the local community by way of newsletter (including translation into common community languages in the area) and newspaper advertisement at least one month prior to the commencement of monitoring in accordance with Condition E8.	Does not apply to construction
E15	All continuous emissions monitoring systems installed and operated as a requirement of Condition E8 must: a) undergo relative accuracy test audits at an interval not exceeding 12 months, or within another timeframe agreed with the Planning Secretary.	Does not apply to construction

CoA	Requirement	Where addressed
	b) be audited by a person independent from the design and construction of the CSSI, approved in accordance with Condition A16, at an interval not exceeding 12 months, or within another timeframe agreed with the Planning Secretary	
E16	The auditor must ensure that the operating procedures and equipment to acquire air monitoring, meteorological data and emission monitoring data and monitoring reporting comply with NATA (or equivalent) requirements and sound laboratory practice.	Applies – this Condition is addressed outside the CEMP and Sub-plans
E17	The Proponent must document the results of the audit and make available all audit data for inspection by the Planning Secretary upon request.	Does not apply to construction
E18	The Proponent must undertake appropriate quality assurance (QA) and quality control (QC) measures for air quality emission monitoring data. This must include, but not be limited to: accreditation/quality systems; staff qualifications and training; auditing; monitoring procedure; service and maintenance; equipment or system malfunction; and records/reporting. The QA/QC measures must be approved by an expert independent from the design and construction of the CSSI, approved in accordance with Condition A16. Note: The air quality specialist required in Condition E4 can be the independent expert required in this condition where they have suitable skills, experience and qualifications.	Applies – this Condition is addressed outside the CEMP and Sub-plans
E19	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.	CBMP Section 6.1 and 6.9
E20	Impacts to plant community types and threatened species habitat must not exceed the impacts specified in Table 6 and Table 7 below: **Table 6 Plant community type impacts and ecosystem credit requirements**	CBMP Section 6.1 and 6.8

CoA	Requirement	Where addressed

Name of Plant Community Type/ID	Area of impact	Ecosystem credits to be retired
277 – moderate – Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	0.5	22
277 – poor - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	1.44	30
277 – derived - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	2.3	78
277 – Native plantings - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	0.26	7
277 – Non-native - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	30.5	0
5 - River Red Gum herbaceous-grassy very tall open forest wetland on inner floodplains in the lower slopes sub-region of the NSW South-Western Slopes Bioregion and the eastern Riverina Bioregion	0.04	2
Total		**139**

Table 7 Threatened species habitat impacts and species credit requirements

CoA	Requirement	Where addressed
	<table><tr><th>Fauna Species</th><th>Area (ha)</th><th>Credits to be retired</th></tr><tr><td>Lower Slopes IBRA Subregion</td><td></td><td></td></tr><tr><td>Sloane's Froglet (*Crinia sloanei*)</td><td>0.03</td><td>2</td></tr><tr><td>Squirrel Glider (*Petaurus norfolcensis*)</td><td>0.16</td><td>3</td></tr><tr><td>Superb Parrot (*Polytelis swainsonii*)</td><td>0.16</td><td>3</td></tr><tr><td>Inland Slopes IBRA Subregion</td><td></td><td></td></tr><tr><td>Sloane's Froglet (*Crinia sloanei*)</td><td>0.23</td><td>5</td></tr><tr><td>Key's Matchstick Grasshopper (*Keyacris scurra*)</td><td>0.21</td><td>4</td></tr><tr><td>Squirrel Glider (*Petaurus norfolcensis*)</td><td>1.82</td><td>41</td></tr><tr><td>Superb Parrot (*Polytelis swainsonii*)</td><td>1.82</td><td>41</td></tr><tr><td>Total</td><td></td><td>99</td></tr></table>	
E21	Prior to impacts on the biodiversity values of the CSSI, the number and classes of ecosystem credits and species credits (like-for-like) as set out in the BAM Biodiversity Credit Report which forms part of the BDAR Revision M, must be retired. The number of biodiversity offset species credits obligations that must be retired (prior to impacting the biodiversity values) in each of the CSSI as detailed in Table 6 and Table 7.	CBMP Section 6.8
E22	On the discovery of potential or actual impacts to any threatened communities or species not listed in Condition E20, all work which may impact the identified species or community must stop to prevent further impact and the Planning Secretary and DCCEEW (NSW) (and DCCEEW (Cth) where relevant) notified in writing. Work must not recommence until the relevant agencies have been consulted and any required approvals have been obtained.	CBMP Section 6.1, 6.5, 6.8
E23	The retirement of the credits must be carried out in accordance with the Biodiversity Conservation Act 2016 (NSW) (BC Act), and can be achieved by: a) acquiring and retiring "biodiversity credits" within the meaning of the BC Act; and / or	CBMP Section 6.8

CoA	Requirement	Where addressed
	b) making a payment into the Biodiversity Conservation Fund of an amount equivalent to the class and number of ecosystem and species credits, as calculated by the BCF Charge System; and/or c) funding a biodiversity conservation action that benefits the entity impacted and is listed in the ancillary rules of the Biodiversity Offset Scheme. d) Where evidence of compliance with the Ancillary rules: Reasonable steps to seek like-for-like biodiversity credits for the purpose of applying the variation rules has been provided to, and approved by the Planning Secretary, the variation rules may be applied to retire the relevant ecosystem credits and species credits as set out in the BAM Biodiversity Credit Report (Variation). The variation rule does not apply to biodiversity credits for threatened species or threatened ecological communities that are listed as critically endangered under the BC Act or listed in any capacity under the Environment Protection and Biodiversity Conservation Act 1999. Note: "Impacted site" in the application of the like-for-like offset rules is taken to be the subject land described in the Biodiversity Development Assessment Report referred to in Condition A1. The subject land is the disturbance footprint subject to assessment under the Biodiversity Assessment Method.	
E24	Evidence of the retirement of credits in satisfaction of Condition E23 must be provided to the Planning Secretary prior to impacts to the biodiversity values.	CBMP Section 6.8
E25	Prior to the commencement of works, the Proponent must complete targeted surveys during July and/ or August for Sloane's Froglet (Crinia sloanei) in all areas where that species was assumed present in the documents listed in Condition A1. The results of the targeted surveys are to be provided to DCCEEW and the Planning Secretary for information.	CBMP Table 3
E26	In all locations where the Sloane's Froglet is recorded, a site-specific Sloane's Froglet Management Plan(s) must be prepared and implemented in consultation with DCCEEW and landowners to manage work within and adjacent to Sloane's Froglet habitat. The Sloane's Froglet Management Plan must include: a) details of proposed detention basins to manage stormwater consistent with the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017); b) measures to prevent Sloane's Froglet habitat from being impacted by sediment; and c) regular monitoring.	CBMP Table 3
E27	The Sloane's Froglet Management Plan must be submitted to and approved by the Planning Secretary. No work that could impact the areas identified with Sloane's Froglet (Crinia sloanei) are to be carried out prior to:	CBMP Table 3

CoA	Requirement	Where addressed
	a) the completion of the targeted surveys required in Condition E25; and b) the implementation of the approved Sloane's Froglet Management Plan required by Condition E26.	
E28	In all remaining areas that assumed the presence of Sloane's Froglet (Crinia sloanei), erosion and sediment control measures and protection of riparian areas must be installed in accordance with Conditions C10, E173 and E174 prior to work in these areas.	CBMP Table 3
E29	Prior to construction, at Billy Hughes Bridge and Uranquinty Creek, existing fauna movement corridors, pathways and connectivity for the squirrel Glider at Billy Hughes Bridge and Uranquinty Creek must be determined by a suitably qualified and experienced expert in consultation with DCCEEW including evidence of existing fauna movement corridors, pathways and connectivity and analysis of existing studies or baseline monitoring.	CBMP Table 3
E30	The design of fauna connectivity measures must have regard to: a) existing fauna movement corridors, pathways and connectivity identified in accordance with Condition E29; b) the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017), relevant threatened species guidelines, species biology and the results of on-ground surveys; c) Fauna Sensitive Road Design Manual Volume 2 (Queensland Government, 2010); d) Fauna Sensitive Road Design Guidelines (VicRoads, 2012); and e) industry best practice measures.	Does not apply to Stage A construction
E31	The Proponent must prepare and implement a Fauna Connectivity Strategy for the Squirrel Glider and Sloane's Froglet for Billy Hughes Bridge and Uranquinty Creek prior to the commencement of Work that has the potential to impact on the Squirrel Glider and Sloane's Froglet. The strategy must: a) include details of existing fauna movement corridors, pathways and connectivity informed by Condition E29; b) be consistent with the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017); c) justify the design, location and spacing of fauna connectivity structures and measures; d) demonstrate the effectiveness of connectivity structures and measures for the targeted species to maintain or improve connectivity and movement pathways of species within regional, local and riparian corridors; i. a map showing the location and design of all fauna connectivity measures to be implemented	Does not apply to Stage A construction

CoA	Requirement	Where addressed
	ii. the maintenance activities for all connectivity structures and measures for the life of the impact of the CSSI, including timing and frequency of maintenance actions, including after flood and bushfire events; and iii. include the Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program required by Condition D12.	
E32	The Fauna Connectivity Strategy must be prepared by a suitably qualified and experienced person(s) who has expertise in the relevant targeted species, in consultation with, BCS, DPI Fisheries and approved by the Planning Secretary.	Does not apply to Stage A construction
E33	There are to be no works to the substructure of the Murray River Bridge or instream works in the Murray River or Oddies Creek.	Does not apply to Stage A construction
E34	Riparian land and watercourses disturbed during construction must be rehabilitated and revegetated with native species of local provenance from the relevant native vegetation community on completion of Work impacting the riparian land in accordance with the Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) and A Rehabilitation Manual of Australian Streams (Rutherfurd et al. 2000).	Does not apply to Stage A construction
E35	An exclusion zone must be established to protect riparian vegetation adjoining Billy Hughes Bridge (the eastern compound and track lowering works) and Murray River Bridge adjacent to the surface road works before construction commences in this area. The exclusion zone must be maintained until construction is completed in the area.	Does not apply to Stage A construction
E36	Seed from native plants to be removed must be collected before clearing and used in revegetation and rehabilitation across the project area. Plant propagation must ensure that native species of local provenance from the relevant native vegetation community are available for successful revegetation and landscaping.	CBMP Section 6
E37	Cleared native vegetation and other landscape features must be reused as part of the CSSI. If reuse is not practicable, consultation with the relevant council(s), land-care groups and relevant government agencies must be undertaken to determine if: a) hollows, tree trunks, mulch, bush rock and root balls; and b) collected plant material, seeds and/or propagated plants, can be used by others in habitat enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.	CBMP Section 6

CoA	Requirement	Where addressed
E38	All practicable measures must be implemented to ensure the design, construction and operation of the CSSI will not adversely affect flood behaviour, or adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.	CFBMP
E39	The CSSI must be designed with the objective to meet or improve upon the flood performance identified in the documents listed in Condition A1. Variation consistent with the requirements of this approval at the rail corridor is permitted to effect minor changes to the design with the intent of improving the flood performance of the CSSI.	Does not apply to Stage A construction
E40	Updated flood modelling of the project's detailed design must be undertaken for the full range of flood events, including blockage of culverts and flowpaths, considered in the documents listed in Condition A1. This modelling must include: a) Hydrologic and hydraulic assessments consistent with Australian Rainfall and Runoff – A Guide to Flood Estimation (GeoScience Australia, 2019); b) Use of modelling software appropriate to the relevant modelling task; c) Field survey of the existing rail formation and rail levels, should be included within the models; and d) Confirmation of predicted afflux at industrial properties adjacent to Railway Street, Wagga Wagga based on field survey. Updated flood modelling must be made publicly available in accordance with Condition B18.	Does not apply to Stage A construction
E41	The Proponent's response to the requirements of Conditions E38 and E40 must be reviewed and endorsed by a suitably qualified flood consultant, who is independent of the project's design and construction and approved in accordance with Condition A16, in consultation with directly affected landowners, DCCEEW Water Group, TfNSW, DPI Fisheries, BCS, NSW State Emergency Service (SES) and relevant Councils.	Does not apply to Stage A construction
E42	The CSSI must be designed and constructed to limit impacts on flooding characteristics in areas outside the project boundary during any flood event up to and including the 1% AEP flood event, to the following: a) a maximum increase in inundation time of one hour, or 10%, whichever is greater; b) a maximum increase of 10 mm in above-floor inundation to habitable rooms where floor levels are currently exceeded; c) no above-floor inundation of habitable rooms which are currently not inundated; d) a maximum increase of 50 mm in inundation of land zoned as residential, industrial or commercial; e) a maximum increase of 100 mm in inundation of land zoned as environment zone or public recreation;	CBFMP

CoA	Requirement	Where addressed
	f) a maximum increase of 200 mm in inundation of land zoned as rural or primary production, environment zone or public recreation; g) no increase in the flood hazard category or risk to life; and h) maximum relative increase in velocity of 10%, or to 0.5m/s, whichever is greater, unless adequate scour protection measures are implemented and/or the velocity increases do not exacerbate erosion as demonstrated through site-specific risk of scour or geomorphological assessments. Where the requirements set out in clauses (d) to (f) inclusive cannot be met alternative flood levels or mitigation measures must be agreed to with the affected landowner.	
E43	A Flood Design Report confirming the: a) final design of the CSSI meets the requirements of Condition E42; and b) the results of consultation with the relevant council in accordance with Condition E46 must be submitted to and approved by the Planning Secretary prior to the commencement of permanent works that would impact on flooding.	Applies – this Condition will be complied with outside the CEMP
E44	The Flood Design Report required by Condition E43 must be approved by the Planning Secretary prior to works that may impact on flooding or the relevant council's stormwater network.	Applies – this Condition will be complied with outside the CEMP
E45	Flood information including flood reports, models and geographic information system outputs, and work as executed information from a registered surveyor certifying finished ground levels and the dimensions and finished levels of all structures within the flood prone land, must be provided to the relevant Council, BCS and the SES in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the CSSI. The Council, BCS and the SES must be notified in writing that the information is available no later than one (1) month following the completion of construction. Information requested by the relevant Council, BCS or the SES must be provided no later than six (6) months following the completion of construction or within another timeframe agreed with the relevant Council, BCS or the SES.	Does not apply to Stage A construction
E46	The design, operation and maintenance of pumping stations and storage tanks and discharges to council's stormwater network must be developed in consultation with the relevant council. The results of the consultation are to be included in the report required in Condition E43.	Does not apply to Stage A construction

CoA	Requirement	Where addressed
E47	The Proponent must not destroy, modify or otherwise physically affect any heritage items, including Aboriginal objects, outside of the CSSI construction boundary.	CCHMP Section 6
E48	Prior to the commencement of construction, the Proponent must undertake Heritage Photographic Archival Recordings of heritage items and potential heritage items which have been identified for demolition, modification or alteration in the documents listed in Condition A1. The photographic recording of items with a statutory listing must be undertaken in accordance with Heritage NSW guidelines. The photographic recording of items with potential heritage significance but no statutory listing may be undertaken in accordance with ARTC's Archival Recording Standard.	CCHMP Section 6
E49	Modifications to the rail bridge over the Murray River (SHR 01020) must be consistent with the Urban Design and Landscape plan required by Condition E108 and reviewed by the State Design Review Panel (SDRP) established in Condition E100.	Does not apply to Stage A construction
E50	Replacement, modification or new structures within or adjacent to listed heritage items, curtilages, or heritage conservation areas must be designed to be consistent with the Urban Design and Landscape Plan required by Condition E108.	Does not apply to Stage A construction
E51	The Proponent must assess options for the salvage, sympathetic reuse (including integrated heritage displays) or other options for repository, reuse and display of items or elements of heritage value from heritage listed buildings and structures to be demolished before demolition. This includes but is not limited to: a) street furniture associated with Kemp Street bridge in Junee; b) bridge construction materials associated with Edmondson Street bridge in Wagga Wagga; and c) footbridges in Albury, Wagga Wagga, Culcairn and Junee. Suitable repository or interim locations must be established in consultation with the relevant Council(s). Any State listed items or elements suitable for salvage must be determined in consultation with Heritage NSW. The items to be salvaged must be identified in the Heritage CEMP Sub-plan required by Condition C6.	Does not apply to Stage A construction
E52	Work within the Albury Railway Station and Yard Group must aim to avoid, to the greatest extent practicable, impacts to remaining broad gauge track/s and Signal Box 1A. The Proponent must prepare an Albury Railway Station and Yard Group Report: a) confirming the location of the broad gauge track/s;	Does not apply to Stage A construction

CoA	Requirement	Where addressed
	b) demonstrating how the Work will avoid, or minimise impacts to the greatest extent practicable, to the broad gauge track/s and Signal Box 1A; and c) where impacts to the broad gauge track/s or Signal Box 1A are unavoidable, determine appropriate mitigation measures, relocation, sympathetic reuse or display and/ or heritage interpretation in consultation with Heritage NSW. The Albury Railway Station and Yard Group Report must be submitted to and approved by the Planning Secretary prior to work commencing within Albury Railway Station and Yard Group.	
E53	Following completion of all work described in the documents listed in Condition A1 in relation to heritage items and all work required by Conditions E47 to E52, a Non-Aboriginal Heritage Report including the details of any archival recording, further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds), must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW.	Does not apply to Stage A construction
E54	The Non-Aboriginal Heritage Report must be submitted to the Planning Secretary, the Heritage Council of NSW, Heritage NSW and relevant Councils, local libraries and historical societies in the respective local government area for information no later than 12 months after the completion of the work referred to in Condition E53.	Does not apply to Stage A construction
E55	The Proponent must prepare and implement a Heritage Interpretation Plan which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI. The Heritage Interpretation Plan must inform the Urban Design and Landscape Plan required by Condition E108. The Heritage Interpretation Plan must be prepared in accordance with the relevant Heritage NSW and Heritage Council of NSW guidelines and include, but not be limited to: a) a discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to Albury, Wagga Wagga and Junee Stations and Yard Groups, and bridges modified or removed by the project; b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the CSSI including: i. use of interpretative hoardings during construction ii. community open days iii. community updates iv. design of pedestrian and road bridges	CCHMP Section 6

CoA	Requirement	Where addressed
	v. signal boxes and other items within Albury Station Yard; and c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken. The Heritage Interpretation Plan must be prepared in consultation with Heritage NSW, Heritage Council of NSW, relevant Councils and Registered Aboriginal Parties, and must be submitted to the Planning Secretary before commencement of construction.	
E56	Site specific protection plans must be prepared and implemented for all demolition and modification works adjacent to or within the curtilage of a state heritage item to ensure that any impacts arising are minimised and are included in the Heritage CEMP Sub-Plan as required by Condition C6.	CCHMP Section 6
E57	Before conducting acoustic treatment at any heritage item identified in the documents listed in Condition A1, the advice of an independent and suitably qualified and experienced built heritage expert must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item.	CCHMP Section 6
E58	All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects, Aboriginal values or Aboriginal places except as authorised by this approval.	CCHMP Section 6
E59	The Registered Aboriginal Parties (RAPs) and the Local Aboriginal Land Council (LALC) must be kept involved in the CSSI and must continue to be provided with regular opportunities to be consulted about the Aboriginal cultural heritage management of the CSSI. in accordance with the Aboriginal Cultural Heritage Management Sub-plan required by Condition C12 and Condition B1.	CCHMP Section 61.6 CCS
E60	Test excavation and, if necessary, salvage, is required prior to any ground disturbance of the Potential Archaeological Deposit(PAD) located at the Murray River Bridge and Billy Hughes Bridge enhancement sites, as identified in documents listed in Condition A1 in consultation with RAPs and LALC.	Does not apply to Stage A construction
E61	No impact is permitted beyond the existing disturbed area of the unformed road identified as Townsend Street in documents listed in Condition A1.	Does not apply to Stage A construction
E62	Prior to the commencement of any work within areas identified as requiring archaeological investigation or salvage identified in Condition E60 and documents listed in Condition A1, the Proponent must prepare an Aboriginal Archaeological Test Excavation Methodology. Following analysis of the test excavation results, the Proponent must prepare an Aboriginal Archaeological Salvage Excavation Methodology.	CCHMP Section 6

CoA	Requirement	Where addressed
E63	The Aboriginal Archaeological Test Excavation Methodology and Aboriginal Archaeological Salvage Excavation Methodology must be prepared by a suitably qualified expert in consultation with Heritage NSW, LALC and RAPs, and provided to the Planning Secretary for approval prior to any test or salvage excavation.	Does not apply to Stage A construction
E64	At the completion of Aboriginal cultural heritage test and salvage excavations, an Aboriginal Cultural Heritage Excavation Report(s) must be prepared by a suitably qualified expert. The Aboriginal Cultural Heritage Excavation Report(s), must: a) be prepared in accordance with the Guide to Investigation, assessing and reporting on Aboriginal cultural heritage in NSW, OEH 2011 and the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales, DECCW 2010; and b) document the results of the archaeological test excavations and any subsequent salvage excavations (with artefact analysis and identification of a final repository for finds). The RAPs must be given a minimum of 28 days to consider the report and provide comments before the report is finalised. The final report must be provided to the Planning Secretary, Heritage NSW, the relevant Councils, LALC and the RAPs within 24 months of the completion of the Aboriginal archaeological excavations (both test and salvage).	Does not apply to Stage A construction
E65	Where previously unidentified Aboriginal objects are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the Unexpected Heritage Finds and Human Remains Procedure required by Condition E66 and include registration in the Aboriginal Heritage Information Management System (AHIMS).	CCHMP Section 6 Unexpected Heritage Finds and Human Remains Procedure
E66	The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced heritage specialist in consultation with Heritage NSW and the Heritage Council of NSW and submitted to the Planning Secretary for information no later than one (1) month before the commencement of work.	CCHMP Section 6 Unexpected Heritage Finds and Human Remains Procedure
E67	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction. Note: Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.	CCHMP Section 6 Unexpected Heritage Finds and Human Remains Procedure

CoA	Requirement	Where addressed
E68	A detailed land use survey must be undertaken to confirm sensitive land use(s) (including critical working areas such as operating theatres and precision laboratories) potentially exposed to construction noise and vibration, construction ground-borne noise and operational noise. The survey may be undertaken on a progressive basis but must be undertaken in any one area before the commencement of work which generates construction or operational noise, vibration or ground-borne noise in that area. The results of the survey must be included in the Noise and Vibration CEMP sub-plan required by Condition C8.	CNVMP Appendix D
E69	Work must be undertaken during the following hours: a) 7:00am to 6:00pm Mondays to Fridays, inclusive; b) 7:00am to 6:00pm Saturdays; and c) at no time on Sundays or public holidays.	Section 6.3.1
E70	Except as permitted by an EPL, highly noise intensive works that result in an exceedance of the applicable NML at the same receiver must only be undertaken: a) between the hours of 8:00 am to 6:00 pm Monday to Friday; b) between the hours of 8:00 am to 1:00 pm Saturday; and c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour. For the purposes of this condition, 'continuously' includes any period during which there is less than one hour between ceasing and recommencing any of the work.	Section 6.3.1
E71	Notwithstanding Conditions E69 and E70 work may be undertaken outside the hours specified in the following circumstances (a, b, or c): a) Safety and Emergencies, including: i. for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or ii. where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm. On becoming aware of the need for emergency work in accordance with Condition E71(a), the AA, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavours must be used to notify all noise and/or vibration affected residents and owners/occupiers of properties identified sensitive land use(s) of the likely impact and duration of those work. b) Work, that meets the following criteria;:	Section 6.3

CoA	Requirement	Where addressed
	i. construction that causes LAeq(15 minute) noise levels: • no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and • no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and ii. construction that causes LAFmax noise levels no more than 15 dB above the rating background level at any residence during the night period as defined in the ICNG. and iii. construction that causes: • continuous or impulsive vibration values, measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or • intermittent vibration values measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006). c) By Approval, including: i. where different construction hours, such as those for a rail possession, are permitted under an EPL in force in respect of the CSSI; or ii. works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E72; or iii. negotiated agreements with directly affected residents and sensitive land use(s).	
E72	An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which is outside the hours defined in Conditions E69, and that are not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the Out-of-Hours Work. The Protocol must be prepared in consultation with the ER, AA and EPA. The Protocol must include: a) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: i. the ER and AA review all proposed out-of-hours activities and confirm their risk levels, ii. low risk activities can be approved by the ER in consultation with the AA, and iii. high risk activities that are approved by the Planning Secretary; b) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria;	CNVMP Appendix C

CoA	Requirement	Where addressed
	c) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods.. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land use(s) would be exposed to, including the number of noise awakening events; d) procedures to facilitate the coordination of out-of-hours work including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided; and e) notification arrangements for affected receivers for approved out-of-hours work and notification to the Planning Secretary of approved low risk out-of-hours works. This condition does not apply if the requirements of Condition E71 are met.	
E73	Except as permitted by an EPL, out-of-hours work that may be regulated through the Out-of-Hours Work Protocol as per Condition E72, but is not limited to: a) Carrying out work that if carried out during standard hours would result in a high risk to construction personnel or public safety based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009: “Risk management; or b) Where the relevant roads authority has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to road network performance and a road occupancy licence will not be issued; or c) where the relevant utility service operator has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to the operation and integrity of the utility network; or d) work undertaken in a rail possession for operational or safety reasons. Note: Other out-of-hours works can be undertaken with the approval of an EPL, or through the project’s Out-of-Hours Work Protocol for works not subject to an EPL.	CNVMP Appendix C
E74	Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives: a) construction ‘Noise affected’ NMLs established using the Interim Construction Noise Guideline (DECC, 2009); b) vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure); c) Australian Standard AS 2187.2 - 2006 “Explosives - Storage and Use - Use of Explosives”; d) BS 7385 Part 2-1993 “Evaluation and measurement for vibration in buildings Part 2” as they are “applicable to Australian conditions”; and	CNVMP Section 5

CoA	Requirement	Where addressed
	e) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage). Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan. Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.	
E75	Mitigation measures must be applied when the following residential ground-borne noise levels are exceeded: a) evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and b) night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A). The mitigation measures must be outlined in the Noise and Vibration CEMP sub-plan, including in any Out-of-Hours Work Protocol, required by Condition E72.	CNVMP Section 7
E76	Noise generating work in the vicinity of community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas (such as exam halls, theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled during sensitive periods, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution.	CNVMP Section 1.8 and 5.3
E77	At no time can noise generated by construction exceed the National Standard for exposure to noise in the occupational environment of an eight-hour (8hr) equivalent continuous A-weighted sound pressure level of LAeq,8h of 85 dB(A) for any employee working at a location near the CSSI.	CNVMP Section 5.2
E78	Construction Noise and Vibration Impact Statements (CNVIS) must be prepared for work that may exceed the noise management levels, vibration criteria and/or ground-borne noise levels specified in Condition E74 and Condition E75 at any residence outside construction hours identified in Condition E69, or where receivers will be highly noise affected. The CNVIS must include specific mitigation measures identified through consultation with affected sensitive land use(s) and the mitigation measures must be implemented for the duration of the works. A copy of the CNVIS must be provided to the AA and ER prior to the commencement of the associated works. The Planning Secretary may request a copy/ies of CNVIS.	CNVMP Section 7
E79	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before work that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owners and occupiers are to be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Noise and Vibration CEMP Sub-plan required by Condition C8 and the Community Communication Strategy required by Condition B1.	CNVMP Section 7.5 and 8.1

CoA	Requirement	Where addressed
E80	Vibration testing must be undertaken before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented.	CNVMP Appendix B
E81	Advice from an independent heritage specialist must be sought on methods and locations for installing equipment used for vibration, movement and noise monitoring at heritage-listed structures. Note: The heritage specialist is to provide advice prior to installing equipment that may impact the heritage significance or structural integrity of the heritage listed structures.	CNVMP Appendix B
E82	Before conducting at-property treatment at any heritage item identified in the documents listed in Condition A1, the advice of a suitably qualified and experienced built heritage expert must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item.	CNVMP Section 7.5
E83	All work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. This must include: a) rescheduling work to provide respite to impacted noise sensitive land use(s) so that the respite is achieved; or b) the provision of alternative respite or mitigation to impacted noise sensitive land use(s); and c) the provision of documentary evidence to the AA in support of any decision made in relation to respite or mitigation. The consideration of respite must also include all other CSSI, SSI and SSD projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the CSSI.	CNVMP Section 7.9
E84	The Proponent may opt to address at source noise by treating locomotives as outlined in Albury to Illabo Preferred Infrastructure Report Appendix G Locomotive Noise Control Program described in the documents in Condition A1.	Does not apply to Stage A construction
E85	Where the Proponent opts to address locomotive noise emissions, a Locomotive Noise Control Program Report must be prepared to demonstrate the effectiveness of the proposed program to reduce noise from locomotives as described in the documents in Condition A1. The Report must include: a) written commitments from locomotive operators to implement noise reduction treatments to their rolling stock;	Does not apply to Stage A construction

CoA	Requirement	Where addressed
	b) details of participating locomotives, including: i. the number of locomotives in each class, and the identification index of each locomotive to be treated; ii. the timeframe to install mitigation in each locomotive; and iii. details of any locomotives that are not to be treated or achieve a different noise reduction to others in its class, justification and an explanation of effects on noise impact assessment; c) Noise reduction performance of each locomotive treatment including the overall A and Z weighted sound power levels, and sound power levels with and without the treatment for each locomotive treated. i. Evidence to demonstrate the treatment performance results are consistent with the requirements of AS2377:2002 Acoustics—Methods for the measurement of railbound vehicle noise, demonstrating the total sound power levels of relevant noise descriptors of each treated locomotive class with and without noise mitigation. ii. All treated locomotives must be tested. iii. Where test results are not available at the time of the report submission to the Planning Secretary, theoretical predictions of the noise performance must be provided with the following information: 1. Demonstration of why the test results cannot be provided 2. Demonstration that the assumptions and inputs used to calculate the reduction prediction are appropriate 3. Margin of error for the predictions 4. Date of when test results will be provided d) an assessment consistent with the RING of the total LAeq,period and LAFmax noise levels from the alignment at receivers with and without locomotive mitigation that must include a list of the number of each locomotive class operating on the alignment. This must include a comparison with the assessment outcomes in the PIRPL referred to in Condition A1(c). e) contingencies and alternative or additional mitigation for sensitive receivers where the noise reduction does not achieve the performance stated in the documents in Condition A1. The Locomotive Noise Control Program Report must be verified by an independent acoustic expert, approved in accordance with Condition A16, and approved by the Planning Secretary. The approved Locomotive Noise Control Program Report, must be included in the Operational Noise and Vibration Review (ONVR), as required by Condition E88.	

CoA	Requirement	Where addressed
E86	The approved Locomotive Noise Control Program Report must be updated to include all locomotive test results and provided to the Planning Secretary for information within three months of completing the tests. If the locomotive test results changes the requirements for at path and/or at receiver noise mitigation in accordance with the RING, the Proponent must submit a revised ONVR with three months for the Planning Secretary's approval, and implement the approved revised ONVR.	Does not apply to Stage A construction
E87	The locomotive treatments described in the Report must be implemented within the timeframes stated in the Report, unless otherwise agreed with the Planning Secretary.	Does not apply to Stage A construction
E88	The Proponent must prepare a consultation strategy to seek feedback from directly affected landowners, Council and, TfNSW (where it impacts a classified road) on proposed noise and vibration mitigation measures. The consultation strategy must be submitted to the Planning Secretary for approval one month prior to consultation commencing. The consultation strategy must: a) identify all sensitive land uses above the RING criteria; b) seek to consult with all stakeholders regarding all reasonable and feasible and noise and vibration mitigation measures in accordance with the hierarchy in RING; and i. determine stakeholder preference for noise mitigation by locality. The approved strategy must be implemented. Note: any predicted reductions in noise levels attributed to the Locomotive Noise Control Program cannot be used to reduce noise mitigation or numbers of sensitive receivers consulted unless the Locomotive Noise Control Program Report has been approved by the Planning Secretary.	CNVMP Section 6
E89	E89 The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures that would be implemented for the operation of the CSSI. The ONVR must be prepared in consultation with the EPA and relevant council(s). The ONVR must: a) confirm the appropriate operational noise and vibration objectives and levels for surrounding development, including existing sensitive land use(s); b) confirm the operational noise and vibration predictions based on the final design. Confirmation must be based on appropriately validated and calibrated model(s) which has incorporated noise and vibration monitoring and concurrent rail traffic counting additional to that presented in the documents in Condition A1.	Does not apply to Stage A construction

CoA	Requirement	Where addressed
	c) confirm the operational noise and vibration impacts at adjoining development based on the final design of the CSSI. Confirmation must be based on an appropriately validated noise and vibration models and include operational LAeq,period, LAFmax and LASmax noise levels, operational vibration levels, a table of results and noise contours and considers various operational train speeds, lengths and heights; d) identify sensitive land use(s) that are predicted to exceed the requirements of: i. Rail Infrastructure Noise Guideline (EPA 2013), ii. Assessing vibration: a technical guideline (DEC 2006); e) identify all noise and vibration mitigation measures including location, type and timing of mitigation measures to address noise and vibration exceedances identified in Condition E89(d), including the approved Locomotive Noise Control Program Report required by Condition E84. f) results of consultation completed in accordance with Condition E88 to seek feedback from directly affected landowners on the noise and vibration mitigation measures; g) consider the location of crossing loops, sidings, and level crossings, and investigate and implement practical measures to minimise adverse traffic, access and noise impacts; and h) procedures for the management of operational noise and vibration complaints, including investigation and monitoring (subject to complainant agreement). The ONVR must be verified by an independent acoustic expert, approved in accordance with Condition A16. The ONVR must be undertaken at the projects expense and submitted and approved to the Planning Secretary within the earliest of 24 months after the commencement of construction or prior to the commencement of operations unless otherwise agreed by the Planning Secretary. The identified noise and vibration control measures must be implemented and the ONVR must be made publicly available. Note: The design of noise barriers and the like must be undertaken in consultation with the community as part of the Place, Design and Visual Amenity required under Conditions E94 to E98. Note: A Project Specific Noise Level (PSNL) must be applied as defined in the Rail Infrastructure Noise Guideline (EPA, 2013), that is after the application of all feasible and reasonable mitigation. The RING trigger levels, not a PSNL, is to be used as the noise reduction target for mitigation measures. Note: If the Secretary does not approve the Locomotive Noise Treatment Program Report required by Condition E85, at-source treatment of locomotives must not be considered in the ONVR. Note: The independent acoustic expert can be the AA where the AA has appropriate expertise in rail traffic noise modelling.	

CoA	Requirement	Where addressed
E90	Operational noise mitigation measures identified in Condition E88 that would also mitigate construction noise impacts at receivers modelled to be affected by noise levels higher than the Noise Management Level (NML) and that will not be physically affected by work, must be implemented within twelve (12) months of submitting the ONVR. Where implementation of operational noise mitigation measures are not proposed to be implemented in accordance with this requirement, a report must be submitted to the Planning Secretary providing justification as to why, along with details of temporary measures that would be implemented to reduce construction noise impacts, until such time that the operational noise mitigation measures are implemented. The report must be endorsed by the AA and submitted to the Planning Secretary within six (6) months of submitting the ONVR. Note: Not having finalised detailed design is not sufficient justification for not implementing the proposed mitigation measures.	Does not apply to Stage A construction
E91	Within 12 months and 10 years of the commencement of operation of the CSSI, or following 18 and 20 train movements per day, whichever occurs earliest, monitoring of operational noise and vibration must be undertaken. Monitoring is to compare actual noise performance of the CSSI against the noise and vibration performance predicted in the review of noise and vibration mitigation measures required by Condition E88.	Does not apply to Stage A construction
E92	The Proponent must prepare and implement an Operational Noise and Vibration Compliance Report Monitoring Plan prior to commencement of the monitoring required in Condition E91. The monitoring plan must include, but not necessarily be limited to: a) Methodology including any proposed standards, guidelines or methods to be used; b) Number and location of noise and vibration monitoring sites; c) Selection criteria and justification for all monitoring locations including demonstration that the following matters have been considered: i. track features including bridges, curves, trackform, level crossings, turnouts, culverts, joints, crossing loops, ii. train operating characteristics including gradients, speed, notch settings and dynamic braking, iii. predicted exceedances of airborne, ground borne and vibration performance criteria, iv. areas of receiver noise and/or vibration complaint, v. (groups of sensitive receivers (e.g. towns or clusters of receivers), vi. effectiveness of mitigation measures vii. The data and information to be collected at each monitoring location; d) Minimum duration and number of train passbys by type of train to be measured during day and night periods; e) Contingencies in case of unsuitable weather conditions or unforeseen matters (e.g. extraneous noise, access to property); and	Does not apply to Stage A construction

CoA	Requirement	Where addressed
	f) Community engagement protocols for access to property. The Operational Noise and Vibration Compliance Report Monitoring Plan must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of the monitoring required by Condition E91.	
E93	An Operational Noise and Vibration Compliance Report (ONCVR) must be prepared to document the findings of the operational noise and vibration monitoring carried out in accordance with Condition E91. The ONCVR must address the following: a) noise and vibration monitoring to assess compliance with the operational noise and vibration levels predicted in the review of operational noise and vibration mitigation measures required under Condition E88; b) compliance with the operational noise levels in terms of criteria, noise goals and trigger levels established in the: i. Rail Infrastructure Noise Guideline (EPA 2013), ii. Assessing vibration: a technical guideline (DEC 2006); c) methodology, location and frequency of noise and vibration monitoring undertaken, including monitoring sites at which CSSI noise and vibration levels are ascertained, with specific reference to locations indicative of impacts on receivers; d) details of any complaints (and the resolution of these complaints) and enquiries received in relation to operational noise and vibration generated by the CSSI between the date of commencement of operation and the date the report was prepared; e) any required recalibrations of the noise and vibration model taking into consideration factors such as noise and vibration monitoring and actual traffic numbers and proportions; f) an assessment of the performance and effectiveness of applied noise and vibration mitigation measures together with a review and if necessary, reassessment of mitigation measures; g) identification of additional measures to those identified in the review of noise and vibration mitigation measures required by Condition E88, that are to be implemented with the objective of meeting the operational noise and vibration levels in terms of criteria, noise goals and trigger levels established in the: i. Rail Infrastructure Noise Guideline (EPA 2013), ii. Assessing vibration: a technical guideline (DEC 2006); and h) identification of when these additional measures are to be implemented and how their effectiveness is to be measured and reported to the Planning Secretary and the EPA.	Does not apply to Stage A construction

CoA	Requirement	Where addressed
	The Operational Noise and Vibration Compliance Report must be submitted to the Planning Secretary and the EPA within 60 days of completing the operational noise and vibration monitoring and made publicly available.	
E94	The CSSI must be designed and overseen during construction by suitably qualified and experienced design practitioners with appropriate experience in the fields of: a) urban design and place making; b) landscape architecture; c) heritage; and d) architectural design of infrastructure.	UDLP Design Objectives and Design Principles
E95	These practitioners must: a) develop the design objectives and principles required by Condition E96 and b) prepare the Urban Design and Landscape Plan (UDLP) required by Conditions E108 to E110.	UDLP Design Objectives and Design Principles
E96	Design objectives and design principles must be developed to inform the design of permanent built works and landscaping to ensure the project is designed and constructed in a manner that minimises adverse visual impacts to the public domain and heritage, including design, details and finishes that reflect the context within which the project is located. The design objectives and principles must apply, as a minimum, to the following areas and infrastructure: a) Murray River bridge (bridge modification) b) Albury Railway Station and pedestrian crossing (bridge replacement) c) Cassidy Parade pedestrian crossing Wagga Wagga (bridge replacement) d) Edmondson Street pedestrian crossing Wagga Wagga (bridge replacement) e) Wagga Wagga Railway station and pedestrian crossing (bridge replacement) f) Kemp Street pedestrian crossing Junee (bridge replacement) g) Noise barriers	Does not apply to Stage A construction

CoA	Requirement	Where addressed
E97	The design objectives and design principles must include and respond to: a) the relationship to and impacts upon heritage places and items within and adjacent to project boundaries; b) the design guidance in Better Placed, Design Guide for Heritage and Urban Design for Regional NSW; c) the principles and objectives of the Connecting with Country Framework; d) achieving Disability Discrimination Act 1992 (Cth) compliance through lower impact alternatives that achieve better design outcomes; e) the NSW Movement and Place Framework including relevant guidance: i. the Walking Space Guide: Towards Pedestrian Comfort and Safety (TfNSW, 2020), the Cycleway Design Toolbox: Designing for Cycling and Micromobility (TfNSW, 2020); and ii. Beyond the Pavement (TfNSW 2020). f) active transport connectivity across the rail corridor and adjacent to works in accordance with: i. the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads, 2017); ii. relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility, the Disability Inclusion Act 2014 division 2 and NCC DP7; g) current and proposed land uses and place-making strategies h) relevant Crime Prevention Through Environmental Design principles, existing and proposed future local context and character; i) minimising light spill to surrounding properties with all lighting associated with the CSSI consistent with the requirements of ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public Spaces. j) landscape areas and strategies to increase and retain existing tree canopies; k) opportunities to enable users to connect to key views and vistas; and l) refer to relevant local council's relevant design guidelines.	Does not apply to Stage A construction
E98	The design objectives and design principles must be reviewed by the State Design Review Panel (SDRP) established in Conditions E100 to E101. SDRP advice and recommendations made about the design objectives and design principles and the Proponent's response to each recommendation must be included when submitting the design objectives and design principles to the Planning Secretary for approval.	Does not apply to Stage A construction

CoA	Requirement	Where addressed
E99	The design objectives and principles must be submitted to and approved by the Planning Secretary within three months of this CSSI approval, or unless otherwise agreed with the Planning Secretary. The design of permanent built structures must be informed by the design objectives and design principles.	Does not apply to Stage A construction
E100	The Proponent must utilise the State Design Review Panel (SDRP) to provide advice and recommendations to the Proponent during the CSSI's design development and construction to facilitate quality design and place outcomes. The SDRP must meet within one month of the date of this approval, or as otherwise agreed with the Planning Secretary.	Does not apply to Stage A construction
E101	The responsibilities of the SDRP include: a) reviewing and endorsing the design objectives and principles (and any updates to these) as outlined in Conditions E96 to E97 with regards to key design elements in relation to place making, architecture, heritage, urban and landscape design strategies of the CSSI related to the infrastructure and locations specified in Condition E96; b) reviewing and endorsing the UDLP required by Condition E108; and c) providing advice and recommendations to the Proponent for consideration in the design development of the CSSI.	Does not apply to Stage A construction
E102	The relevant councils, TfNSW, HNSW, and other relevant agencies may be invited to the meetings of the Panel as observers or to provide feedback on key design elements of the CSSI.	Does not apply to Stage A construction
E103	SDRP advice and recommendations, as issued by the SDRP and the Proponent's response to each recommendation must be included when submitting the final UDLP to the Planning Secretary for approval.	Does not apply to Stage A construction
E104	The Proponent must provide the design development schedule to the SDRP prior to its first meeting, including details of when relevant elements of the detailed design will be available for review by the Panel. The schedule must be updated every three months until the detailed design process is complete.	Does not apply to Stage A construction
E105	Mitigation measures must be provided to manage residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.	UDLP
E106	Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around construction sites and enhance their understanding and experience of the locality and place.	UDLP

CoA	Requirement	Where addressed
E107	The CSSI must be constructed in a manner that minimises visual impacts of construction sites including temporary landscaping and vegetative screening, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located, wherever practicable.	Appendix A7
E108	The Proponent must prepare an Urban Design and Landscape Plan (UDLP) in consultation with the SDRP to document and illustrate the permanent built works and landscape design of the CSSI and how these works are to be maintained. The UDLP must be: a) prepared by a suitably qualified and experienced person(s) as required by Condition E95 in consultation with Heritage NSW, TfNSW and relevant council(s); b) consistent with proposed outcomes from consultation with the community including that completed in accordance with Condition E88 and E89; c) reviewed by the SDRP or a person nominated by the SDRP; d) submitted to and approved by the Planning Secretary one month prior to the commencement of construction of permanent built surface works and/or landscaping, excluding those elements which for ecological or technical requirements as agreed by the Planning Secretary do not allow for alternate design outcomes; and e) implemented during construction of permanent built works and operation of the CSSI. Note: The UDLP may be developed and considered in stages to facilitate design progression and construction. Any such staging and associated approval would need to facilitate a cohesive final design and not limit final design outcomes.	Does not apply to Stage A construction
E109	The UDLP must document how the following matters have been considered in the design and landscaping of the project including: a) the requirements of Conditions E97 to E108 and E110, b) advice and recommendations from the SDRP; and c) consultation with the community including that completed in accordance with Condition E88 and E89.	Does not apply to Stage A construction
E110	The UDLP must include descriptions, visualisations and drawings (as appropriate) of: a) Consistency with the design objectives and design principles approved in accordance with Conditions E96 to E99; b) design of the permanent built elements of the CSSI, including any crossings over, under or at grade and noise barriers;	Does not apply to Stage A construction

CoA	Requirement	Where addressed
	c) design of permanent built elements, structures, landscaping and buildings demonstrating options to mitigate impacts, including visual impacts, on: i. the surrounding context and local character, ii. heritage items within and outside of project boundaries and heritage interpretation as outlined in the Heritage Interpretation Plan in accordance with Condition E55; iii. minimise overlooking and light spill on the nearby residences, schools or other sensitive users such as pre-schools, disability and aged care; and iv. watercourse crossings, where relevant d) landscaping: i. landscape plan, hard and soft elements, for the corridor and the stations (including any public art); ii. use of native species from the relevant native vegetation community (or communities), where identified as appropriate; iii. water sensitive urban design initiatives iv. management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design; v. measures to prevent wildlife strike risk; vi. details of strategies to rehabilitate, regenerate or revegetate disturbed areas, where relevant; e) design of car parking elements, where relevant; f) proposed ownership structures and operational management and maintenance standards including of non-rail works including bridges, ramps and lifts; g) the timing and responsibilities for implementation of elements included within the UDLP; and h) the requirements of Conditions E97, E108 and E109.	
E111	The ongoing maintenance and operation costs of urban design, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the design standards established in the UDLP, required by Condition E108.	Does not apply to Stage A construction

CoA	Requirement	Where addressed
	The Planning Secretary must be advised prior to the transfer of the asset(s) to the relevant authority.	
E112	Should any plant loss occur during the maintenance period required by Condition E111 the plants must be replaced by the same plant species unless it is determined by a suitably qualified person that a different species is more suitable for that location.	Does not apply to Stage A construction
E113	A Social Impact Management Plan (SIMP) must be prepared for the CSSI to guide the management and monitoring of the social impacts of the CSSI including informing detailed design, and during construction and operation. The SIMP must: a) be prepared in accordance with the Social Impact Assessment Guideline (DPIE 2023) by suitably qualified and experienced person(s) in the social sciences in accordance with Appendix B of the Social Impact Assessment Guideline (DPIE 2023); b) be developed with involvement from directly affected communities and businesses, LALC/s, community organisations and representative groups, and councils; c) inform, where relevant, the preparation of CEMP Sub-plans and monitoring plans; d) define the period over which it will be implemented based on the duration of anticipated impacts it predicts; and e) include measures to support the Community Complaints Mediator required by Condition B13. The SIMP must be approved by the Planning Secretary at least one month before the receipt of CEMPs, CEMP sub-plans and monitoring programs required by Conditions C6 and C25. The SIMP must be implemented.	SIMP
E114	The SIMP must include specific details of the commitments, programs and timing to secure and enhance positive social outcomes, and measures to minimise negative social and cumulative impacts associated with the CSSI, including: a) revisions to or refinement of the assessment of social impacts and risks; b) additional mitigation measures to address social impacts based on those committed to in the documents listed in Condition A1 and (a) above; c) details on social-oriented commitments to be delivered such as those related to employment diversity and procurement; d) details of how measures will be targeted and adapted to meet the needs of affected communities, including legacy benefits to directly affected communities; and e) a monitoring program, prepared in accordance with S5.2 of the SIA Guideline (DPIE 2023), to:	SIMP

CoA	Requirement	Where addressed
	i. monitor, review, and report on the effectiveness of the identified measures, ii. report on community engagement and complaints in relation to social issues, and iii. report on adaptative management measures implemented or proposed. Reporting on the social impact performance of the CSSI, including monitoring results, must be reported quarterly with the results made publicly accessible in accordance with Condition B18.	
E115	The Proponent must prepare and implement an Employee Code of Conduct for employees and contractors involved in the construction of the CSSI. The Employee Code of Conduct must be prepared by a suitably qualified and experienced person(s) in the human resources sector for submission to the Planning Secretary for information prior to work commencing. The Employee 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.	Employee Code of Conduct
E116	The Employee Code of Conduct applies to all employees on the CSSI site 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) Processes for responding to and addressing community complaints about the behaviour and conduct of employees.	Employee Code of Conduct
E117	The Employee Code of Conduct must be reviewed 12 months after approval and annually thereafter for the duration of construction. Updates to the Employee Code of Conduct must be approved by the ER. The updated Employee Code of Conduct must be provided to the Planning Secretary for information within one month of approval.	Employee Code of Conduct
E118	Utilities and services (hereafter “services”) potentially affected by work must be identified to determine requirements for diversion, protection and/or support. Alterations to services must be determined by negotiation with the service providers. Disruption to services resulting from work are to be minimised and advised to customers.	Section 4.5
E119	The Proponent must coordinate work with adjoining Inland Rail Projects, including any work to relocate or connect utilities, to minimise cumulative and consecutive noise and vibration impacts and maximise respite for affected sensitive land uses. Coordination and mitigation measures must be detailed in the Construction Noise and Vibration management Sub-plan required by Condition C9.	CNVMP Section 7.9

CoA	Requirement	Where addressed
E120	Before commencement of any work, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified in the documents listed in Condition A1 as being at risk of damage. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the owners of the items surveyed, and no later than one (1) month before the commencement of construction.	CNVMP Section 7.5
E121	After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition E120 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.	CNVMP Section 7.5
E122	Property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation must be rectified at no cost to the owner. Alternatively, compensation may be provided for the property damage as agreed with the property owner.	CNVMP Section 7.5
E123	If soils suspected to be contaminated are unexpectedly found, the Proponent must engage a suitably experienced and qualified contaminated land consultant to undertake further investigations to determine the type and extent of any contamination. The investigation must be undertaken in accordance with guidelines made or approved under the Contaminated Land Management Act 1997 (NSW). The results of the investigation must be documented in a Site Contamination Assessment Report.	CWCHMMP Section 6
E124	Where the results of site investigations required by Condition E123 indicate that the contamination poses unacceptable risks to human health or the environment under either the present or proposed land use, the Proponent must engage a suitably experienced and qualified contaminated land consultant to develop and implement any necessary remediation measures. The remediation measures must be documented in a Remediation Report	CWCHMMP Section 6
E125	If remediation is required under Condition E124, a Site Audit Statement and a Site Audit Report must be prepared by a NSW EPA Accredited Site Auditor. Contaminated land must not be used for the purpose approved under the terms of this approval until a Site Audit Statement determines the land is suitable for that purpose and any conditions on the Site Audit Statement have been complied with.	CWCHMMP Section 6
E126	Nothing in Conditions E123 to E125 prevents the Proponent from preparing a single Site Contamination Report or Remediation Report or obtaining a single Site Audit Statement and Site Audit Report for the entire CSSI.	CWCHMMP Section 6
E127	A copy of the Site Audit Statement and Site Audit Report must be submitted to the Planning Secretary and Council for information no later than one (1) month before the commencement of operation.	CWCHMMP Section 6

CoA	Requirement	Where addressed
E128	An Unexpected Finds Procedure for Contamination must be prepared before the commencement of Work and must be followed should unexpected contamination or asbestos (or suspected contamination) be excavated or otherwise discovered. The procedure must include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved. The procedure must be submitted to the Planning Secretary for information.	CWCHMMP Section 6
E129	The Unexpected Finds Procedure for Contamination must be implemented throughout work.	CWCHMMP Section 6 and Appendix B
E130	The CSSI must achieve a minimum 'excellent' rating for both 'Design' and 'As built', under the Infrastructure Sustainability Council (ISC) infrastructure rating tool, or through the use of an equivalent process or an equivalent level of performance using a demonstrated equivalent rating tool.	Sustainability Strategy
E131	A Sustainability Strategy which must be submitted to the Planning Secretary one (1) month before the commencement of construction must be prepared as part of the ISC rating and sustainability performance requirements and implemented throughout construction and operation. Note: Nothing in this condition prevents the Proponent from preparing separate Sustainability Strategies for the construction and operational stages of the CSSI.	Sustainability Strategy
E132	A Water Reuse Strategy must be prepared, which sets out options for the reuse of collected stormwater and groundwater during construction. The Water Reuse Strategy must include, but not be limited to: a) evaluation of reuse options; b) details of the preferred reuse option(s), including volumes of water to be reused, proposed reuse locations and/or activities, proposed treatment (if required), and any additional licences or approvals that may be required; c) measures to avoid misuse of recycled water as potable water; d) consideration of the public health risks from water recycling; and e) time frame for the implementation of the preferred reuse option(s). The Water Reuse Strategy must be prepared based on best practice and advice sought from relevant agencies, as required. The Strategy must be applied during construction. Justification must be provided to the Planning Secretary if it is concluded that no reuse options prevail.	Water Reuse Strategy

CoA	Requirement	Where addressed
	A copy of the Water Reuse Strategy must be made publicly available.	
E133	Safe pedestrian and cyclist access and routes must be provided and maintained across and around work sites during construction. In circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route must be provided which complies with the relevant standards before the restriction or removal of the impacted access.	CTTAMP Section 6
E134	The Proponent must consult with nearby education providers to ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours.	CTTAMP Section 6
E135	Pedestrian access must be maintained across two of the three pedestrian bridges within Wagga Wagga (Cassidy Parade Bridge, Edmondson Street Bridge, and Wagga Wagga Railway Station footbridges) at all times, unless alternative pedestrian arrangements or measures developed in consultation with locally affected education providers, health service providers, Wagga Wagga Council and TfNSW have been agreed to by the Planning Secretary.	CTTAMP Section 6
E136	Prior to construction of the Edmondson Street bridge in Wagga Wagga: a) a target level of service must be determined in consultation with roads authority, Council and TfNSW for intersections in Wagga Wagga that will be impacted during construction or utilised as diversion routes; b) construction traffic mitigation options must be proposed to meet the target level of service in (a) and their performance analysed using traffic modelling; c) traffic management measure smut be proposed to manage speeds on local roads expected to experience increased traffic; and d) mitigations measures must be developed in consultation with the roads authority, Council and TfNSW.	Does not apply to Stage A construction
E137	Mitigation measures determined in accordance with Condition E136 and the results of consultation with the roads authority, Council and TfNSW must be included in a Wagga Wagga Construction Traffic, Transport and Access Mitigation Report. The Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be submitted and approved by the Planning Secretary prior to construction in Wagga Wagga. All mitigation measures identified to manage traffic in the approved Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be implemented prior to construction in Wagga Wagga. Performance of the installed mitigations must be analysed in the required Construction Traffic Monitoring Program required by Condition C27.	Does not apply to Stage A construction
E138	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 C21 and C22. Local or privately owned roads used for access to ancillary facilities, construction sites, and	CTTAMP Section 6

CoA	Requirement	Where addressed
	temporary accommodation must be identified in the Construction Traffic, Transport and Access Management Sub-plan. Prior to the use of local or privately owned roads the: a) Proposed routes utilising local roads must include a traffic and pedestrian impact assessment, and a swept path analysis; and b) completion of road dilapidation surveys in accordance with Condition E139.	
E139	Before any local road, including interfaces with classified roads, 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. A copy of the Road Dilapidation Report must be provided to the relevant roads authority 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.	CTTAMP Section 6
E140	The Road Dilapidation Report must 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 as required. 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 before heavy haulage commences, at no cost to the owner.	CTTAMP Section 6
E141	If damage to local roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction (or one month for private roads), either (at the landowner or relevant roads 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 E139; or b) compensate the relevant roads authority or owner for damages caused. The amount of compensation may be agreed with the relevant roads authority and landowners, 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.	CTTAMP Section 6
E142	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	CTTAMP Section 6

CoA	Requirement	Where addressed
	relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	
E143	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	CTTAMP Section 6
E144	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. The roads authority, asset owner, and TfNSW must be consulted throughout the design process of all new or modified bridges, roads and/or levels crossings. Evidence of consultation with the asset owner and TfNSW, and endorsement of the roads authority, must be made available to the Planning Secretary on request in accordance with Condition A8. Note: This condition does not affect any obligations to obtain approvals under the Roads Act 1993.	Does not apply to Stage A construction
E145	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 2023, 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. Note: This condition is not intended to affect any roads authority's requirements, or for classified roads TfNSW, regarding road safety audits to support Roads Act 1993 requirements.	CTTAMP Section 6
E146	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 TfNSW and relevant councils. 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 closed or upgraded, including the type of treatment proposed where a level crossing is to be upgraded; c) where no works are proposed at a public crossing, provide reason for the decision; d) include measures to avoid potential short-stacking at level crossings; and	Does not apply to Stage A construction

CoA	Requirement	Where addressed
	e) provide justification for any proposed closures.	
E147	The assessment of level crossings must utilise 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 and the Traffic Impact Assessment Appendix M of the EIS.	Does not apply to Stage A construction
E148	The Public Level Crossing Treatment 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 report is also to include an assessment of the crossing's compliance with AS /RISSB 7658-2020. Railway Infrastructure – Railway Level. Crossing and AS1742.7 2016 Manual of uniform traffic control devices and Section 10 Rail Crossings of AGRD Part 4.	Does not apply to Stage A construction
E149	The design of any level crossing on a public road must be endorsed by TfNSW or the relevant roads authority (where not TfNSW) prior to commencing construction of that crossing.	Does not apply to Stage A construction
E150	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 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 closed or upgraded; c) describe the treatments that will be implemented at 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.	Does not apply to Stage A construction
E151	Closures, relocations or modifications of formal private level crossings 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.	Does not apply to Stage A construction
E152	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to the Planning Secretary for approval at least one (1) month prior to the 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.	Does not apply to Stage A construction

CoA	Requirement	Where addressed
E153	Within 12 months and 10 years of the commencement of operation of the CSSI, or as otherwise agreed by the Planning Secretary, the Proponent must prepare an Operational Level Crossing Performance Report for information to confirm the operational traffic impacts of the level crossings on the road network. The review of the operation of the level crossings that interact with the 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 E146; 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.	Does not apply to Stage A construction
E154	Mitigation measures to manage any actual or predicted road network performance impacts resulting from the construction and operation of the CSSI must be implemented within one year of the completion of each report, unless otherwise agreed by the Planning Secretary. The Report must include an implementation plan of the identified mitigation measures. The Level Crossing Performance Report must be submitted to the Planning Secretary, TfNSW and relevant councils for information within 60 days of its completion.	Does not apply to Stage A construction
E155	Prior to the commencement of operation of the CSSI, the Proponent must prepare a Wagga Wagga Operational Road Network Performance Plan for Wagga Wagga in consultation with TfNSW and Council, Emergency Services and the Wagga Wagga Health precinct to confirm predicted operational impacts of the CSSI including more frequent and longer closure duration level crossing events and proposed mitigations including: a) modelling of traffic impacts to the adjoining road network (including impacts on local roads from rat-running and other changes to the road network). Modelling must include different operational scenarios and train speeds. b) mitigation measures to manage predicted traffic performance impacts including local area traffic management measures, as relevant. c) impacts on emergency service vehicles during level crossing events. The Wagga Wagga Operational Road Network Performance Plan must be submitted to the Planning Secretary for approval and provided to relevant stakeholders. The Plan must be implemented prior to operation of the CSSI, unless otherwise agreed by the Planning Secretary. The Proponent is responsible for the implementation of the identified measures.	Does not apply to Stage A construction

CoA	Requirement	Where addressed
E156	The Proponent must prepare a Wagga Wagga Operational Road Network Performance Review, within 12 months and 10 years after the commencement of operation of the CSSI to review the performance of the CSSI against the predicted impacts in accordance with Condition E155. The Wagga Wagga Operational Road Network Performance Review must be completed in consultation with Transport for NSW and Council, Emergency Services and the Wagga Wagga Health precinct within six (6) months of the review timeframes, unless otherwise agreed by the Planning Secretary. The Review must: a) be based on actual traffic count data and modelling and confirm the adequacy of the mitigation measures identified in the Wagga Wagga Operational Road Network Performance Plan required under Condition E155. b) consider the Level Crossing Performance Report required by Condition E153 c) identify the need for further mitigation measures, if the CSSI has resulted in an increased traffic impact compared to the Wagga Wagga Operational Road Network Performance Plan required under Condition E155. d) include the timeframe for implementation of mitigations measures identified in Condition E156(c). The review must be provided to the Planning Secretary for Information within 60 days of its completion. Note: Identified mitigation measures may require further assessment and approval under the Environmental Planning and Assessment Act, 1979.	Does not apply to Stage A construction
E157	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, safe and convenient stock and machinery movement across the rail corridor.	CTTAMP Section 6
E158	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.	Does not apply to Stage A construction
E159	The Proponent must maintain existing access to properties during the entirety of work where practicable.	CTTAMP Section 6
E160	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 road determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	CTTAMP Section 6

CoA	Requirement	Where addressed
E161	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.	Does not apply to Stage A construction
E162	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.	Does not apply to Stage A construction
E163	Details of the communication system for the communication of train movements and how to access it must be provided to landowners, the public and the Planning Secretary at least one (1) month before the commencement of operation.	Does not apply to Stage A construction
E164	Waste generated during construction and operation must be dealt with in accordance with the following priorities: a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced; b) where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered in accordance with the requirements of the Protection of the Environment Operations Act 1997 and its regulations; and c) where re-using, recycling or recovering waste is not possible, waste must be treated or disposed of in accordance with Condition E166.	CWCHMMP Section 6
E165	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of the current Environment Protection Licence (EPL) for the CSSI, or be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, as the case may be.	CWCHMMP Section 6
E166	Waste must only be exported to a site that can lawfully accept it for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste. Note: Notice must be given to the relevant site/s as soon as possible, and no more than 14 days before the proposed waste disposal.	CWCHMMP Section 6
E167	All waste generated during construction and operation must be classified in accordance with the EPA's Waste Classification Guidelines (2014), with appropriate records and disposal dockets retained for audit purposes.	CWCHMMP Section 6

CoA	Requirement	Where addressed
E168	The CSSI must be designed, constructed and operated so as to maintain the NSW Water Quality Objectives where they are being achieved as at the date of this approval, and contribute towards achievement of the NSW Water Quality Objectives over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the NSW Water Quality Objectives, in which case those requirements must be complied with.	SWMP Table 13
E169	The CSSI must aim to reduce the need for water during construction including exploring, options to use additives, alternative construction techniques and reduce dust suppression regime where there is minimal potential for impacts.	SWMP Table 13
E170	The CSSI must be designed, constructed, and operated to: a) ensure all drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) new or modified surface water drainage (including cess drains), depressions are designed and constructed in accordance with Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) and Policy and Guidelines for Fish Habitat Conservation and Management (Department of Primary Industries, 2013); b) locate all scour protection work associated with replacement culverts or the construction of new culverts within the rail corridor, or as agreed to by the relevant landowner; c) ensure that there is no permanent interception of, and/or connection with, groundwater; d) ensure all discharges from new or modified surface drainage (including cess drains and pumping stations) adjacent to the new and upgraded track are released at a controlled rate to prevent scour; and e) ensure that any recycled wastewater (including recycled and treated water) proposed for use by the CSSI, considers risks to human health or the receiving environment and meets the relevant standards.	SWMP Table 13
E171	Unless an EPL is in force in respect to the CSSI and that licence specifies alternative criteria, discharges from construction water treatment plants to surface waters must not exceed: a) the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018 (ANZG 2018) default guideline values for toxicants at the 95 per cent species protection level; b) for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000; and c) for bio accumulative and persistent toxicants, the ANZG 2018 values at a minimum of 99 per cent species protection level.	SWMP Table 13

CoA	Requirement	Where addressed
	Where the ANZG 2018 does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG 2018 for deriving guideline values, using interim guideline values and/or using other lines of evidence such as international scientific literature or water quality guidelines from other countries, must be used.	
E172	Prior to construction, the Proponent must consult with the landowner and/or relevant roads authority that is located immediately adjacent to the new or upgraded culvert 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.	SWMP Table 13
E173	The construction of the CSSI must protect the integrity of riparian corridors in accordance with the Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) when carrying out work within 40 metres of a watercourse.	SWMP Table 13
E174	Before undertaking any work and during maintenance or construction activities, erosion and sediment controls must be implemented and maintained to prevent water pollution consistent with Managing Urban Stormwater: Soils and Construction Vol 1 4th ed. by Landcom, 2004 (The Blue Book).	SWMP Table 13
E175	If construction stage stormwater discharges are proposed, a Water Pollution Impact Assessment will be required. Any such assessment must be prepared in consultation with the EPA and be consistent with the National Water Quality Guidelines, with a level of detail commensurate with the potential water pollution risk. Note: If an EPL is required the Water Pollution Impact Assessment will be required to inform licensing consistent with section 45 of the POEO Act.	SWMP Table 13

TABLE A1-3: OBLIGATIONS REGISTER – UMMS

ID	Requirement	Relevant section or supporting document
Noise and vibration		
NV1	Location and activity-specific construction noise and vibration statements will be prepared based on a more detailed understanding of the construction methods and construction schedule, including the size and type of	Section 7.1 of the CNVMP

ID	Requirement	Relevant section or supporting document
	construction equipment, construction traffic, duration and timing of works, and detailed reviews of local receivers as required. The statements will confirm predicted impacts at relevant receivers to assist with the selection of feasible and reasonable management measures, and the requirements for respite. The statements will also confirm noise and vibration auditing and monitoring requirements.	Table 21 of the CNVMP
NV2	Condition surveys will be completed before and after construction works where buildings or structures, utilities or road infrastructure are within the minimum vibration working distances.	Section 7.5 of the CNVMP Table 21 of the CNVMP
NV4	Feasible and reasonable mitigation measures will be identified where exceedances of operational noise and vibration triggers are identified in accordance with the NSW RING Guideline and the Project Specific Noise Levels (PSNL), considering at-source, pathway and receiver treatments. Measures will be identified in accordance with the outcome of the operational noise and vibration review and informed by community feedback in accordance with the RING. Where a measure is not effective or feasible, further reasonable and feasible mitigation measures will be applied. Where at-property noise treatments are identified as the preferred mitigation option, these will be developed in consultation with individual property owners.	Section 7.10 of the CNVMP
NV5	A construction noise and vibration management plan (CNVMP) will be prepared and implemented as part of the CEMP, in accordance with the Inland Rail NSW Construction Noise and Vibration Management Framework. The plan will outline measures, processes and responsibilities to manage and monitor noise and vibration, and minimise the potential for impacts during construction. This plan will include all feasible and reasonable mitigation measures: - construction noise and vibration criteria for the proposal - the location of sensitive receivers - specific management measures for activities that could exceed the construction noise and vibration criteria - OOH protocol - procedures for monitoring noise and vibration levels during construction - community and stakeholder engagement measures in accordance with the communication management plan.	CNVMP CNVMP Appendix B CNVMP Appendix C

ID	Requirement	Relevant section or supporting document
NV6	The proposal will be constructed, with the aim of achieving the applicable construction noise management levels and vibration criteria. All feasible and reasonable noise and vibration measures will be implemented. Any activities that could exceed the construction noise management levels and vibration criteria will be identified and managed in accordance with the framework, the CNVMP, and the construction noise and vibration impact statements. Notification of impacts will be undertaken in accordance with the communication management plan for the proposal.	Section 5 of the CNVMP Section 6 of the CNVMP Section 7 of the CNVMP
NV7	In consultation with contractors and suppliers, aim to source plant and equipment with the lowest available noise and vibration emissions that can practically complete the works. This will include consideration of minimising the use of equipment that generates impulsive, tonal or irregular noise.	Section 7.10 of the CNVMP Table 21 of the CNVMP
NV8	An OOH work protocol will be developed as part of the CNVMP to define the process for considering, approving and managing OOH work, including implementation of feasible and reasonable measures and communication requirements. Measures will be aimed at proactive communication and engagement with potentially affected receivers, provision of respite periods and/or alternative accommodation for defined exceedance levels. All work outside the primary proposal construction hours will be undertaken in accordance with the Inland Rail NSW Construction Noise and Vibration Management Framework and in accordance with the OOH work protocol. The protocol will provide guidance for the preparation of OOH work plans for each construction work location and for key works. OOH work plans will be prepared in consultation with key stakeholders (including the NSW Environment Protection Authority (EPA)) and the community, and incorporated into the CNVMP. Respite will be considered in accordance with section 3.2.2 of the Inland Rail NSW Construction Noise and Vibration Management Framework.	CNVMP Appendix C
NV9	Where reasonable and feasible, deliveries should be undertaken only during standard daytime construction hours.	Section 7.10 of the CNVMP Table 21 of the CNVMP
NV10	Where vibration levels are predicted to exceed the screening criteria, and following the condition survey, the potential for damage to the item will be assessed. Where there is potential for damage, alternative methods that generate less vibration will be investigated and substituted, where practicable. Where residual damage risks remain, attended vibration measurements will be undertaken at the commencement of vibration-generating activities to confirm that structural vibration limits are within the acceptable range.	Table 21 of the CNVMP

ID	Requirement	Relevant section or supporting document
	Site activities will be modified where practicable to avoid exceeding the applicable criteria. Any identified vibration-related damage to the items will be rectified.	
Biodiversity		
BD1	Detailed design and construction planning will seek to identify refinements that further avoid or minimise the need to further impact or disturb native vegetation, fauna habitat and riparian habitat.	CBMP Table 15 of the CBMP
BD2	During detailed design, provision of one glider pole on each side of the rail corridor will be further investigated to enhance habitat connection between patches of remnant vegetation for squirrel glider at the Billy Hughes bridge enhancement site.	Table 15 of the CBMP Fauna Connectivity Strategy (Stage B)
BD3	A Project connectivity strategy will be prepared and implemented with reference to the Fauna Design Guidelines for the Inland Rail Project (2022) to consider further enhancements, including beyond the proposal site.	Fauna Connectivity Strategy (Stage B)
BD4	Fish passage will be maintained at Jeralgambeth Creek (Junee to Illabo clearances) during construction.	Table 15 of the CBMP Fauna Connectivity Strategy (Stage B)
BD5	Pre-clearance surveys will be carried out prior to construction by a suitability qualified ecologist in accordance with the biodiversity management sub-plan. This would include: ▪ inspections of structures that provide potential microbat habitat. If bats are identified roosting in these structures, individuals will be excluded from this habitat (meaning bats can exit the habitat unharmed during their nocturnal activity period but not re-enter) native aquatic fauna salvage in watercourses of residual pools directly impacted by construction. All salvaged aquatic fauna will be relocated to similar habitat nearby.	Table 15 of the CBMP Section 6.1 of the CBMP
BD6	Exclusion areas will be established and maintained around native vegetation and riparian vegetation to be retained, particularly areas of biodiversity value adjoining the proposal site that are located in close proximity to work areas.	Table 15 of the CBMP Section 6.1 of the CBMP
BD7	Construction workforce will be supplied with sensitive area maps (showing clearing boundaries and exclusion zones), including updates as required.	Table 15 of the CBMP

ID	Requirement	Relevant section or supporting document
BD8	Activities within vegetated riparian zones will be managed to minimise impacts to aquatic environments as far as practicable. Riparian areas subject to disturbance will be progressively stabilised and rehabilitated.	Table 15 of the CBMP Watercourse Rehabilitation Strategy (Stage B)
BD9	Temporary frog exclusion fencing will be considered where construction compounds/laydown areas occur adjacent to potential Sloane's froglet breeding habitat.	Sloane's Froglet Management Plan (Stage B)
BD10	Instream works at Sandy Creek (Uranquinty Yard clearances) and Jeralgambeth Creek (Junee to Illabo clearances) will be undertaken in dry conditions as far as practicable. Where works cannot be conducted in the dry, appropriate erosion and sediment control would be installed (i.e. a silt curtain or sediment boom around the work area and attached to the same side of the bank to maintain fish passage). Appropriate erosion and sediment control will be installed and maintained. Aquatic habitat will be returned to pre-works condition (or better) in accordance with the rehabilitation strategy.	Section 6.1 of the CBMP Watercourse Rehabilitation Strategy (Stage B)
BD11	Any instream habitat features (woody debris, large rocks and boulders) at the temporary creek crossing location at Sandy Creek (Uranquinty Yard clearances) is to be removed and placed up or downstream of the construction area in consultation with a suitably qualified aquatic ecologist. Any such aquatic features will be reinstated within the watercourse at the completion of construction.	Section 6.1 of the CBMP Watercourse Rehabilitation Strategy (Stage B)
BD12	A species UFP will be implemented if TECs, flora and fauna species, not assessed in the biodiversity assessment, are identified in the proposal site. This will include stop work orders in the immediate area and notifying the Department of Planning and Environment (DPE).	Unexpected Finds Protocol (Appendix A of the CBMP)
BD13	Refuelling will be conducted outside of waterfront land, so far as it practicable, with appropriate measures in place to avoid impacts to waterways, aquatic habitats and groundwater. This includes spill kits always kept with maintenance vehicles and or machinery within 100 m of a watercourse.	Table 15 of the CBMP
BD14	Instream structures (bridges and culverts) that provide for the flow of watercourses will be inspected and maintained to address any issues that may contribute to the blockage of fish passage.	Fauna Connectivity Strategy (Stage B)
Flood and bushfire emergency		
HFWQ6	Construction planning and the layout of construction work sites and compounds will be carried out with consideration of overland flow paths and flood risk, avoiding flood-liable land and flood events, where practicable.	CFBEMP Section 6.2.1 of the CFBEMP

ID	Requirement	Relevant section or supporting document
	For the sites located in flood-prone land, and where temporary obstruction of overland flows or drainage systems cannot be avoided, further consideration of flood risk will be carried out to develop the staging of works to minimise impacts of the proposal and ensure proper management of a flood event at all stages of construction. A flood and emergency response plan will be prepared for the sites located within a flood-prone area.	
H2	Adequate access and egress for fire-fighting vehicles and staff will be provided at all enhancement sites during construction. Protocols for the management of bushfire risk will be implemented during construction. Requirements for first-response capabilities, including fire extinguishers, water carts and hoses, will be assessed and provided at enhancement sites during construction, where needed.	Section 6.1 of the CFBEMP
Heritage		
AH1	A2I-1 and A2I-2 will be marked on the environmental control maps, SAPs, site plans and will be avoided. Prior to the commencement of construction, the location of A2I-2 will be inspected by a suitability qualified person to reconfirm location and to demarcate the site with exclusion fencing.	Section 6.3.4 of the CCHMP
AH2	Grading of the section of Townsend Street will be limited to the existing disturbed area of the unformed road. Controls will be implemented to exclude use of areas adjacent to the unformed road. Prior to the commencement of construction at the Murray River bridge enhancement site: ▪ The section of Townsend Street that requires grading will be inspected by a suitably qualified person, and the A2I Registered Aboriginal Parties (RAP) to confirm the absence of Aboriginal objects; ▪ A community collection methodology will be developed in consultation with the A2I RAPs. During the grading of Townsend Street, the works will be monitored by the suitably qualified person and the A2I RAPs. If any Aboriginal objects are found, the heritage unexpected finds protocol and community collection methodology will be implemented. The community collection methodology will be developed in consultation with Heritage NSW.	Not relevant to Stage A
AH3	Cultural and historic heritage awareness training will be carried out for all personnel working on the project. This training will provide information on known heritage site and places, along with specific requirements to avoid impacts and the heritage unexpected finds protocol (UFP). The training will specifically note the protection requirements of the A2I-2 site.	Section 7.2 of the CCHMP

ID	Requirement	Relevant section or supporting document
AH4	In the event of an unexpected find, the following protocol will apply: ▪ all ground-disturbance work in the vicinity of the find must cease immediately ▪ the project manager must contact a suitably qualified heritage specialist to inspect the find, and to determine the need for further investigation or management ▪ if the find is an Aboriginal object, the project manager and/or heritage specialist will contact the RAPs to attend the site to inspect the find and to determine, in consultation, the next steps for management ▪ the project manager and/or heritage specialist will also contact Heritage NSW to confirm the next steps for management ▪ ground disturbance work in the vicinity of the find can only continue under supervision of a suitably qualified heritage specialist, having regard to any advice from Heritage NSW and RAPs. In the event that the unexpected find Is human skeletal material: ▪ all ground disturbance work in the vicinity of the find must cease immediately ▪ the project manager must contact NSW Police ▪ if the skeletal materials are found to be Aboriginal and historical in nature, the project manager should contact a suitably qualified heritage specialist, the RAPs and Heritage NSW to inspect the find and to confirm a course of action for ongoing management. The heritage unexpected finds protocol will be included in the heritage sub-plan of the CEMP.	Appendix B of the CCHMP
NAH1	The condition of the original top bracing framework of the Albury rail bridge over the Murray River (SHR 01020) would be investigated during detailed design to determine if this material can be re-purposed in the modified structure. If this cannot be re-purposed, a suitably qualified heritage professional would be consulted concerning the design and installation of the new bracing framework, to ensure that it is appropriate to the existing fabric and style of the bridge.	Not applicable to Stage A
NAH2	The relocation of signal box 1a in the Albury Railway Station and Yard (SHR 01073) would be investigated during detailed design and documented through a Statement of Heritage Impact (SOHI). If practicable, the new location will be identified in consultation with a heritage specialist and positioned in the yard so that it maintains its proximity and visual relationship with the Albury Railway Station, signal box 1b, and tracks.	Section 6.2.1 of the CCHMP
NAH3	Where possible, the gifting of elements of the following items for the purpose of reuse elsewhere would be investigated with the relevant council prior to removal: ▪ Pedestrian bridge at Culcairn Railway Station and Yard Group (SHR 01126);	Not relevant to Stage A

ID	Requirement	Relevant section or supporting document
	▪ Pedestrian bridge at Junee Railway Station, Yard and Locomotive Depot Group pedestrian bridge (SHR 01173). The gifting will be subject to the relevant council making appropriate arrangements to receive and site the elements of the pedestrian bridge	
NAH4	The re-purposing of salvaged materials within the design of new road bridges for the following unregistered potential heritage items would be investigated during detailed design: ▪ Pedestrian bridge in Culcairn Railway Station and yard group (SHR no. 01126); ▪ Edmondson Street bridge—red brick (unregistered potential heritage item); ▪ Kemp Street bridge—red brick and street lights (unregistered potential heritage item); ▪ Albury Station pedestrian bridge (SHR no. 01073); Wagga Wagga pedestrian bridge (SHR no. 01279).	Not relevant to Stage A
NAH5	Detailed design and construction planning will seek to identify refinements that further minimise impacts on heritage items and areas of archaeological potential as far as reasonably practicable. This includes: ▪ Remnant broad-gauge railway track archaeological sites in the Albury Railway Station and Yard Group (SHR 01073); The Yerong Creek Railway Station archaeological site.	Table 7 of the CCHMP
NAH6	A heritage interpretation strategy for non-Aboriginal heritage will be prepared. This will provide a framework for interpreting the heritage items (listed and unregistered potential heritage items) impacted by the project, set out the key interpretative themes and identify communication strategies. The strategy will include interpretation requirements for specific parts of the project, particularly where heritage items are proposed to be removed, or archaeological sites are proposed to be excavated. The strategy will include approaches to incorporate heritage interpretation and management outcomes into the urban design of the new structures, consideration of the incorporation and reuse of removed structures, elements and fabric into the final design of the project, and where reuse cannot be achieved, the interpretation response for removed items or removed components of a heritage item. This includes: ▪ new and removed structural components at the Albury rail bridge over the Murray River (SHR 01020) ▪ new pedestrian bridge in the Albury Railway Station and Yard Group (SHR 01073) ▪ the remnant broad-gauge railway track in the Albury Railway Station and Yard Group (SHR 01073) (where impacts cannot be avoided (NAH8)	Section 6.3.3 of the CCHMP

ID	Requirement	Relevant section or supporting document
	▪ removed pedestrian bridge in the Culcairn Railway Station and Yard Group (SHR 01126) ▪ new pedestrian bridge at the Cassidy Parade and Brookong Avenue site ▪ new Edmondson Street bridge ▪ new pedestrian bridge in the Wagga Wagga Railway Station and Yard Group (SHR 01173) □ new Kemp Street bridge ▪ removed pedestrian bridge in the Junee Railway Station, Yard and Locomotive Depot Group (SHR 01173). These may include approaches such as interpretive signage at heritage items that have been removed or excavated, historical/artefact displays at local museums or visitor centres, and online media about heritage items and history in the vicinity of the project. The strategy will be prepared with regard to *Interpreting Heritage Places and Items: Guidelines* (NSW Heritage Office, 2005a), and the *NSW Heritage Council's Heritage Interpretation Policy* (NSW Heritage Office, 2005b).	
NAH7	Archival photographic recording of buildings to be removed would be carried out prior to removal in accordance with *Photographic Recording of Heritage Items Using Film or Digital Capture* (Heritage Council of NSW, 2006) and *How to prepare archival records of heritage items* (NSW Heritage Office, 1998a) at the following sites: ▪ Murray River bridge (known as Albury rail bridge over the Murray River (SHR 01020)) (SHR 01020) ▪ external lever system adjacent to the North Signal Hut in the Albury Railway Station and Yard Group (SHR 01073) ▪ pedestrian bridge in the Albury Railway Station and Yard Group (SHR 01073) ▪ signal box 1a in Albury Railway Station and Yard Group (SHR 01073) ▪ slewed track in the Albury Railway Station and Yard Group (SHR 01073) ▪ pedestrian bridge in the Culcairn Railway Station and Yard Group (SHR 01126) ▪ slewed track in the Culcairn Railway Station and Yard Group (SHR 01126) ▪ slewed track in the Henty Railway Station and Yard Group (SHR 01169) ▪ Cassidy Parade and Brookong Avenue footbridge (ARTC s170 ID 4280661) ▪ Edmondson Street bridge in the Wagga Wagga conservation area (Wagga Wagga LEP 2010) ▪ Wagga Wagga (mothers) footbridge in the Wagga Wagga Railway Station and Yard Group (SHR 01173) ▪ slewed track in the Wagga Wagga Railway Station and Yard Group (SHR 01173) ▪ slewed track in the Bomen Railway Station (SHR 01093) ▪ Kemp Street bridge pedestrian bridge in the Junee Railway Station, Yard, and Locomotive Depot (SHR 01173).	Section 6.2.1 of the CCHMP
NAH8	Where impacts cannot be avoided on remnant broad-gauge railway track in the Albury Railway Station and Yard Group (SHR 01073) then these tracks would be archivally recorded prior to works commencement and a contextual study undertaken on broad-gauge tracks within the Albury Yard.	Section 6.2.1 of the CCHMP

ID	Requirement	Relevant section or supporting document
NAH9	The temporary work platforms will be attached to the Murray River bridge in a manner that avoids permanent damage to the fabric of the structure, following the removal of the platforms.	Not applicable to Stage A
NAH10	Exclusion zones for retained heritage items or structures within the project site will be marked on the environmental control maps, site plans, and avoided. Prior to the commencement of construction, retained heritage items will be inspected by a suitably qualified person to demarcate the exclusion measures (such as fencing). Items vulnerable to vibration or damage associated with the Junee Railway Station Moveable Relics (SHR 01172) would be temporarily relocated, or alternative measures implemented, to avoid impact. Exclusion measures would be inspected regularly during construction to ensure protection of these heritage items.	Section 6.3.6 of the CCHMP
NAH11	If at any time during the proposed works, any items of potential historical heritage significance or human remains are discovered they will be managed in accordance with the heritage unexpected finds protocol. The heritage unexpected finds protocol will be included in the heritage sub-plan of the CEMP and would detail notification obligations to the NSW Police and Heritage NSW according to the nature of the unexpected find.	Section 6.3.2 of the CCHMP Appendix B of the CCHMP
Soil and water		
HFWQ1	Construction-phase water supply options will continue to be explored during detailed design and would include ongoing consultation with water suppliers to access the local reticulated network, use of water tanks within construction compounds and/or use of farm dams. Alternative water supply options, including recycled water, would also be investigated. As part of the Soil and Water Management sub-plan, ARTC will: ▪ Confirm a draft water balance for the project ▪ Demonstrate that the required construction water sources are legally and physically viable ▪ Outline mitigation measures to address construction water resource shortages that arise. Appropriate approvals would be obtained as required if alternative constructive water sources beyond commercial water suppliers and local governments are required.	Section 6.5 of the CSWMP
HFWQ1	Construction-phase water supply options will continue to be explored during detailed design and would include ongoing consultation with water suppliers to access the local reticulated network, use of water tanks within construction compounds and/or use of farm dams.	Section 6.10 of the CSWMP

ID	Requirement	Relevant section or supporting document
	Alternative water supply options, including recycled water, would also be investigated. As part of the Soil and Water Management sub-plan, ARTC will: - Confirm a draft water balance for the project - Demonstrate that the required construction water sources are legally and physically viable - Outline mitigation measures to address construction water resource shortages that arise. Appropriate approvals would be obtained as required if alternative constructive water sources beyond commercial water suppliers and local governments are required.	
HFWQ2	Opportunities to reduce the need for water would be further explored during detailed design and construction planning. Such options include: - use of additives - alternative construction techniques - reduced dust suppression regime where there is minimal potential for impacts.	Section 6.10 of the CSWMP
HFWQ7	Sediment and erosion control devices will be installed in accordance with Managing Urban Stormwater: Soils and Construction, Volume 1 (Landcom, 2004).	Section 6.10 of the CSWMP
HFWQ8	Discharge to surface water will be undertaken in accordance with the EPL for construction of the project and would consider the hydrological attributes of the receiving waterbody.	Section 6.10 of the CSWMP
GW3	Opportunities to use appropriate piling construction methodologies for bridge foundations that minimises groundwater take, such as the use of a tremie system, will be investigated during detailed design and implemented where practicable.	Section 6.10 of the CSWMP
GW4	The quality of groundwater taken during excavation works at Riverina Highway bridge and Kemp Street bridge enhancement sites will be assessed for the suitability for re-use during construction (or by others) or disposed of accordingly	Kemp St Bridge not applicable to Stage A Section 6.10 of the CSWMP
GW5	Registered bore GW402492 at the Olympic Highway underbridge enhancement site will be avoided during construction.	Section 6.10 of the CSWMP

ID	Requirement	Relevant section or supporting document
	If this registered bore is accidently damaged during construction and cannot be used for its intended purpose (monitoring), make good arrangements will apply (such as replacement), subject to discussion with the registered owner.	
SC1	In the event of any ground disturbance below the water table in areas mapped as containing potential acid sulfate soils (ASS) at the Murray River bridge enhancement site, testing will be carried out to confirm the presence of actual and/or potential ASS and liming rates required to mitigate the risk. If ASS are encountered, they will be managed in accordance with the Acid Sulfate Soils Manual (Acid Sulfate Soils Management Advisory Committee (ASSMAC), 1998b) and the Waste Classification Guidelines – Part 4: Acid Sulfate Soils (NSW EPA, 2014b).	Murray River bridge not applicable to Stage A Section 6.10 of the CSWMP
SC2	The aggressivity of the soil pH to construction materials will be assessed to confirm impacts from acidity.	Section 6.10 of the CSWMP
SC3	Where excavation into sulfidic rock is confirmed during detailed design, a suitably qualified geologist or geotechnical engineer will advise on the risk and mitigation required to ensure the suitability of construction materials. If sulfidic rock is identified, environmental advice will be sought for waste management and environmental protection.	Section 6.10 of the CSWMP
SC4	Further assessment of salinity will be completed at enhancement sites where excavation is required, including: - Riverina Highway bridge enhancement site - Billy Hughes bridge enhancement site - Pearson Street bridge enhancement site - Kemp Street bridge enhancement site. The assessment of salinity will include drilling of representative boreholes to test the depth profile of salts and consideration of how the works will affect surface and subsurface water flows. Where identified, salinity will be managed in accordance with the salinity management plan. Relevant aggressivity will be considered in the design of subsurface structures."	The following sites are not applicable to Stage A- - Billy Hughes bridge enhancement site - Pearson Street bridge enhancement site - Kemp Street bridge enhancement site. Section 6.10 of the CSWMP
Traffic and transport and access		
TT1	Early consultation will be undertaken with road authorities (local councils and Transport for NSW (Transport for NSW)) and public transport service providers for aspects of the proposal that may require changes to the road network. This includes:	Section 6.8 of the CTTAMP

ID	Requirement	Relevant section or supporting document
	- consideration of additional mitigation measures to improve traffic efficiency during construction, such as temporary changes to signal phasing at intersections along the traffic diversion routes. - consideration of other projects, in addition to aspects of the proposal that may require changes to the road network.	
TT2	Subject to agreement with the relevant road authority, mitigation measures to improve traffic efficiency during construction in Wagga Wagga will include, but not be limited to: - road markings (lengthen and demarcate left turn lane on Railway Street at Lake Albert Road western approach remove existing on street parking). - influencing route choice for north-south movements across the rail corridor by encouraging drivers to use Pearson Street bridge crossing via Glenfield Road and Pearson Street between Holbrook Road in the south and Olympic Highway in the north as an alternative to the Bourke Street / Docker Street level crossing - a temporary right-turn movement ban in the AM peak to prevent traffic from Coleman Street entering Bourke Street to travel north. – Not applicable to Stage A Subject to agreement with the relevant road authority, mitigation measures to improve traffic efficiency during construction in Junee will include, but not be limited to: - formalisation of keep clear markings on circulating lanes at the Olympic Highway / Broadway roundabout to prevent queueing through the roundabout - extending the existing right turn lane on the south approach of the Olympic Highway / Broadway roundabout - keep clear markings at the intersection of Olympic Highway / Main Street. ARTC will also investigate the potential to re-position the centre line where Main Street turns into Humphreys Street, to extend the length of left turn stacking in Main Street. In addition to the specific mitigations detailed above, other potential mitigations will be further considered during the Construction Planning and Detailed Design phases. These potential mitigations include, but are not limited to: - temporary signals or other signal optimisations where required - Local Area Traffic Management Plans (LATM) - turn restrictions at selected locations and selected times, such as at Athol Street, Wooden Street and Lindsay Street in Wagga Wagga - removal of on-street parking / creating clearways at particular times - improved lane delineations.	Measures in respect to Wagga Wagga are not applicable to Stage A. Section 6.11 of the CTTAMP

ID	Requirement	Relevant section or supporting document
TT3	Changes to bus routes and bus stops to mitigate impacts to bus services, including establishing temporary stops, would need to be planned in consultation with Transport for NSW, bus operators, and other key stakeholders, such as schools, to minimise the impact on community, public transport users and service providers.	Section 6.11 of the CTTAMP
TT4	Consultation will be undertaken with emergency services and the Local Emergency Management Committee regarding construction related impacts to: - plan alternative routes that avoid the heaviest impacted areas of the road network during the Edmondson Street bridge and Kemp Street bridge closures, and associated diversions to minimise travel-time delay experienced by emergency service vehicles - advise of temporary disruption to access on the Murray River - provide further information on temporary road closures and disruption to access to assist emergency services in their emergency response and travel planning. Consultation will be undertaken with emergency services and the Local Emergency Management Committee regarding operational impacts to provide further information on train movements and level crossing closures to assist emergency services in their emergency response and travel planning.	Section 6.11 of the CTTAMP
TT5	Prior to the commencement of works, Local Land Services (LLS) will be notified of increased vehicle movements and construction activities adjacent to the travelling stock reserves (TSRs) and temporary closures of any level crossings during the construction phase so that stock handlers, including walking permit holders, can be notified of the impacts to stock movements.	Section 6.11 of the CTTAMP
TT6	Restrictions on navigation of the Murray River beneath and in the vicinity of the Murray River bridge site, as a result of the construction, will be planned prior to commencing construction and handled in accordance with the Marine Safety Act 1998 (NSW), and Marine Safety Regulation 2016 (NSW) including preparation of a marine traffic management sub-plan. Transport for NSW, as the authority under the Marine Safety Act 1998 (NSW), will be notified of the proposed works and will be consulted in regard to navigational marks, signage and marine notices at least six weeks prior to the commencement of work at the Murray River bridge site.	Not applicable to Stage A
TT7	A navigational impact assessment will be undertaken during detailed design in accordance with Transport for NSW's processes to minimise disruptions to watercraft and any safety and hazard issues are appropriately mitigated. Input will be sought from relevant stakeholders (including local councils and Transport for NSW) prior to finalising the detailed design of structures (including temporary structures) over navigable waters.	Not applicable to Stage A

ID	Requirement	Relevant section or supporting document
TT8	The marine traffic management sub-plan (informed by the navigational impact assessment (TT7) will be prepared and implemented as part of the Construction Environmental Management Plan (CEMP). The plan will include measures, processes and responsibilities to minimise the potential for impacts on navigable waters during construction. The plan will be prepared in accordance with the Marine Safety Act 1998 (NSW), Marine Safety Regulatioin 2016 (NSW) and other related legislation. The plan would be developed in consultation with relevant stakeholders, including local councils and Transport for NSW.	Not applicable to Stage A
TT9	Consultation with Junee Shire Council and Transport for NSW will be undertaken regarding the potential for preventative road works, prior to road diversions in Junee on Joffre Street and Pretoria Avenue, to offset impacts from higher than typical traffic and heavy vehicle movements on some local roads due to diverted traffic.	Section 6.11 of the CTTAMP
TT10	Road safety audits (RSAs) and risk assessments would be undertaken by independent advisors within the design and construction process, for each enhancement site where changes to the road network are required or where increased traffic movements or diversions during the construction phase may present an increased crash risk. These will be prepared in accordance with the Austroads guidelines and supplements, to provide for safe movements of construction vehicles on public roads, and will consider the safety of all road users in the final design. A safe system approach will be adopted to minimise harm caused to all road users through the use of appropriate road design features and speeds. Audit findings would be actioned before construction of the relevant infrastructure, where reasonable and feasible.	Section 6.11 of the CTTAMP
TT11	Input would be sought from relevant stakeholders (such as local councils, the National Heavy Vehicle Regulator (NHVR) and Transport for NSW) prior to finalising the detailed design of those aspects of the proposal that affect the operation of road and other transport infrastructure under management of these stakeholders. This would include confirming ongoing operation and maintenance arrangements of assets under the control of other stakeholders.	Section 6.11 of the CTTAMP
TT12	Construction staging will be planned to account for continued active transport connectivity during construction, including exploring opportunities to reduce the duration of concurrent bridge closures, in consultation with impacted stakeholders. The order of construction will be confirmed during detailed design, but could include: - sequencing of pedestrian bridge closures at Wagga Wagga Station and Cassidy Parade to minimise periods of concurrent closures of these bridges, whilst construction of the Edmondson Street pedestrian and road bridge is completed.	Section 6.4.2 of the CTTAMP

ID	Requirement	Relevant section or supporting document
	- opening of the Junee pedestrian bridge, prior to the closure of Kemp Street bridge."	
TT13	ARTC will consult with Transport for NSW during construction planning to identify any required mitigation measures where the proposal has the potential to disrupt: - Transport for NSW non-time tabled train services - operational rail activities carried out by Transport for NSW in rail yards impacted by construction. Identified mitigation measures will be implemented during construction.	Section 6.11 of the CTTAMP
TT14	Appropriate signage and warnings, including variable messaging signs, will be considered in the Construction Traffic Transport and Access Management Plans, and in consultation with the relevant road manager. These will be deployed as considered appropriate in the vicinity of the enhancement sites to provide early warning for road users of disruptions due to construction activities and road closures.	Section 6.11 of the CTTAMP
TT15	A Road Dilapidation Report will be prepared for all haul routes and diversion routes, including heavy vehicles, within each precinct. Should damage to the road occur as a result of construction, the damage will be rectified to restore the road to the pre-work condition as identified in the road dilapidation report or as otherwise agreed with the relevant road authority. A copy of the Road Dilapidation Report would be provided to the relevant road authorities and, where applicable landowners, within one (1) month of completion of the survey and at least two weeks prior to the road is used by heavy vehicles associated with construction or as a result of commencement of a diversion route. Pre-construction road upgrades will be considered for construction access routes based on the findings of the Road Dilapidation Report and the planned construction traffic management. Damage to roads that affects road safety or trafficability as a result of construction would be rectified as soon as practicable. In particular, Joffre Street and Pretoria Avenue in Junee will be monitored for damage during construction and any necessary repairs attended to as soon as possible.	Section 6.11 of the CTTAMP
TT16	Heavy vehicle diversionary signage will be implemented to encourage the diversion of heavy vehicle traffic outside of Junee on the existing heavy vehicle routes via Goldfields Way and Old Junee Road during closure of the Kemp Street bridge.	Section 6.11 of the CTTAMP
TT17	Communication with relevant stakeholders will be undertaken regularly to minimise congestion and inconvenience to road users in areas affected by diversions, such as during the works for the replacement of the Edmondson Street bridge in Wagga Wagga and Kemp Street bridge in Junee, or level crossing closures	Section 6.11 of the CTTAMP

ID	Requirement	Relevant section or supporting document
	(including full or partial closure). Stakeholders will include the relevant local council, bus operators, state government departments, emergency services (including the Local Emergency Management Committee) and affected property owners/occupants. The community will be notified in advance of pedestrian bridge closures and any proposed road or pedestrian network closures and diversions through signage, the local media and other appropriate forms of communication. Appropriate wayfinding signage for road and pedestrian diversions will be provided, clearly articulating alternative routes. Consultation would also discuss opportunities for broader diversions away from congested roads. Additional measures identified as an outcome of consultation will be implemented during construction, where practicable."	
TT19	Where changes to access arrangements to businesses and residences are required as part of the proposal construction activities, ARTC will advise property owners/occupants and consult with them in advance regarding temporary disruption to existing accesses. Temporary changes to access arrangements during construction will include (but not be limited to): - Edmondson Street bridge, Wagga Wagga - Wagga Wagga Station and surrounds - Kemp Street bridge, Junee.	Section 6.11 of the CTTAMP
TT20	Special consideration would be given to enhancement sites that are located on land with agricultural storage or transportation infrastructure, such as grain silos, due to the high localised seasonal freight movements accessing them. Detailed assessment of the site accesses will be undertaken as part of the RSAs and appropriate Construction Traffic Transport and Access Management Plans will be developed by the contractor, in consultation with the site operator, prior to commencement of construction activities on site to moderate any potential safety issues.	Section 6.11 of the CTTAMP
TT21	Replacement parking of up to 13 spaces for Transport for NSW station workers will be provided during construction when the existing Transport for NSW parking compound is unavailable for use due to the construction of the Albury station pedestrian bridge. The location of the replacement parking will be refined in consultation with Transport for NSW during detailed design and construction planning.	Section 6.11 of the CTTAMP
TT22	Where construction onsite parking cannot accommodate the full construction workforce at enhancements sites at constrained locations, such as within Albury, the City of Wagga Wagga and Junee township, feasible and reasonable management measures that minimise impacts on parking on local roads will be identified and	Section 6.11 of the CTTAMP

ID	Requirement	Relevant section or supporting document
	implemented. Depending on the location, management measures may include workforce shuttle buses. Any measures will be detailed in the traffic and transport management sub-plan of the CEMP.	
Waste, contamination and hazardous materials		
SC5	Site investigations at more developed railway precincts (Albury and Wagga Wagga) and enhancement sites with more significant excavation (Riverina Highway bridge, Billy Hughes bridge, Pearson Street bridge and Kemp Street bridge) will be undertaken by a suitably qualified and experienced consultant, as defined in Schedule B9 of the NEPM (2013), to inform the detailed design and the subsequent management and classification of waste soil. The scope of site investigations will be informed by a Sampling, Analysis, and Quality Plan (SAQP) that will be prepared, or reviewed and approved, by certified site contamination consultants. The results of site investigations will be reviewed against the criteria in the *National Environment Protection Measures* (NEPM) (2013) to identify where additional actions are required. Any excavated material would be suitably managed in accordance with the Soil and Water Management sub-plan and the spoil management strategy (mitigation measure WM2).	Section 6.1.1 of the CWCHMMP
SC6	In the event that unidentified contaminated material is discovered during construction, an unexpected contaminated finds protocol will be implemented. The protocol will be prepared, or reviewed and approved, by certified site contamination consultants and detail requirements for ceasing work and isolating the potential contaminated material, requirements for site investigations, and procedures for reporting and response. Site investigations, where required, will be undertaken by a suitably qualified and experienced consultant, as defined in Schedule B9 of the NEPM (2013) to assess exposure risks to site workers and other receivers. The results of the site investigations will be assessed against the criteria contained within the *National Environment Protection (Assessment of Site Contamination) Measure* 1999 to determine the need for any remediation.	Section 6.1.2 of the CWCHMMP Appendix B of the CWCHMMP
SC7	An occupational hygienist will be engaged to complete survey of areas known or suspected to contain asbestos or lead-based paint potentially impacted by the proposal. This work will be carried out in accordance with asbestos and lead-based paint management controls contained in the contamination and hazardous materials sub-plan of the CEMP. This would include (but is not limited to) areas with known or suspected asbestos or lead-based paint, including Murray River bridge (AEC 1), The Rock Yard clearances (AEC 27), buildings at Wagga Wagga Yard clearances (AEC 35), Harefield Yard clearances (AEC 41) and buildings at Junee Yard clearances (AEC 42). Lead paint is known to be present at Murray River bridge (AEC 1).	Section 6.1.6 of the CWCHMMP

ID	Requirement	Relevant section or supporting document
SC8	An appropriately licensed asbestos removal contractor will be engaged to remove all asbestos identified to be present. Removal will be undertaken in accordance with *How to Safely Remove Asbestos Code of Practice* (Safe Work Australia, 2020) and relevant regulatory requirements. This work will be carried out in accordance with asbestos management controls contained in the contamination and hazardous materials sub-plan of the CEMP.	Section 6.2.11 of the CWCHMMP
SC9	Lead-based paint at localised areas on structures to be modified will be appropriately removed and/or managed in accordance with the lead risk work outlined in the *Work Health and Safety Regulation* (2017).	Section 6.1.6 of the CWCHMMP
SC10	Lead-based paint removal will be performed in accordance with the procedure outlined in *AS/NZS 4361.2:2017 Guide to hazardous paint management, Part 1: Lead and other hazardous metallic pigments in industrial applications* (Standards Australia, 2017)	Section 6.1.6 of the CWCHMMP
WM1	Detailed design would include measures to minimise spoil generation as far as practicable. This would include a focus on optimising the design to minimise spoil volumes and the reuse of material onsite.	Section 6.2.1 of the CWCHMMP
WM2	A spoil management strategy would be developed to define the preferred approach to managing spoil. The strategy would include: ▪ confirming spoil quantities ▪ undertaking appropriate investigations and surveys, including geotechnical investigations ▪ consideration of the approvals and land application of waste exemptions required, associated lead time, and any associated sampling and reporting obligations ▪ defining the preferred option for reusing and/or disposing of any spoil that cannot be reused The outcomes of the strategy would inform the construction waste management sub-plan.	Spoil Management Strategy
WM3	All waste generated would be classified in accordance with the *Waste Classification Guidelines* (NSW EPA, 2014a) and disposed of in accordance with the relevant requirements of the *Protection of the Environment Operations (Waste) Regulation* 2014.	Section 6.2.7 of the CWCHMMP Section 6.2.6 of the CWCHMMP

APPENDIX A2

Initial risk register

Risk ID	Risk category	Risk description	Activities	UNMITIGATED RISK RATING			Potential consequence	Mitigation strategy	RESIDUAL RISK RATING		
				Consequence	Likelihood	Initial Risk Rating			Consequence	Likelihood	Residual Risk Rating
1	Approvals	Proposed work not consistent with the EAD (refer CoA A1)	All tasks	Major	Possible	High	Delays through consistency assessment reviews or modification approvals from DPHI holding up works and design. Adjustments to assumed methodology increasing time to the program.	Env Check List and/or Consistency assessment completed, project to identify changes early. Compliance register, clear process to avoid additional impact to sensitive areas, variation to approvals as required. Construction methodology developed early confirm space checking with plant and equipment and SAP constraints. Early consideration / assessment of EAD within detailed design.	Moderate	Possible	Medium
2	Approvals	Non-compliance with CoA, CEMP/Sub-plans, EPL, approvals, legislative requirements	All tasks	Major	Possible	High	Delays, fines, prosecutions, environmental harm, breach of Legislation, infringements, restriction of works.	Compliance Tracking, adequate resourcing in delivery, approvals program and implementation of hold points, auditing, clear, concise measures and permits detailed in management plans. Development and implementation of all management plans and monitoring programes required by the Staging Report and CEMF. CEMP/Sub-plans, EPL and all relevant approval requirements to be included in on boarding material/inductions for staff on the project, awareness of subcontractor/MR team.	Moderate	Possible	Medium
3	Approvals	Failure to obtain third party approvals resulting in breach of legislation (e.g. EPL).	All tasks	Major	Possible	High	Delays, fines, prosecutions, environmental harm	Early (and continued) engagement with key stakeholders on scope of all works (pre-construction and construction). The project (MR, ARTC, IR) and any other relevant stakeholders to have agreement of operational conditions and responsible entity.	Moderate	Possible	Medium
4	Traffic, transport and access	Increase to road use as a result of cumulative infrastructure projects in the vicinity of the project.		Minor	Unlikely	Low	Increased traffic impacts	Ongoing consultation with stakeholders, including emergency services providers Implement Traffic and Transport Management Sub-plan	Minor	Unlikely	Low

5	Traffic, transport and access	Potential temporary reduced access, safety and amenity for traffic, pedestrians and cyclists due to construction activities and due to potential conflicts with access/egress points of construction sites, as well as any works on roads.	Works on the surrounding road network, access and egress points to enhancement sites and ancillary facilities	Moderate	Likely	High	Traffic delays, complaints, impact to community amenity and safety	Implementation of Construction Traffic and Transport Management Plan, including Traffic Guidance System(s)/Traffic Management Plans, the use of traffic controllers where required by TGS/TMP(s), communication of any diversions, and heavy vehicle driver inductions. Implementation of Community Communications Strategy, including regular review of complaints to identify trends. Implementation of Social Impact Management Plan.	Moderate	Possible	Medium
6	Traffic, transport and access	Impacts to condition of roads due to construction traffic.	Haulage, deliveries and/or use of heavy vehicles on roads	Moderate	Possible	Medium	Complaints	Road Dilapidation Surveys. Restoration of roads after use for construction heavy vehicles has ceased.	Moderate	Possible	Medium
7	Traffic, transport and access	Impacts to emergency services due to road network delays or access restrictions caused by temporary changes to the road network.	Works on the surrounding road network, access and egress points to enhancement sites and ancillary facilities	Major	Possible	High	Disruptions to emergency services	Regular consultation and engagement with emergency services. Implementation of Construction Traffic and Transport Management Plan, including Traffic Guidance System(s)/Traffic Management Plans, the use of traffic controllers where required by TGS/TMP(s), and communication of any diversions or changes to access.	Moderate	Possible	Medium
8	Traffic, transport and access	Increase in parking demand from construction workforce particularly during rail possessions	Construction activities that require parking on roads (e.g. utilities) or during rail possessions	Minor	Almost certain	Medium	Complaints, limiting parking for locals around residential and commercial areas	Parking within rail corridor on rail possessions. Parking at ancillary facilities. Implementation of Construction Traffic and Transport Management Plan. Implementation of Community Communications Strategy, including regular review of complaints to identify trends.	Minor	Unlikely	Low
9	Traffic, transport and access	Potential temporary deterioration of traffic performance on surrounding road network to an unacceptable level of service	High volumes of construction vehicles using intersections that are not designed for that, and temporary road or lane closures	Moderate	Almost certain	High	Traffic delays, complaints	Implementation of Construction Traffic and Transport Management Plan, including TGS/TMP(s) which will include an analysis of Level of Service capacity for affected intersections during the planning of works. Implementation of Community Communications Strategy, including regular review of complaints to identify trends.	Moderate	Possible	Medium

10	Soil, water, salinity, air quality and groundwater	Impacts on water quality and groundwater quality from contamination from spills and leaks during construction.	Works in or around watercourses such as temporary creek crossings and work at the Murray River bridge	Major	Unlikely	Medium	Pollution, fines	Implementation of Construction Soil and Water Management Plan. Implementation of Construction Waste, Contamination and Hazardous Materials Management Plan. Spill kits/training.	Major	Unlikely	Medium
11	Soil, water, salinity, air quality and groundwater	Exposure of saline soils	Bridge piling and utility works	Moderate	Likely	High	Increased soil salinity	Implementation of Construction Soil and Water Management Plan.	Moderate	Possible	Medium
12	Soil, water, salinity, air quality and groundwater	Potential exposure of acid sulfate soils during construction resulting in off-site discharge of acidic water.	Works in areas mapped as ASS/PASS	Moderate	Unlikely	Low	Pollution, fines	Implementation of Construction Soil and Water Management Plan.	Moderate	Unlikely	Low
13	Soil, water, salinity, air quality and groundwater	Contamination from construction activities, including accidental spills and leaks, impacting groundwater quality	All tasks	Moderate	Unlikely	Low	Pollution, fines	Implementation of Construction Soil and Water Management Plan.	Moderate	Unlikely	Low
14	Soil, water, salinity, air quality and groundwater	Potential temporary impacts to local air quality due to emissions from vehicles or plant during construction, and the increase in vehicle movements during construction	All tasks	Minor	Unlikely	Low	Pollution, complaints, fines	Implementation of Construction Soil and Water Management Plan.	Minor	Unlikely	Low
15	Soil, water, salinity, air quality and groundwater	Potential temporary impacts on local air quality due to dust generation (from exposed soil/stockpiles, excavation and vehicle movements)	During potentially dust generating activities	Moderate	Unlikely	Low	Pollution, complaints, fines	Implementation of Construction Soil and Water Management Plan.	Minor	Unlikely	Low
16	Soil, water, salinity, air quality and groundwater	Odours/emissions from disturbance of contaminated soils or other sources such as asphalt laying during road modification works	Works that disturb contaminated or other potentially odouress material	Minor	Unlikely	Low	Complaints	Implementation of Construction Soil and Water Management Plan.	Minor	Rare	Low
17	Soil, water, salinity, air quality and groundwater	Potential air quality impacts due to fugitive emissions (e.g. VOCs) from fuel/chemicals storage and handling	Refuelling	Minor	Unlikely	Low	Complaints, odour	Implementation of Construction Soil and Water Management Plan.	Minor	Unlikely	Low
18	Noise and vibration	Potential exceedances of airborne noise management levels from construction activities within and outside standard construction hours.	All tasks	Major	Almost certain	Very high	Complaints Impacts to amenity for surrounding communities, including potential sleep disruption	Maximise work during standard construction hours. Erection of temporary acoustic barriers where required. Applying respite where highly noise intensive (‘highly noise affected’ level) work is triggered. Respite will be provided in accordance with the CNVMP. Implementation of Construction Noise and Vibration Management Plan (including Monitoring Program). EPL/OOHW Protocol. Implementation of the Community Communication Strategy, including the complaints management system and the appointment of a Community Complaints Mediator. Continued consultation with affected receivers.	Minor	Likely	Medium
19	Noise and vibration	Construction traffic or traffic detours resulting in an increase in traffic noise greater than 2 dB.	All tasks that require OOH heavy vehicle movements (e.g. deliveries, some utility works, rail possession works)	Minor	Almost certain	Medium	Complaints Impacts to amenity for surrounding communities, including potential sleep disruption	Implementation of Construction Noise and Vibration Management Plan (including Monitoring Program).	Moderate	Unlikely	Low
20	Noise and vibration	Potential exceedances of human comfort vibration levels during construction	All vibration intensive tasks proximal to receivers (e.g. compaction, hammering)	Moderate	Possible	Medium	Complaints Impacts to amenity for surrounding communities	Implementation of Construction Noise and Vibration Management Plan (including Monitoring Program).	Moderate	Unlikely	Low

21	Biodiversity	Overclearing of native vegetation resulting in loss of fauna habitat beyond that allowed for in the Infrastructure Approval. Potential impacts on aquatic ecology and threatened species beyond the terms of the terms of the Infrastructure Approval.	Utility works, establishment of ancillary facilities, construction of access tracks. Construction on rail bridges/culverts and the temporary waterway crossing at Uranquinty.	Moderate	Almost certain	High	Prosecutions, fines, damage to flora communities and habitat for fauna	Implementation of the Construction Biodiversity Management Plan (including Monitoring Program). Tracking of clearing amounts using GIS or similar. Delineation and fencing of exclusion zones. Toolbox and Induction (including that no vegetation or tree removal is permitted without prior approval). Replant native vegetation as soon as possible. Pre-clearing surveys to be undertaken by an ecologist. Habitat areas to be protected to be clearly demarcated as no go zones with fencing. Sensitive Area Plans and Environmental Work Method Statements to be briefed to site staff highlighting protected areas, clearing limits, habitat trees etc. Clearing permits to be issued prior to any clearing activity.	Minor	Likely	Medium
22	Biodiversity	Increased impacts from pest plants and animals during construction from movement of vehicles, machinery and materials in and out of site.	All tasks	Minor	Likely	Medium	Fines, damage to nearby agricultural communities, clean up costs/time, changes to vegetation community composition	Implementation of the Construction Biodiversity Management Plan. Implementation of Construction Soil and Water Management Plan.	Minor	Possible	Low
23	Biodiversity	Indirect impacts on fauna species due to increased dust, sedimentation, and erosion, noise, light and contamination pollution.	All tasks	Minor	Possible	Low	Prosecutions, fines, damage to flora communities and habitat for fauna	Implementation of the Construction Biodiversity Management Plan. Implementation of Construction Soil and Water Management Plan.	Minor	Possible	Low
24	Biodiversity	Native fauna mortality from vehicle strikes from construction vehicles.	Tasks involving the use of vehicles	Minor	Possible	Low	Reputational damage, loss of native fauna	Implementation of Construction Biodiversity Management Plan	Minor	Possible	Low
25	Cultural heritage	Potential direct and indirect impacts on listed heritage items and known areas of archaeological potential.	All tasks at areas proximal to heritage items or within heritage curtilages	Major	Almost certain Suggest: Unlikely	Very high	Delays in approval to recommence, delays while managing heritage, additional measures and costs, irreversible damage	Implementation of the Construction Cultural Heritage Management Plan. SAPs. Cultural heritage induction(s). Toolbox and Cultural heritage awareness training.	Minor	Unlikely	Low

26	Cultural heritage	Disturbance of unknown heritage items (e.g. archaeological items) during construction.	All tasks	Moderate	Unlikely	Low	Delays in approval to recommence, delays while managing heritage, additional measures and costs, irreversible damage	Implementation of the Construction Cultural Heritage Management Plan. Unexpected Finds Protocol. Cultural heritage induction(s). Toolbox and Cultural heritage awareness training.	Moderate	Unlikely	Low
27	Flooding and hydrology	Potential impacts on construction activities due to flooding.	All tasks	Moderate	Possible	Medium	Delays to program, destruction of construction plant, equipment and temporary structures Risk to safety of personnel	Consultation with stakeholders Implement Flood and Bushfire Emergency Management Sub-plan Ongoing training and awareness campaigns	Minor	Unlikely	Low
28	Flooding and hydrology	Impact to regional or local water supply due to construction water demands.	All tasks	Moderate	Unlikely	Low	Impacts to local residents, landowners and businesses	Consultation with stakeholders Implement Flood and Bushfire Emergency Management Sub-plan Ongoing training and awareness campaigns	Minor	Unlikely	Low
29	Flooding and hydrology	Sedimentation and changes to geomorphology in watercourses	All tasks	Minor	Possible	Low	Upstream and downstream impacts	Consultation with stakeholders Implement Flood and Bushfire Emergency Management Sub-plan Ongoing training and awareness campaigns	Minor	Unlikely	Low
30	Bushfire emergency	Potential risks to construction by bushfire, or bushfire risks due to construction activity in bushfire prone areas.	All tasks	Moderate	Possible	Medium	Delays to program, destruction of construction plant, equipment and temporary structures Risk to safety of personnel	Consultation with stakeholders, including SES / RFS CEMP Flood and Bushfire Emergency Management Sub-plan Ongoing training and awareness campaigns	Moderate	Possible	Medium
31	Social	Potential temporary changes to the way of life for residents close to the enhancement sites.	All tasks	Moderate	Possible	Medium	Impacts to way of life for local communities Complaints	Implementation of the Social Impact Management Plan. Implementation of Community Communication Strategy. Implementation of Construction Noise and Vibration Management Plan. Implementation of Construction Environmental Management Plan.	Moderate	Possible	Medium

32	Social	Temporary impacts on amenity for residents, visitors, businesses and other sensitive receivers, as a result of noise, dust, air and visual impacts during construction.	All tasks	Moderate	Possible	Medium	Impacts to amenity for local communities, including businesses Complaints	Implementation of the Social Impact Management Plan. Implementation of Community Communication Strategy. Implementation of Construction Noise and Vibration Management Plan. Implementation of Construction Environmental Management Plan. Construction works announcements on ARTC website / community notifications	Moderate	Possible	Medium
33	Social	Temporary impacts to, or temporary loss of, community facilities/open space due to construction activities and/or changes to access during construction.	All tasks	Moderate	Possible	Medium	Impacts to way of life for local communities Complaints	Implementation of the Social Impact Management Plan. Implementation of the Construction Traffic, Transport and Access Management Plan. Implementation of Community Communication Strategy, including signposting detours and advance communication. Construction works announcements on ARTC website / community notifications Sufficient wayfinding signage	Moderate	Possible	Medium
34	Cumulative	Potential temporary construction cumulative impacts with other major projects	All tasks	Moderate	Likely	High	Impacts to way of life and amenity for local communities Complaints	Implementation of the Social Impact Management Plan. Implementation of the Construction Environmental Management Plan. Implementation of the Construction Noise and Vibration Management Plan. Construction works announcements on ARTC website / community notifications?	Moderate	Possible	Medium

APPENDIX A3

Environment Policy

Policy	
Environmental Policy	
Doc No.: MR-ES-001	**Version:** 1.1

Environmental Policy

Martinus Rail is a world leader in the provision of project and construction management services including design, supply, installation, commissioning, maintenance and decommissioning of railway and associated infrastructures including roads and bridges.

This Environmental Policy is established by senior management to provide the framework to develop and improve the Environmental Management System, planned and executed in conjunction with other management functions, such that quality awareness is an integral part of the business strategy. This Environmental Policy aims highlights our commitment to establishing and promoting sound environmental practice in our operations.

Management will set the required criteria and regularly monitor and support progress to ensure the achievement of the goals of the organisation and environmental objectives. Management further acknowledges that without the total support of every team member these goals and objectives cannot be achieved.

To minimise environmental impacts concerning our activities, products, and services, we shall:

- Implement and maintain an environmental management system, establishing progressive objectives to develop and promote a cycle of sustainable continuous improvement.
- Comply with applicable legal requirements and other requirements to which the Company subscribes which relate to its environmental aspects.
- Prevent pollution through environmental preservation techniques.
- Reduce waste and promote the proper waste separation.
- Minimise the consumption of resources.
- Promote sustainability, and avoid where possible the depletion of natural resources in order to maintain an ecological balance.
- Promote environmental education and training.
- Motivate employees to carry out tasks in an environmentally responsible manner.
- Encourage environmental protection among suppliers and subcontractors.

The Company is committed to continual improvement of environmental performance. This Policy will be communicated to all staff, contractors and suppliers, and be available for the public.

Authorised by: _____ Dated: 27/01/2022

Treaven Martinus
Managing Director

Revision V1.1

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APPENDIX A4

Initial document register

TABLE A4-1: INITIAL DOCUMENT REGISTER – STAGE A

Requirement	Environment Management Document	Document number	Approval or endorsement requirement	Review	Agency consultation
CEMP and Sub-plans					
CoA C1 and C2	Construction Environment Management Plan	6-0052-210-PMA-00-PL-0002	ER, DPHI	IR	None required
CoA C6 (a)	Traffic, Transport and Access Management Plan	6-0052-210-PMA-00-PL-0003	ER, DPHI	IR	Transport for NSW and relevant councils
CoA C6 (b), C6 (h) and C6 (k)	Soil and Water Management Plan	6-0052-210-PMA-00-PL-0004	ER	IR	BCS, NSW EPA, and relevant councils DCCEEW Water Group and relevant councils (groundwater only) Relevant councils (salinity only)
CoA C6 (c)	Noise and Vibration Management Plan	6-0052-210-PMA-00-PL-0005	ER, AA, DPHI	IR	Relevant councils
CoA C6 (d)	Biodiversity Management Plan	6-0052-210-PMA-00-PL-0006	ER, DPHI	IR	DPI Fisheries, BCS, and relevant councils
CoA C6 (e) and C6 (f)	Cultural Heritage Management Plan	6-0052-210-PMA-00-PL-0007	ER	IR	Heritage NSW and relevant councils (non-Aboriginal heritage only) Heritage NSW, RAPs and relevant councils (Aboriginal heritage only)
CoA C6 (g)	Flood and Bushfire Emergency Management Plan	6-0052-210-PMA-00-PL-0008	ER	IR	SES, Hume Zone and Riverina Zone Bush Fire Management Committees, DCCEEW and relevant councils

Requirement	Environment Management Document	Document number	Approval or endorsement requirement	Review	Agency consultation
CoA C6 (i) and C6 (j)	Waste, Contamination and Hazardous Materials Management Plan	6-0052-210-PMA-00-PL-0009	ER	IR	DPHI and relevant councils (contamination and hazardous materials only)
					Relevant councils (waste only)
CoA C6 (l)	Social Impact Management Plan	6-0052-210-PMA-00-PL-0001	ER, DPHI	IR	DPHI and relevant councils
Monitoring programs, other management plans, procedures, protocols					
CoA A9	Staging Report	6-0052-210-PES-00-RP-0001	ER	IR	None required
CoA B1	Community Communication Strategy	To be confirmed	DPHI	IR	None required
CoA C13 (g)	Dam Dewatering Protocol	6-0052-210-PES-00-PR-0006	ER	IR	BCS, NSW EPA, and relevant councils
CoA C13 (h)	Spill Response Procedure	6-0052-210-PES-00-PR-0002	ER	IR	BCS, NSW EPA, and relevant councils
CoA C16	Construction Environmental Management Framework	6-0052-210-PES-00-PJ-0001	ER, DPHI	IR	None required
CoA C25 (a)	Traffic, Transport and Access Monitoring Program	To be confirmed	ER	IR	Relevant councils and Transport for NSW
CoA C25 (b)	Noise and Vibration Monitoring Program	6-0052-210-PES-00-PJ-0002	ER, AA	IR	Relevant councils
CoA C25 (c)	Biodiversity Monitoring Plan	To be confirmed	ER	IR	BCS (NSW DCCEEW)

Requirement	Environment Management Document	Document number	Approval or endorsement requirement	Review	Agency consultation
CoA C25 (d)	Surface Water Monitoring Program	6-0052-210-PES-00-PJ-0003	ER	IR	DCCEEW Water Group, and relevant councils
CoA C33	Construction Monitoring Report	Varying	None required	ER/AA/IR	Planning Secretary
N/A – Contractual requirement	Dewatering Procedure	To be confirmed	None required	IR	None required
CoA E52	Albury Railway Station and Yard Group Broad Gauge Track report	To be confirmed	DPHI	IR	Heritage NSW (if impacts are unavoidable)
CoA E55	Heritage Interpretation Plan	To be confirmed	None required	IR	Heritage NSW, Heritage Council of NSW, relevant Councils and Registered Aboriginal Parties
CoA E56	Site Specific Protection Plans	Various	None required	IR	None required
CoA E66	Unexpected Heritage Finds and Human Remains Procedure	6-0052-210-PES-00-PR-0004	ER	IR	Heritage NSW and the Heritage Council of NSW
CoA E72	Out of Hours Work Protocol	To be confirmed	ER, AA, DPHI	IR	ER, AA and EPA
CoA E78	Construction Noise and Vibration Impact Statements (various)	Various	None required	AA	None required
CoA E115	Employee Code of Conduct	To be confirmed	None required	IR	None required
CoA E123	Unexpected Finds Procedure for Contamination	6-0052-210-PES-00-PR-0005	None required	IR	None required

Requirement	Environment Management Document	Document number	Approval or endorsement requirement	Review	Agency consultation
CoA E131	Sustainability Strategy	To be confirmed	None required	IR	None required
CoA E132	Water Reuse Strategy	To be confirmed	None required	IR	None required
CoA E139	Road Dilapidation Reports	Various	None required	None required	None required
CoA E175	Water Pollution Impact Assessment	To be confirmed	None required	IR	EPA

APPENDIX A5

Environmental Incident Classification and Reporting

TABLE A5-1: ENVIRONMENTAL EVENT MANAGEMENT PROCESS STEPS

PROCESS STEP	STEP TITLE	TASK DESCRIPTION	TIMEFRAME	RESPONSIBLE ROLE
Step 1	Conduct initial response for identified Environmental Incident	Whether identified by Martinus, Inland Rail or a third party (i.e., regulator, community member), the individual is to contact the appropriate Site supervisor and take reasonable and practicable steps to stop, reduce and / or prevent further impacts ***Note:*** *It is imperative that personnel do not put their own personal welfare or the welfare of others at risk and emergency services should be called if required.*	Immediately	All workforce Supervisor
Decision	Does the Environmental Incident require Regulatory Notification	Where the Environmental Incident is an actual or potential non-compliance with any Law (including any CoA/UMM and/or EPL), and / or is likely to meet the definition of material harm or serious environmental harm, Martinus will notify IRPL verbally immediately including the ARTC Project Manager as soon as practicable. **Yes:** Proceed to Step 2 **No:** Proceed to Step 4	Immediately notify after identification of Environmental Incident	Environmental Manager
Step 2	Prepare/Complete Initial Regulatory Notification(s) (Only for approvals for which IRPL retains reporting responsibility under the Deed)	**Step 2a)** ➢ IRPL will notify relevant regulators for approvals held by IRPL immediately after becoming aware of the incident. Notifications must also be made by telephoning the Environment Line service on 131 555. ➢ IRPL will notify any third-party as applicable and in accordance with any Laws and / or CoA/UMM mitigation measures / EPL i.e. NSW Health, Fire and Rescue, WorkCover, EPA and the local Council **Step 2b)** ➢ Prepare the Regulatory Notification Template(s) as provided by IR and submit to IRPL for review via Aconex ➢ Martinus to consider / incorporate feedback into the Regulatory Notifications(s) / Reports / Information within specified timeframes determined by IRPL *Steps 2 and 3 continue until IRPL is satisfied with the Regulatory Notification(s) / Report / Information* ***Note:*** *Further Regulatory Notification(s) / Reports may be required in addition to the initial Regulatory Notification,*	Immediately notify after becoming aware of any Environmental Incident Any further notification(s) / reports including requests for further information must be completed within the specified timeframes determined by IR	Environmental Manager IRPL representative

PROCESS STEP	STEP TITLE	TASK DESCRIPTION	TIMEFRAME	RESPONSIBLE ROLE
		including requests for further information by Regulator(s). IR may direct Martinus to prepare and provide IRPL with any additional notifications / reports / information via Aconex		
Step 3	IRPL review / submit Regulatory Notification (Only for approvals for which IRPL retains reporting responsibility under the Deed)	➢ IRPL review Martinus Regulatory Notification. IR/ARTC may provide feedback (where relevant) via Aconex that is to be considered / incorporated into the Regulatory notification(s) / reports / information ➢ IR submit Regulatory Notification / Reports / Information to Regulator(s) (and/or any other third party) as required *Where additional notification(s) / reports / information is required by the Regulator(s) IR will request this from Martinus via Aconex as per Step 2*	As specified by IR	IRPL representative Environmental Manager
Step 4	Enter/Update Environmental Incident Record within Horizon 360 and Procore	➢ Enter/Update the Environmental Incident Record within Horizon 360 and Procore including all relevant and supporting information / documentation in accordance with the Horizon 360 training material ➢ Refer to Decision(s) "Review if Environmental Event Triggers Step 2" and "Is an Investigation / Lessons Learnt required" and proceed as necessary ➢ Once IRPL is satisfied with the information provided within the Environmental Incident Record proceed to Step 7 *Steps 5 and 6 continue until IRPL is satisfied with the Environmental Incident Record, incident report and any additional or supporting information*	Within 24 hours after becoming aware of any Environmental Incident Subsequent updates within mutually agreed timeframe or as directed by IR	Environmental manager or delegate
Step 5	IRPL Review	IRPL will review the Environmental Event Record within Horizon 360 and request any additional information / feedback it requires or believes is relevant to the Environmental Event Record via Aconex	Within 48 hours or longer period as stated by IRPL after initial entry into Horizon360	IRPL representative
Decision	Review if Environmental Incident Triggers Step 2	Where additional information is identified (by either the Martinus or IR) Martinus will review to determine if Step 2 is triggered **Yes:** Return to Step 2 **No:** Continue as per Step 4 and 5	Immediately notify - If the incident triggers Step 2	Environmental manager or delegate

PROCESS STEP	STEP TITLE	TASK DESCRIPTION	TIMEFRAME	RESPONSIBLE ROLE
Decision	Is an Investigation / Lessons Learnt Required?	Investigation / Lessons Learnt is dictated by event severity and/or at the direction of IRPL / ARTC **Yes:** Proceed to Step 6 **No:** Proceed to Step 7 IRPL may direct Martinus to complete an investigation / Lessons Learnt due to further information identified, or additional factors present i.e., reoccurrence of similar events, significant costs to the business, level of regulatory involvement, significant damage to IRPL reputation and / or significant public interest	Timeframe dictated by Event severity or within mutually agreed timeframe where the investigation is directed by IR	Environmental manager or delegate IRPL Representative
Step 6	Complete Investigation/Lessons Learnt	➢ Martinus will complete investigation/ Lessons Learnt including IRPL Representatives as per IRPL direction ➢ Martinus will submit the investigation / Lessons Learnt to IRPL via Aconex ➢ IRPL will review the investigation / lessons learnt and request any additional information / feedback it requires or believes is relevant to the Investigation / Lessons Learnt via Aconex as per Step 4 & 5	Timeframe dictated by Event severity or within mutually agreed timeframe where the investigation is directed by IR ***Note:*** *IRPL may at its discretion direct Martinus to complete / finalise within a specified timeframe*	Environmental manager or delegate IRPL Representative
Step 7	Finalise Environmental Incident in Horizon360	Martinus will complete and finalise the Environmental Incident Record within Horizon 360 this will include any associated actions / investigations/ Lessons Learnt to finalise the Environmental Incident Record	No later than 72 hours after Step 5 or within mutually agreed timeframe ***Note:*** *IRPL may at its discretion direct Martinus to complete / finalise within a specified timeframe*	Environmental manager or delegate
Step 8	Close Event	➢ IRPL will review the completed Environmental Incident Record within Horizon360 and once satisfied the Environmental Incident Record will be complete	Within 72 hours of completed Environmental Incident Record	IRPL Representative

PROCESS STEP	STEP TITLE	TASK DESCRIPTION	TIMEFRAME	RESPONSIBLE ROLE
		➢ If IRPL are not satisfied that enough information has been provided, Martinus will be instructed to return to Step 4 and action as required in agreement with IRPL ***Note:*** *IRPL may require additional verification of the close out of events either through Environmental Coordination meetings, Aconex or during an IRPL lead audit of the CEMF event management process*	***Note:*** *IRPL may at its discretion direct Martinus to complete / finalise within a specified timeframe*	
Step 9	Martinus Close event	Close event as per agreement with IR	Within 72 hours of Step 8	Environmental manager or delegate

	Actual or Potential (MRO) Consequence				
Safety: Impact to people	Injury or illness with no impairment (may or may not require treatment)	Injury or illness with short-term impairment (less than 1 month)	Injury or illness with moderate but recoverable impairment (more than 1 month but less than 6 months)	Injury or illness with long term (more than 6 months) to permanent impairment	One or more fatalities
Environment: Impact to environmental factors	Minimal environmental impact	Limited and recoverable environmental impact	Significant and recoverable environmental impact	Permanent impact to area of less than high environmental significance	Permanent impact to area of high environmental significance
Assets: Impact to network performance	Immaterial disruption to non-critical track section	Material disruption to non-critical track section or Immaterial disruption to critical track section	Material disruption to a critical track section recoverable in the short-term	Material disruption to critical track section not recoverable in the short term	Material disruption to critical track section not recoverable in the short term with significant long-term impacts on customers
Assets: Impact to organisational capability	Manageable impact to internal operations, which may or may not require internal reallocation of existing resources	Missing short-term targets which may or may not require use of additional resources	Reduced ability to achieve business goals with some business impact	Material failure to achieve business goal(s) with significant business impact	Failure to achieve business goals with lasting impacts
Financial: Impact of this event in terms of a total cost estimation	≤250K loss or damage	$250K to $2M loss or damage	$2M to $5M loss or damage	$5M to $10M loss or damage	≥$10M loss or damage
	Not Significant	**Minor**	**Moderate**	**Major**	**Extreme**
ACTUAL EVENT	Low Event	Medium Event	High Event	Significant Event	Significant Event

POTENTIAL EVENT Likelihood (Probability)						
	Almost certain	Medium Event	Medium Event	High Event	Significant Event	Significant Event
	Likely	Low Event	Medium Event	High Event	Significant Event	Significant Event
	Possible	Low Event	Medium Event	Medium Event	High Event	Significant Event
	Unlikely	Low Event	Low Event	Medium Event	Medium Event	High Event
	Rare	Low Event	Low Event	Low Event	Medium Event	Medium Event

APPENDIX A6

Worker Code of Conduct

Inland Rail Albury to Parkes Employee Code of Conduct MR-A2P-HS-001

CONTENTS

1. GLOSSARY

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

TABLE 1: DEFINITIONS

TERM	DEFINITION
A2P	Inland Rail Albury to Parkes Enhancement Project
ARTC	Australian Rail Track Corporation
CSSI	Critical State Significant Infrastructure
ER	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
HR/IR	Human Resources/Industrial Relations
IR	Inland Rail Pty Ltd
Martinus	Martinus Pty Ltd
Project Accommodation	Any accommodation occupied by project personnel whilst working on the project including rooms, common areas, car parks and grounds of the accommodation facility.
Project Personnel	Any person engaged to perform work on the project including Martinus employees, Suppliers/Subcontractors and their employees engaged on the project and Visitors to Martinus project sites and offices.
Project Supervisors	Project Supervisors are all project personnel responsible for managing workers on the project including PMO Managers, Regional Managers, General Superintendents, Superintendents, Supervisors and Leading Hands.
Public Places	Public places includes any public areas where project personal may be present in during the project including
The Code	Employee Code of Conduct
The Project	Inland Rail Albury to Parkes Enhancement Project
Work site	Includes any area upon which work is to be performed and is taken to include any location or vehicle where a person is being paid or employed to undertake works.

2. INTRODUCTION

2.1 Inland Rail

The Australian Government has committed to building a significant piece of national transport infrastructure by constructing a high performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales and Toowoomba in Queensland. Inland Rail is a major national project that will enhance Australia's existing national rail network and serve the interstate freight market. The Inland Rail route, which is about 1,700 kilometres (km) long, involves:

- Using the existing interstate rail line through Victoria and southern New South Wales
- Upgrading approximately 400km of existing track, mainly in western New South Wales
- Providing approximately 600km of new track in northern New South Wales and south-east Queensland

Inland Rail has been divided into 13 projects, seven of which are in New South Wales. Refer to Figure 1 for map of proposed Inland Rail route from Melbourne to Brisbane.

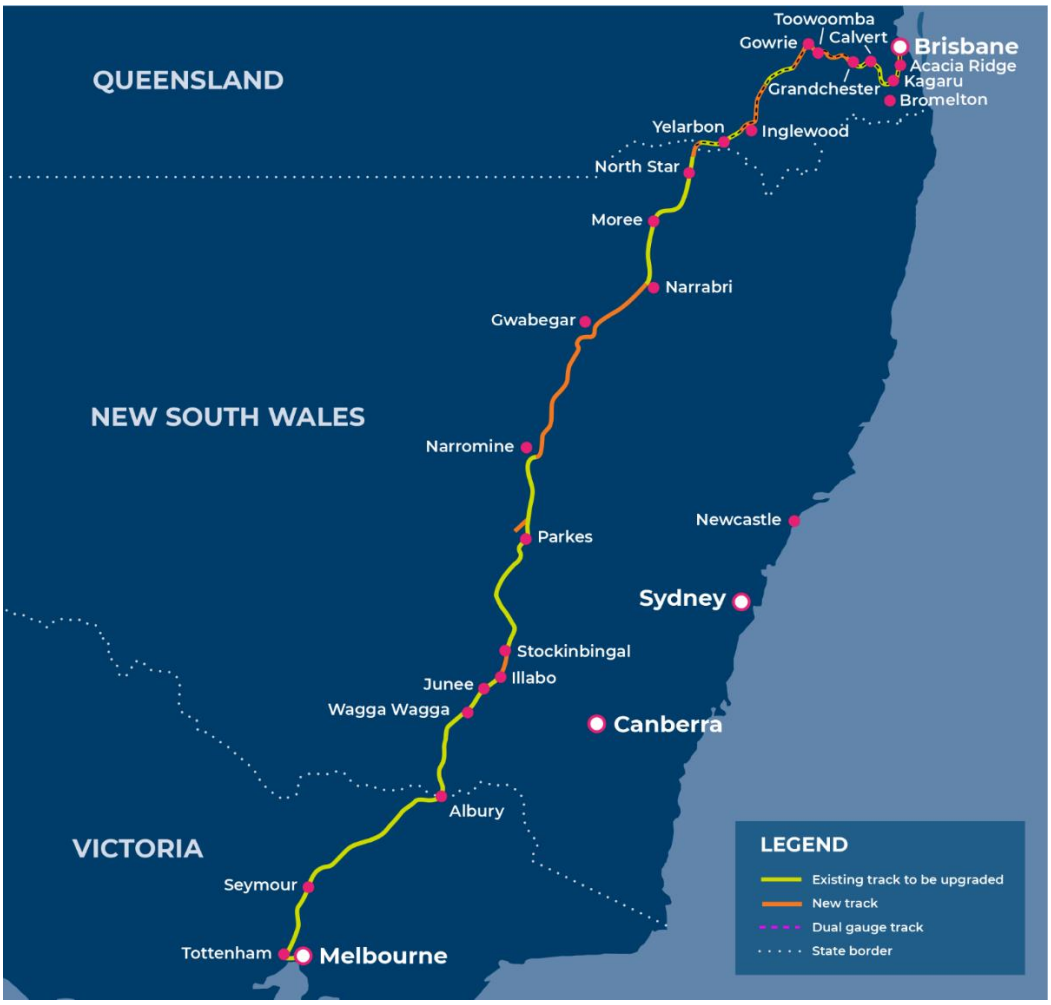


FIGURE 1: RAIL ALIGNMENT

2.2 Albury to Parkes (A2P)

As part of the Inland Rail program of projects, the Australian Rail Track Corporation (ARTC) has appointed Martinus as the delivery contractor for the Albury to Parkes (A2P) project, which comprises the brownfield sections between Albury and Illabo and Stockinbingal to Parkes. The greenfield portion between Illabo to Stockinbingal is not a part of the A2P project scope.

The A2I portion is Design and Construct works and is subject to an Environmental Impact Statement, with anticipated approval in Q2 2024. The S2P portion comprises both Construct-Only and Design and Construct works and is subject to a Review of Environmental Factors which has been assessed and approved.

The Project will be delivered under an Incentivised Target Cost contract.

2.3 Project scope

This Incentivised Target Cost project is typically an Enhancement project where ARTC has identified the Albury to Illabo and Stockinbingal to Parkes tracks to be authorised for double-stacked freight container trains.

Within the A2I section there are twenty (20) Design and Construct projects.

Within the S2P section there are two (2) Construct only projects (Daroobalgie New Loop and Wyndham Avenue track lowering) and seven (7) Design and Construct (D&C) projects.

The Design & Construct scope typically includes works associated with route clearance to accommodate the new F2M clearance envelope, necessary to accommodate the double-stacked freight container trains and this includes.

- Structure Modifications
- Track reconfigurations
- Bridge replacements
- Track lowering
- Track Slews
- Bridge removal

2.4 Site location

The Albury to Parkes Project is split into two areas (A2I and S2P) – refer Figure 2.

FIGURE 2: ALBURY TO PARKES AREA SPLIT

3. PURPOSE

Martinus is committed to ensuring the successful delivery of the Inland Rail Albury to Parkes Enhancement Project with minimal impact to the communities in which we are working in, and with the health and wellbeing of our workforce in mind. As such, we have developed the Employee Code of Conduct (the Code).

The Code sets out:

- The ethical standards of behaviour and conduct of project personnel on and off the work site, including when driving on public roads;
- Disciplinary action processes where behaviour and conduct does not meet the ethical behaviour standards; and
- Processes for responding to and addressing community complaints about the behaviour and conduct of project personnel.

4. COMPLIANCE

This Employee Code of Conduct has been prepared in accordance with Conditions of Approval (CoA) E115-E117 for Albury to Illabo (A2I) section of the project. The CoA requirements relevant to the preparation of this Code of Conduct and where they are addressed are listed below in Table 2.

TABLE 2: CONDITIONS OF APPROVAL REQUIREMENTS

CoA No.	CONDITIONS OF APPROVAL REQUIREMENT	ADDRESSED
E115	The Proponent must prepare and implement an Employee 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 for submission to the Planning Secretary for information 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.	This document
E116	The Employee Code of Conduct applies to all employees on the CSSI site 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) Processes for responding to and addressing community complaints about the behaviour and conduct of employees.	Sections 5 – 13
E117	The Employee Code of Conduct must be reviewed 12 months after approval and annually thereafter for the duration of construction. Updates to the Code of Conduct must be approved by the ER. The updated Code of Conduct must be provided to the Planning Secretary for information within one month of approval.	Section 14

5. SCOPE

The Code applies to all project personnel engaged on the A2P project. Project personnel includes:

- Martinus employees;
- Suppliers/Subcontractors and their employees engaged on the project; and
- Visitors to Martinus work sites and offices.

The Code applies to:

- A2P project work sites and offices;
- Project accommodation;
- Within local townships and surrounding areas to work sites and project accommodation; and
- All travel between work sites, the workers home base and project accommodation.

6. CONDUCT

6.1 General

Conformity with the standards of behaviour set out in the Code is expected for the benefit and wellbeing of all project personnel and members of the community.

Project personnel must always conduct themselves professionally and respectfully, and in a manner that upholds safety as a priority, remembering that they are representing Martinus and the Inland Rail Project.

Unacceptable conduct on the Project will not be tolerated and will be treated as misconduct or serious misconduct. The Project has a zero-tolerance approach to anti-social behaviour.

It is not practicable to specify all disciplinary rules or offences that may result in disciplinary action, as they may vary depending on severity of the incident, however some specific examples of misconduct and serious misconduct are provided below.

6.2 Misconduct

The following forms of unacceptable conduct constitute misconduct. Acts of misconduct will not be tolerated and may lead to disciplinary action. Examples of misconduct include but are not limited to the following:

- Any breaches of behavioural expectations as set out in this document;
- Breaches of any project rules, policies, procedures or regulations that places, or has the potential to place the safety of any project personnel or community member at risk or cause injury;
- Behaviour in the community that disrespects expected standards of behaviour or that damages, or has the potential to damage the reputation of Inland Rail, ARTC or Martinus;
- Interaction with or divulging of information to any media outlet or representative, or through any media forum regarding anything related to the Project, Inland Rail ARTC, Martinus or other related entities;
- Public posts or comments on any type of social media forum in relation to Inland Rail, ARTC, or Martinus;
- Persistent absenteeism and/or lateness, or ongoing unauthorised absences from work;
- Failure to wear appropriate personal protective equipment (PPE) including footwear and clothing;
- Failure to carry out all reasonable instructions or follow rules and procedures;
- Unauthorised use, negligent damage or loss of project property;

- Failure to report immediately any damage to property or premises caused by you;
- Failure to report any injury or incidents;
- Smoking in any designated 'No Smoking' areas;
- Gambling or the use of gambling devices during working hours on work sites; and
- Taking of unauthorised photographs or video footage.

6.3 Serious Misconduct

The following forms of unacceptable conduct constitute serious misconduct. Acts of serious misconduct will not be tolerated and will result in disciplinary action up to and including termination of employment and/or permanent removal from the project. Examples of serious misconduct include but are not limited to the following:

- Breaches of the law or project safety procedures and/or regulations that result in or have the potential to result in serious and/or life-threatening injury to anyone involved on the project or in the community;
- Continual and/or severe breaches of any project rules, safety legislation, regulations, Codes of Practice and the like (including repeated acts of misconduct);
- Irresponsible use, tampering or misuse of fire protection or safety equipment including fire extinguishers and smoke alarms;
- Possession or use of weapons (including fixed blade and non-lockable pocket or carton knives), firearms or ammunition;
- Drug and alcohol abuse, including:
    - Reporting for work while under the influence of alcohol and/or illegal drugs;
    - Inappropriate alcohol and/or drug induced behaviour; and
    - Distribution or sale of illegal drugs and/or alcohol.
- Urinating or defecating outdoors in and around the work sites, project accommodation or public places;
- Offensive, intimidating or violent behaviour;
- Any form of harassment, discrimination or vilification, including that relating to race, colour, religion, sexuality, gender identity, age, nationality, ancestry, disability (physical and mental), marital or socio-economic status;
- Theft, vandalism or wilful damage or interference to project, public and/or personal property;
- Intentionally, negligently or carelessly trespassing, or entering any area without permit or enter restricted access areas including unapproved access to private property;
- Failure to comply with lawful and reasonable work instructions, including a refusal to perform assigned work, and/or alternative duties, etc.;
- Falsification of project records, including timesheets, leave records, site diaries, dockets etc.; and

7. HEALTH AND SAFETY

At all times, project personnel must conduct themselves with due regard to the health and safety of themselves, other project personnel and community members. Activities or behaviours that place any person at risk of injury or illness will be subject to disciplinary action. Each person is responsible for their safety and the safety of those around them.

7.1 Site Approval

Only authorised persons and vehicles are allowed entry to project work sites.

All project personnel must adhere to the project onboarding requirements as set out in *MR-A2P-WP-007- Onboarding Role Essentials and Requirements.* Knowingly mobilising to the project and/or entering a work site without meeting all project onboarding requirements will be considered a breach of the Code and will be treated as such.

All visitors must comply with the project's conditions of entry including undertaking the required induction prior to arrival, wearing the required PPE and providing identification. Visitors must not enter work sites without a Martinus escort.

7.2 Personal Protective Equipment

The minimum personal protective equipment (PPE) to be worn while working on the project and while present on Work Sites (other than in offices, crib sheds and vehicles), is:

- Orange long sleeved high visibility shirt with X back;
- Long trousers;
- Hard hat with brim;
- Safety boots;
- Gloves (carried and worn when required);
- Safety glasses compliant with AS 1337; and
- Hearing protection (carried and worn when required).

Project Personnel must adhere to PPE requirements as set out in the *5-0052-214-PMA-00-PL-0036_0 - A2I/S2P Project Safety Management Plan.*

Supplier/Subcontractors's must ensure their workers are provided with sufficient quantities of the required PPE prior to their mobilisation to the Project.

7.3 Driving

Project personnel must drive courteously and safely in accordance with the Code, road rules and relevant legislation. Breaches of road rules that may cause danger to the driver, other road users or pedestrians constitutes serious misconduct that may result in disciplinary action up to and including removal of company issued vehicles, removal from the project and termination of employment.

Drivers must not:

- Drive under the influence of drugs or alcohol;
- Use a hand-held mobile phone while driving;
- Use a personal sound system connected via an earpiece or headphones;
- Carry dangerous goods, unless required to do so for business purposes;
- Carry a load greater than the designated carrying capacity of the vehicle; and
- Use the vehicle for any unlawful purpose.

Project personnel must take precautions to prevent theft, damage or misuse of the vehicle and always park the vehicle in a safe and secure manner.

8. ACCOMMODATION

It is expected that whilst project personnel are occupying project accommodation, that they adhere to the expectations set out in the Code, in addition to the accommodation's own policies.

Project personnel who reportedly breach the Code or an accommodation provider's policies are subject to investigation and disciplinary action in accordance with section 12.

9. COMMUNITY

From time to time, project personnel will interact with local community members. This may occur:

- During work hours whilst carrying out your duties in public areas;

- Outside of work hours/during personal time in public areas; and
- Whilst travelling on public roads between work sites and accommodation or your home base.

Martinus expects that all project personnel adhere to the following at all times:

- Be polite and respectful when interacting with community members and local stakeholders;
- Do not enter private property without prior authorisation;
- Ensure any gates passed through on private properties are left as found;
- Ensure the appropriate authorities and permits are in place prior to accessing a new work site;
- Do not be rude, unprofessional or disrespectful; and
- Remember that you are representing Martinus and the Inland Rail Project, regardless of who you work for.

All project personnel are required to complete Martinus's A2P Community Relations Induction prior to commencement on the project. The induction provides project personnel with an outline on interfacing with the community whilst working on the project.

10. ENVIRONMENTAL AND CULTURAL HERITAGE

Project personnel will be made aware of the project's environmental obligations (including CEMP and subplan requirements), including ecological sensitivity and cultural heritage, and of the impact their actions may have on the local environment and cultural artefacts. Project personnel will also be made aware of the crucial importance of cultural heritage sites and assist in their preservation by strictly adhering cultural heritage imperatives. This will be achieved via Martinus's Environmental and Sustainability Induction (and additional training where required) which is mandatory for all personnel prior to undertaking work on site, to ensure they are aware of key environmental and heritage compliance obligations.

To minimise their potential impact on the environment, project personnel will:

- Be aware of, and comply with, all relevant Project Environmental Management Systems and procedures;
- Ensure not to discharge water from site and into local drainage lines or waterways;
- Avoid disturbance of all Environmental exclusion zones, including cultural heritage and sensitive ecological areas, unless a permit has been issued from the project Environment team;
- Ensure that all waste and contaminants are disposed of in accordance with the Project's Environmental Management System to avoid land and water contamination;
- Minimise dust emissions, excessive noise and waste; and
- Report all environment incidents in accordance with the Project's Environmental Management System and Procedures.

11. ENQUIRIES AND COMPLAINTS

Project personnel will refer to the following protocol if they are approached by the media or community members.

11.1 Media Enquiries

Only IR's representatives are authorised to communicate with the media.

If approached by a representative of the media, project personnel are required to:

- Be polite and explain that you are not the best person to speak with about the project;

- Provide the media representative with an Inland Rail A2P contact card or give them the 1800 number;
- Remove yourself from the situation as soon as convenient;
- Contact your Martinus Supervisor and advise them of the enquiry for reporting purposes; and
- Not panic, be rude, use bad language or get physical (i.e. do not attempt to block or remove them).

Supervisors should notify the Martinus Communications and Stakeholder Engagement Manager in the event that a project worker is approached by a media representative.

11.2 Community enquiries or complaints

Whilst we expect that most local community members will be welcoming and keenly interested in the project, we understand that from time to time, community members may wish to discuss an issue or concern, or raise a complaint.

If approached by a community member about an issue or complaint, project personnel should:

- Be polite and explain that you are not the best person to speak with about the project but you can find someone who can help them;
- Seek out a Martinus Supervisor to discuss the matter with the community member;
- Provide the community member with an Inland Rail A2P contact card or give them the 1800 number; and
- Not panic, be rude, use bad language or get physical (i.e. do not attempt to block or remove them).

Project Supervisors should:

- Be polite and listen to the concern or complaint;
- Record as much information as possible; and
- Report the Complaint to the Communications and Stakeholder Engagement Manager for resolution.

All complaints from community members will be handled in accordance with the approved Communication Management Plan.

12. BREACHES OF THE CODE

All reported breaches of the Code, including those reported by community members, will be investigated by the HR/IR Manager. Misconduct of any kind will be dealt with in accordance with the company's disciplinary action procedure and employment conditions, up to and including termination of employment. Depending on the severity and number of occurrences, disciplinary action may include:

- Suspension during the investigation process;
- Counselling;
- Disciplinary action including first and final warnings;
- Removal of access to project accommodation; and
- Termination of employment.

A serious or repeated breach of the Code of Conduct may result in the immediate withdrawal from the project and accommodation privileges, regardless of where the breach occurred.

13. SUPPLIER/SUBCONTRACTOR WORKERS

Upon receipt of a reported breach of the Code by a Supplier/Subcontractor worker, the HR/IR manager will immediately notify the appropriate Supplier/Subcontractor Manager.

Supplier/Subcontractor Managers are required to notify the HR/IR Manager as soon as they become aware of any actual or potential breaches of the Code.

Supplier/Subcontractor Manager's will be responsible for undertaking their own investigation into the reported breach in conjunction with an investigation conducted by the HR/IR Manager. Supplier/Subcontractor Managers will be responsible for conducting disciplinary action related to their own employees in accordance with the Code.

Martinus reserves the right to revoke the approval of any supplier/subcontractor personnel on the Project who is found to have breached the Code in any capacity.

14. APPROVAL AND REVIEW

The HR/IR Manager is responsible for the preparation of the Code and any subsequent reviews and updates to the document.

The Code will be reviewed 12 months after approval and annually thereafter for the duration of construction. Updates to the Code of Conduct must be approved by the ER. The updated Code of Conduct must be provided to the Planning Secretary for information within one month of approval.

APPENDIX A7

Ancillary facilities management

Environmental management for ancillary facility establishment

Flood and bushfire emergency

Flood and bushfire emergency impacts associated with the establishment of ancillary facilities associated with Stage A construction will be managed in accordance with the Construction Flood and Bushfire Emergency Management Plan (Stage A).

Traffic and transport

Traffic and transport impacts associated with the establishment of ancillary facilities associated with Stage A construction will be managed in accordance with the Construction Traffic and Transport Management Plan (Stage A).

Noise and vibration

Noise and vibration impacts associated with the establishment of ancillary facilities associated with Stage A construction will be managed in accordance with the Construction Noise and Vibration Management Plan (Stage A).

Biodiversity

Flora and fauna impacts associated with the establishment of ancillary facilities associated with Stage A construction will be managed in accordance with the Construction Biodiversity Management Plan (Stage A).

Soil and water

Soil and water impacts, including those to groundwater and salinity, associated with the establishment of ancillary facilities associated with Stage A construction will be managed in accordance with the Construction Soil and Water Management Plan (Stage A).

Heritage

Aboriginal and non-Aboriginal heritage impacts, associated with the establishment of ancillary facilities associated with Stage A construction will be managed in accordance with the Construction Cultural Heritage Management Plan (Stage A).

Waste, contamination and hazardous materials management

Waste, contamination and hazardous materials impacts associated with the establishment of ancillary facilities associated with Stage A construction will be managed in accordance with the Construction Waste, Contamination and Hazardous Materials Management Plan (Stage A). This includes s143 records for any material brought to the subject site and to be retained on-site to form the final ground surface levels and topography.

Visual impact management

In accordance with CoA C24 and the requirements of the A2P CEMF, boundary screening will be erected at all ancillary facilities (excluding minor ancillary facilities) that are adjacent to sensitive land use(s) for the duration of the time that the ancillary facility is in use, unless otherwise agreed with the owner and occupier of the adjacent sensitive land use(s). This boundary screening must minimise visual impacts on adjacent sensitive land use(s).

In accordance with CoA E107, Stage A of the project will be constructed in a manner that minimises visual impacts of construction sites including temporary landscaping and vegetative screening, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located, wherever practicable.

Wayfinding and property access management

Wayfinding information E106 – Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around construction sites and enhance their understanding and experience of the locality and place.

The project will maintain existing access to properties during the entirety of work where practicable, in accordance with CoA E159.

It is not anticipated that the establishment of ancillary facilities will temporarily or permanently impact farm operations, however, should this occur, the project will consult with all landowners in accordance with CoA E157. This consultation will occur 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 will include, but not be limited to, safe and convenient stock and machinery movement across the rail corridor.

Decommissioning of ancillary facilities

In accordance with CoA C25, any agreements for the temporary use of land for construction purposes must provide for the rehabilitation of that land and any structures on it to its pre-construction state, unless otherwise agreed with the landowner.

Annexure A. Ancillary facilities assessed in the EAD

Henty Yard clearances – to be added in subsequent revisions of the CEMP

Yerong Creek Yard

Edmondson Street bridge

Harefield Yard

Junee Yard Clearances – to be added in subsequent revisions of the CEMP

Junee Olympic Highway Underbridge (1 of 2)

Inland Rail - Albury to Illabo

Junee Olympic Highway Underbridge

Legend

- Construction Impact Zone
- Stage A indicative construction area

Layouts

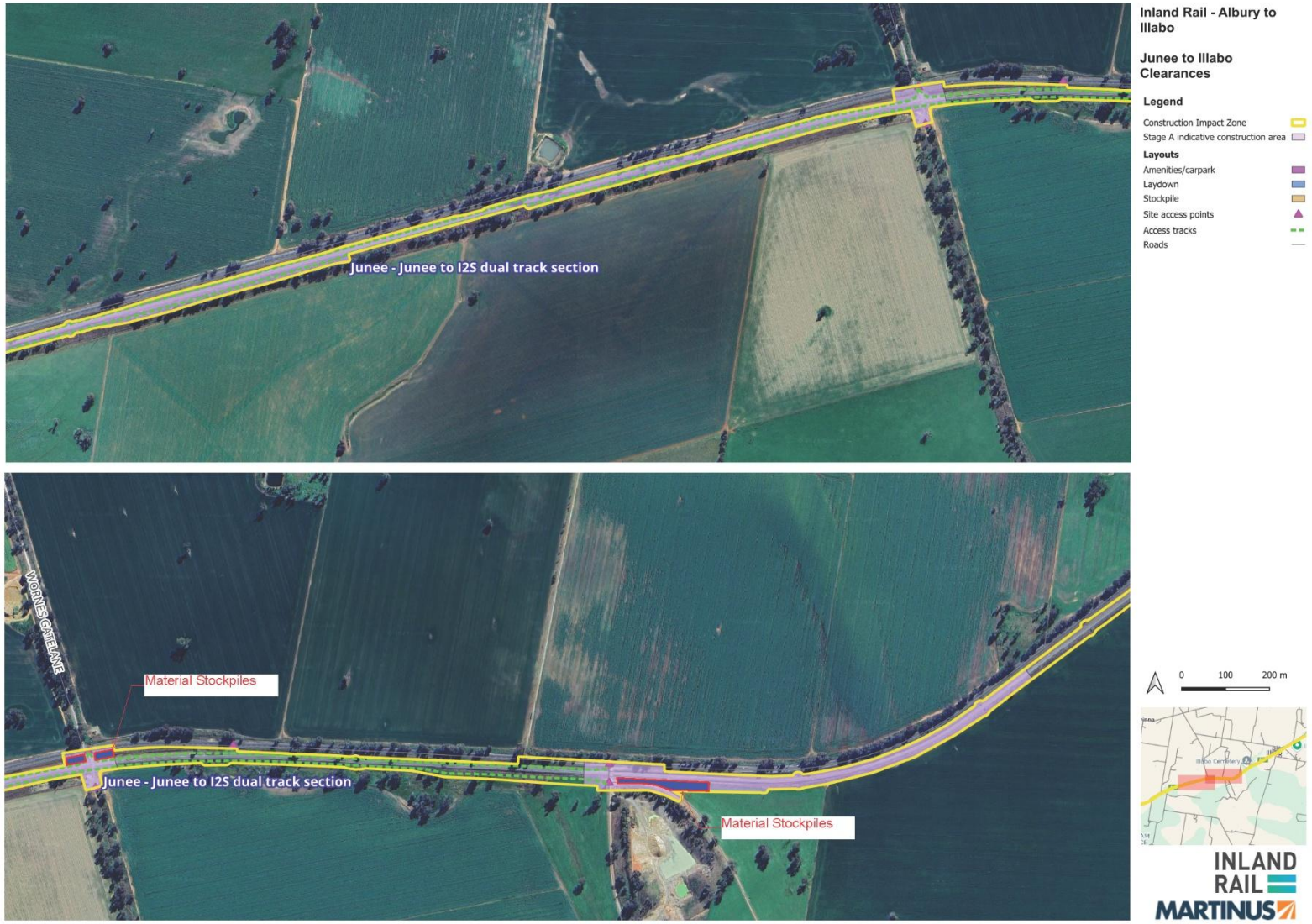
- Amenities/carpark
- Laydown
- Stockpile
- Site access points
- Access tracks
- Roads

0 50 100 m

INLAND RAIL MARTINUS

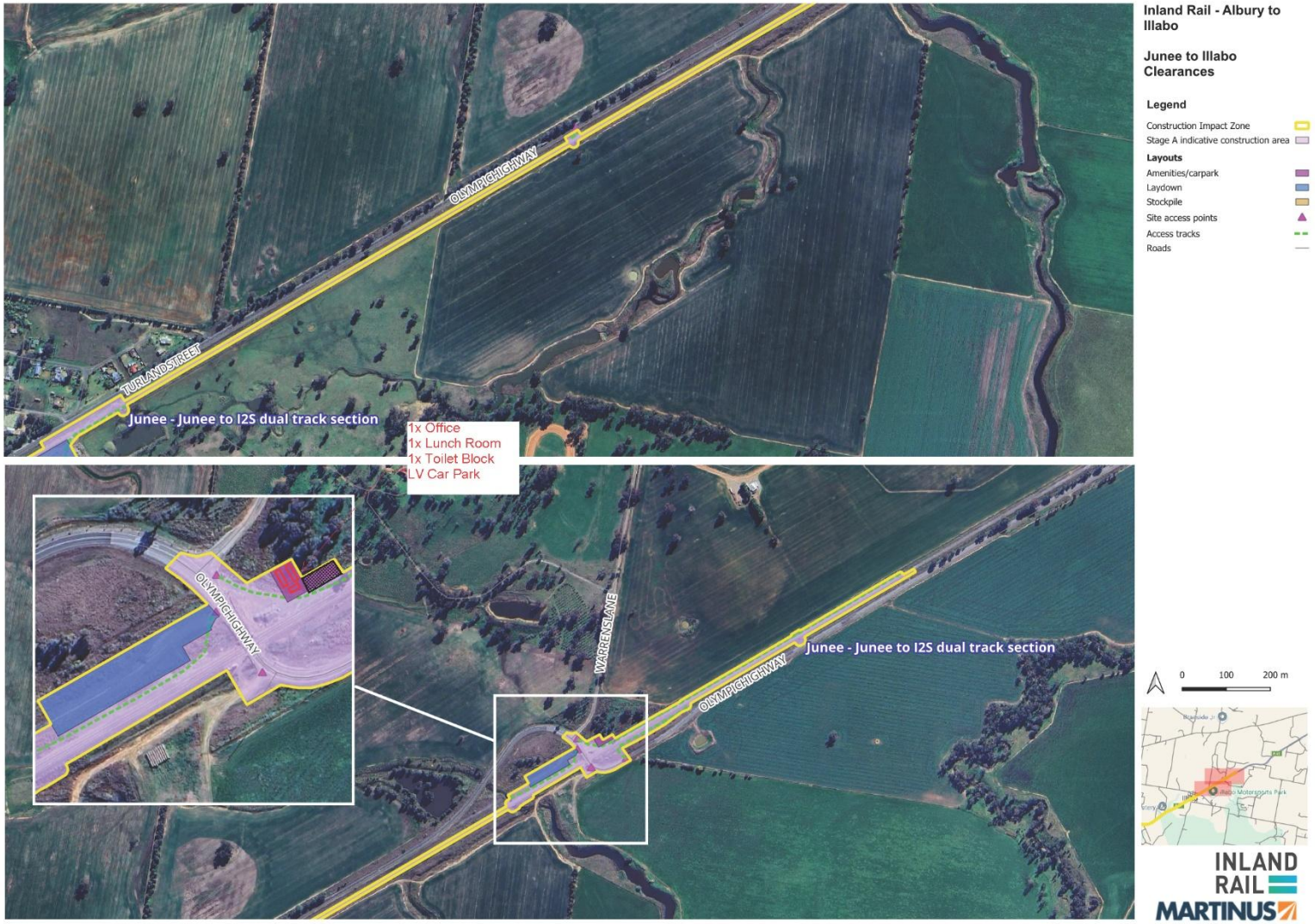
Junee Olympic Highway Underbridge (2 of 2)

Junee to Illabo Clearances (1 of 4)



Junee to Illabo Clearances (2 of 4)

Junee to Illabo Clearances (3 of 4)



Junee to Illabo Clearances (4 of 4)

Annexure B. Ancillary facilities assessment template

1. ANCILLARY FACILITY DESCRIPTION	
Location	
New/Amended ancillary facility	
Proposed use	
Activities to establish the ancillary facility	
Access to the ancillary facility	
Layout	[Notes: Attach a layout to the back of this document]

2. ANCILLARY FACILITY ASSESSMENT			
ASPECT	**EXISTING ENVIROMENT**	**POTENTIAL IMPACTS**	**PROPOSED MITIGATION MEASURES**
Community and stakeholders			
Traffic and transport			
Noise and vibration			
Heritage			
Biodiversity			
Soil and water			
Contamination and hazardous materials			

Flooding and bush fire risk			
Waste, air quality and odour			
Landscape and visual			

3. COMPLIANCE WITH APPROVAL CONDITIONS		
Note	An assessment of the compliance with the relevant ancillary facility conditions is included in below.	
COA	**REQUIREMENT**	**RESPONSE**
A15	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 immediately adjacent to the construction boundary; and	
	b) they are not located next to sensitive land use(s) (including where an access road is between the facility and the land use), 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 outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.	
C21	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 C18.	
C22	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) , the roads authority, and both TfNSW and the roads authority for Classified Roads, including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	
4. MANAGEMENT OF ANCILLARY FACILITY		
Note	In accordance with CoA C18, once a CEMP is approved, an Ancillary Site Establishment Management Plan(s) is not required. The project will therefore establish and operate all ancillary facilities (that are not minor) as they relate to Stage A under the approved CEMP and applicable sub-plans. Management of ancillary facility establishment is discussed in Appendix A7 of the CEMP.	
5. UPDATE TO THE CEMP		
Note	This assessment will be incorporated into the CEMP as an appendix. The CEMP will be approved by the ER in accordance with CoA A22(j), or by the Planning Secretary, if required.	

APPENDIX A8

Initial Sensitive Area Plans

Inland Rail - Albury to Illabo

Table Top Yard

Legend

Construction Impact Zone

- Albury - Table Top Yard
- Stage A Indicative construction area
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Garage
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

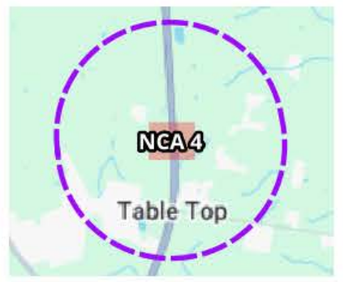
Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

NCA 4

Albury - Table Top Yard

0 30 60 m



INLAND RAIL

MARTINUS

Inland Rail - Albury to Illabo

Henty yard

Legend

Construction Impact Zone

- LGH - Henty Yard
- Stage A Indicative construction area
- Constuction compounds
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Commercial
- Garage
- Industrial
- Other Active Recreation
- Other Educational
- Other Hotel
- Other Medical
- Other Place of Worship
- Other Public Building
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

Heritage

- Item - General
- State Heritage

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 50 100 m

INLAND RAIL

MARTINUS

Inland Rail - Albury to Illabo

Yerong Creek Yard

NCA 7

LGH - Yerong Creek Yard

Legend

EIS Construction Impact Zone

- LGH - Yerong Creek Yard
- Stage A Indicative construction area
- Constuction compounds
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Commercial
- Garage
- Industrial
- Other Active Recreation
- Other Educational
- Other Hotel
- Other Passive Recreation
- Other Place of Worship
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

Heritage

- Conservation Area - General
- Item - General

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 50 100 m

INLAND RAIL

MARTINUS

Inland Rail - Albury to Illabo

The Rock Yard

Legend

EIS Construction Impact Zone

- LGH - The Rock Yard
- Stage A Indicative construction area
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Commercial
- Garage
- Industrial
- Other Hotel
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

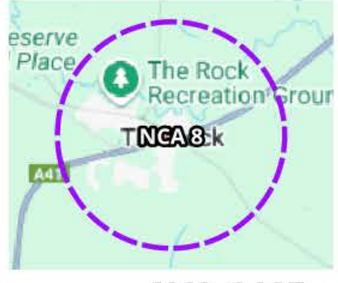
Heritage

- Conservation Area - General
- Item - General
- State Heritage

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 20 40 m



INLAND RAIL
MARTINUS

Inland Rail - Albury to Illabo

Harefield Yard

Legend

EIS Construction Impact Zone

- Junee - Harefield Yard
- Stage A Indicative construction area
- Constuction compounds
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Garage
- Industrial
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 50 100 m

INLAND RAIL
MARTINUS

Inland Rail - Albury to Illabo

Junee Yard Clearances

Legend

EIS Construction Impact Zone

- Junee - Kemp St Bridge Junee Yard Clearances
- Stage A Indicative construction area
- Constuction compounds
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Commercial
- Garage
- Other Active Recreation
- Other Child Care
- Other Educational
- Other Hotel
- Other Place of Worship
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

Heritage

- Conservation Area - General
- Item - General
- State Heritage

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

NCA 14

Junee - Kemp St Bridge/Junee Yard Clearances

0 40 80 m

INLAND RAIL

MARTINUS

Inland Rail - Albury to Illabo

Junee Olympic Highway Underbridge

Legend

EIS Construction Impact Zone

- LGH - The Rock Yard
- Stage A Indicative construction area
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Commercial
- Garage
- Industrial
- Other Hotel
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

Heritage

- Conservation Area - General
- Item - General
- State Heritage

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 50 100 m

INLAND RAIL

MARTINUS

Inland Rail - Albury to Illabo

Junee Olympic Highway Underbridge

NCA 14

Junee - Olympic Hwy underbridge

Legend

EIS Construction Impact Zone

- Junee - Olympic Hwy underbridge
- Stage A Indicative construction area
- Constuction compounds
- Heavy Vehicle Routes
- Potential Historical Contaminated site
- Noise Catchment Areas

Receiver type

- Commercial
- Garage
- Industrial
- Other Hotel
- Other Medical
- Other Place of Worship
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

Heritage

- Conservation Area - General
- Item - General
- State Heritage

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 50 100 m

INLAND RAIL

MARTINUS

Inland Rail - Albury to Illabo

Junee to Illabo Clearances

Legend

EIS Construction Impact Zone

- Junee - Junee to I2S dual track section
- Stage A Indicative construction area
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Garage
- Residential

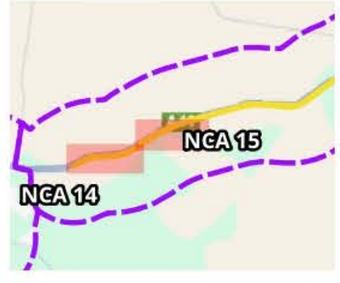
Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 100 200 m



INLAND RAIL

MARTINUS

Inland Rail - Albury to Illabo

Junee to Illabo Clearances

Legend

EIS Construction Impact Zone

- Junee - Junee to I2S dual track section
- Stage A Indicative construction area
- Constuction compounds
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Garage
- Residential

Froglet breeding habitat

- Assumed Habitat

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 100 200 m

INLAND RAIL

MARTINUS

Inland Rail - Albury to Illabo

Junee to Illabo Clearances

Legend

EIS Construction Impact Zone

- Junee - Junee to I2S dual track section
- Stage A Indicative construction area
- Constuction compounds
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Garage
- Residential

Froglet breeding habitat

- Assumed Habitat

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 100 200 m

INLAND RAIL
MARTINUS

Inland Rail - Albury to Illabo

Junee to Illabo Clearances

Legend

EIS Construction Impact Zone

- Junee - Junee to I2S dual track section
- Stage A Indicative construction area
- Constuction compounds
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Commercial
- Garage
- Industrial
- Other Hotel
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 100 200 m

INLAND RAIL

MARTINUS

Inland Rail - Albury to Illabo

Pearson St Bridge- Utilities

Legend

EIS Construction Impact Zone

- Wagga - Pearson St Bridge
- Stage A Indicative construction area
- Constuction compounds
- Heavy Vehicle Routes
- Noise Catchment Areas

Receiver type

- Commercial
- Garage
- Industrial
- Other Active Recreation
- Other Child Care
- Other Educational
- Other Hotel
- Other Medical
- Other Place of Worship
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

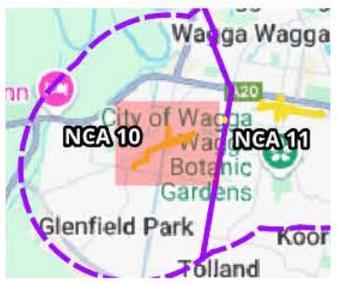
Heritage

- Item - General

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 50 100 m



Wagga - Pearson St Bridge

NCA 10

NCA 11

INLAND RAIL

MARTINUS

Inland Rail - Albury to Illabo

Cassidy Parade and Edmonson Street Bridge- Utilities

Legend

EIS Construction Impact Zone

- Wagga - Cassidy Parade Pedestrian Bridge/ Edmonson Street Bridge /Wagga Wagga Station Yard
- Stage A Indicative construction area
- Constuction compounds
- Heavy Vehicle Routes
- Potential Historical Contaminated site
- Noise Catchment Areas

Receiver type

- Commercial
- Garage
- Industrial
- Other Active Recreation
- Other Child Care
- Other Educational
- Other Hotel
- Other Medical
- Other Place of Worship
- Residential

Areas requiring offset

- Impacts requiring offset (excluding sloanes froglet)
- Sloanes Froglet Species prescribed impact area (requiring offset)

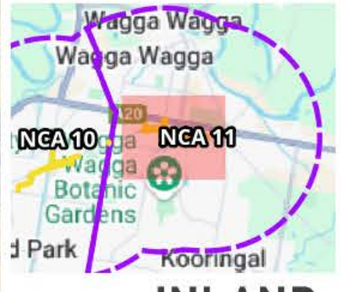
Heritage

- Conservation Area - General
- Item - General
- State Heritage

Sloanes froglet survey data

- Not breeding habitat
- Potential breeding habitat

0 50 100 m



INLAND RAIL

MARTINUS

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