

Construction	
Noise and Vibration	<ul style="list-style-type: none"> • The Construction Noise Management Plan shall consider application of the following measures during rail tamping: <ul style="list-style-type: none"> - where possible the use of localised mobile screens or construction hoarding around plant to act as barriers between construction works and receivers; - operating plant in a conservative manner (e.g. no over-revving, shut down when not in use, and be parked/started as far as practically possible away from residential receivers); - consider the use of the quietest suitable rail tamper available; - avoid the use of noisy plant/machinery working simultaneously where practicable; and - utilise project related community consultation forums to notify residences within close proximity of the timing and duration of rail tamping activities.
Heritage	<ul style="list-style-type: none"> • A program of archaeological subsurface testing would be conducted for the potential archaeological deposits that will be directly impacted by the project. Testing will aim to determine: <ul style="list-style-type: none"> - the nature and significance of any Aboriginal cultural material present at each location; and - the salvage and archaeological investigation will be undertaken in consultation with the local Aboriginal community. • In order to avoid inadvertent impacts to sites or parts of sites, identified in the project area, that will not be impacted will be fenced during construction works and their location placed on project maps as a no-go zones. • Consultation will continue with the relevant Aboriginal community as required in accordance with the OEH <i>Aboriginal cultural heritage consultation requirements for proponents 2010</i>. • In the event that artefacts of indigenous heritage significance are uncovered during the course of construction activities, works in the immediate area will cease, DECC would be notified and expert advice e sought from an appropriately qualified professional.
Flora and Fauna	<ul style="list-style-type: none"> • Fifteen nest boxes of a variety of types and sizes will be installed in remnant vegetation adjacent to the rail loop as supplementary habitat prior to tree clearing to mitigate the removal of hollow bearing trees. • No go areas for contractors will be established and clearly identified on the ground along creeks and treed areas to avoid unnecessary vegetation and habitat removal. • During clearing of mature trees, an ecologist or appropriately trained personnel will be present to check any trees felled for wildlife inhabiting those trees. • Designated laydown and stockpile areas, compound sites and access routes will be identified and established in areas of cleared and degraded land, where practicable, to minimise the overall impact of the Project and avoid unnecessary vegetation and habitat removal.

	<ul style="list-style-type: none"> • Appropriate weed management strategies would be implemented during construction to ensure they are not spread throughout the study area and particularly into areas of remnant vegetation adjacent to the proposal area. • Fallen logs encountered within the proposed disturbance footprint and felled timber would be relocated to areas of retained remnant vegetation or other suitable long term habitat areas. • Creek crossing structures, where required, would be designed generally in accordance with <i>Why do Fish Need to Cross the Road? Fish Passage Requirements for Waterways Crossings</i>, 2003 so as not to impede fish passage. Where culverts are used the base of the culvert will be positioned at or below the creek bed. • A section of Pipers Flat Creek, adjacent the Project area, would be restored by reinstating riparian vegetation and providing connectivity along the creek for movement by terrestrial and aquatic flora and fauna. • Revegetation of Pipers Flat Creek and surrounding areas would use native flora, where possible, which occur in the local area and are adapted to the local conditions. Plants and seeds used in revegetation works would be preferentially sourced from local provenance, where possible.
Waste Management	<ul style="list-style-type: none"> • A Waste Management Plan (WMP) would be prepared and implemented. This would include: <ul style="list-style-type: none"> - management of construction waste materials including correct orders, use of recycled material where practicable and reuse or appropriate disposal of surplus materials; - waste for disposal would be removed by a licensed waste contractor and disposed of at a licensed landfill facility; - use of spoil material on site or appropriate disposal when this not possible; and - appropriate treatment and disposal of green wastes, sewage and domestic wastes.
Operational	
Traffic	<ul style="list-style-type: none"> • Potential traffic impacts from the operations would be managed by minimising access to the site to Project related vehicles.
Air quality	<ul style="list-style-type: none"> • Restrict Project related traffic to defined roads. • Maintain low vehicle speeds on unsealed roads (e.g. 40km/h). • Ensure no incineration or burning of any material on the premises. • Prompt action would be taken to extinguish any fire. • Equipment will be maintained to ensure the best environmental performance in terms of air emissions.

Hydrology	<ul style="list-style-type: none"> • Appropriate engineering design and civil works for infrastructure located in natural waterways will be applied to ensure any permanent and intermittent water flows are not impeded and the site is free draining. • Refinement of the 2D model will be undertaken during the detailed design of the project. This will be used to refine the sizing and location of flood relief structures for Pipers Flat Creek. The sizing of the openings will be designed to minimise the need for armouring.
Water Quality	<ul style="list-style-type: none"> • A water detention basin will be constructed to capture and treat water from the washdown and dust control areas at the unloader. Water from the detention basin will be recycled, used for irrigation or discharged offsite to the creek. • Sufficient water quality monitoring would be undertaken to ensure that the water quality management devices on site are functioning as expected. The frequency of maintenance would be determined from the water quality monitoring. • Exposed surface areas would be revegetated as soon as practicable and these areas maintained during the life of the project. The vegetation program would include grassing of the railway embankments to stabilise the batters against erosion. To assist in managing runoff from the grassed embankments, cut drains and toe drains will be installed along the foot of the embankment. Runoff from these areas will be directed through flow retardation areas and into the creek at specified locations. • Coal spillage would be contained, barriers put in place between spillage and the creek system and manual clean up processes implemented.
Noise and Vibration	<ul style="list-style-type: none"> • General operational noise emissions will be controlled by implementing appropriate enclosure design for equipment within the dump hopper building. The dump hopper building itself would also require acoustic design input to ensure noise emissions are minimised. • Take up rollers for the conveyors and coal transfer towers will be designed within acoustic enclosures for drive motors so as to reduce the transmission of noise from equipment and operations to the external environment. • To reduce the likelihood of rail/wheel noise, the inclusion of wooden sleepers, track ballast, rail head profiling and cambering of the track would be considered in the design. The provision for trackside lubricators will be incorporated in the project design. • A one-off noise validation monitoring assessment will be undertaken to quantify emissions from site and to confirm emissions meet relevant criteria will be completed.

Waste Management	<ul style="list-style-type: none"> • Identify opportunities for sustainable waste management practices, where practicable, including for example reducing materials being brought onto the site, reuse of wastes where practicable and recycling.
Water Consumption	<ul style="list-style-type: none"> • Identify opportunities to minimise water consumption, where practicable such as the re-use of washdown water and Envirocycle effluent for irrigation systems.
Emergency Response	<ul style="list-style-type: none"> • An Emergency Response and Incident Management Plan (ERIMP), or equivalent, would be prepared to ensure incidents are handled promptly and safely. The ERIMP would outline the appropriate emergency response equipment that would be provided, the mandatory training requirements, the emergency response procedure and the responsibilities of site operators. • Appropriate measures to store and manage fuels and oils will be adopted as required. Spill kits will be made available and appropriately located and accessible to respond to accidental spills in the Project area.