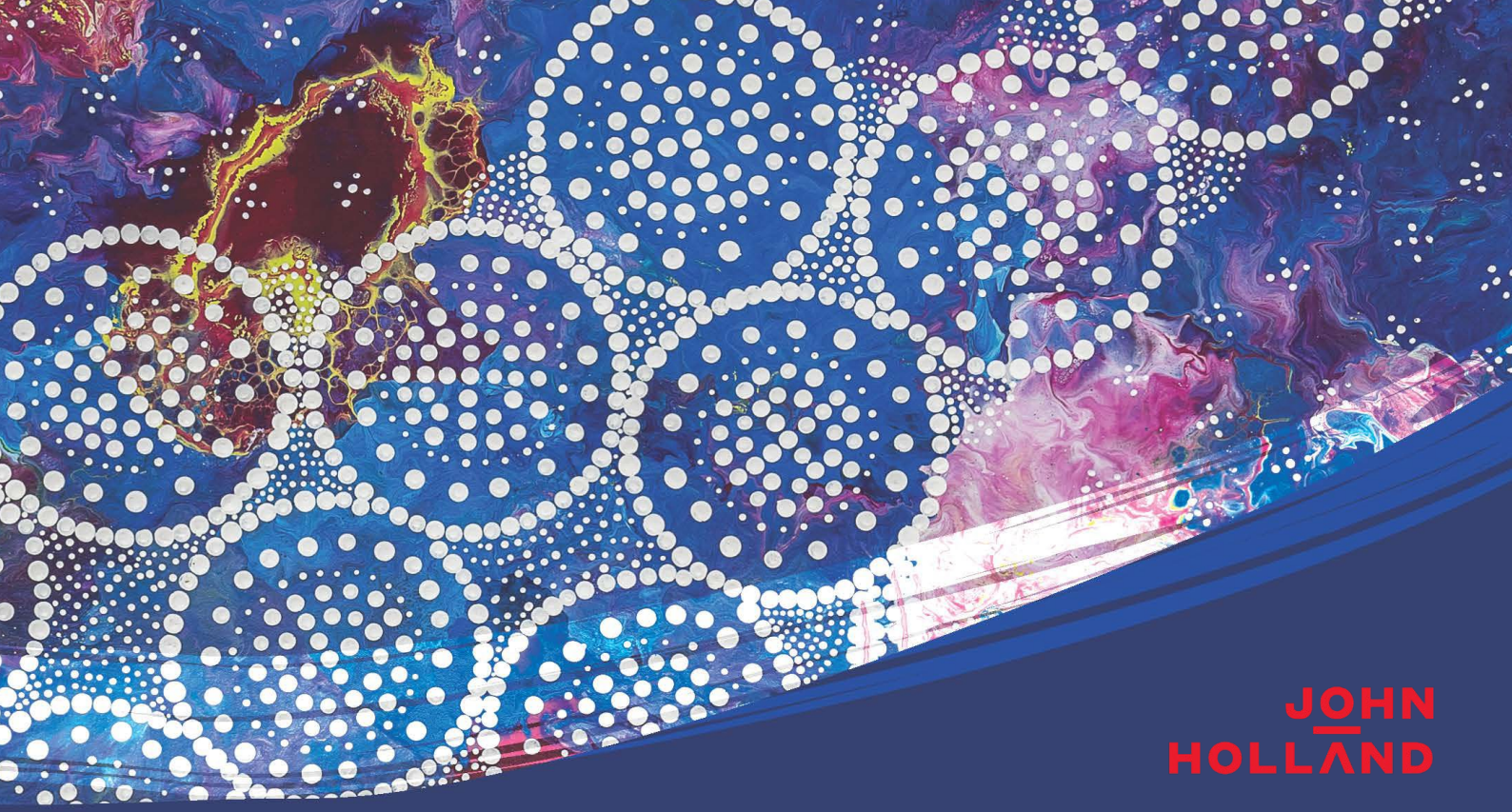

JOHN HOLLAND

INLAND RAIL

ILLABO TO STOCKINBINGAL PROJECT

I2S | Consistency Assessment (Minor) – Utility Investigations

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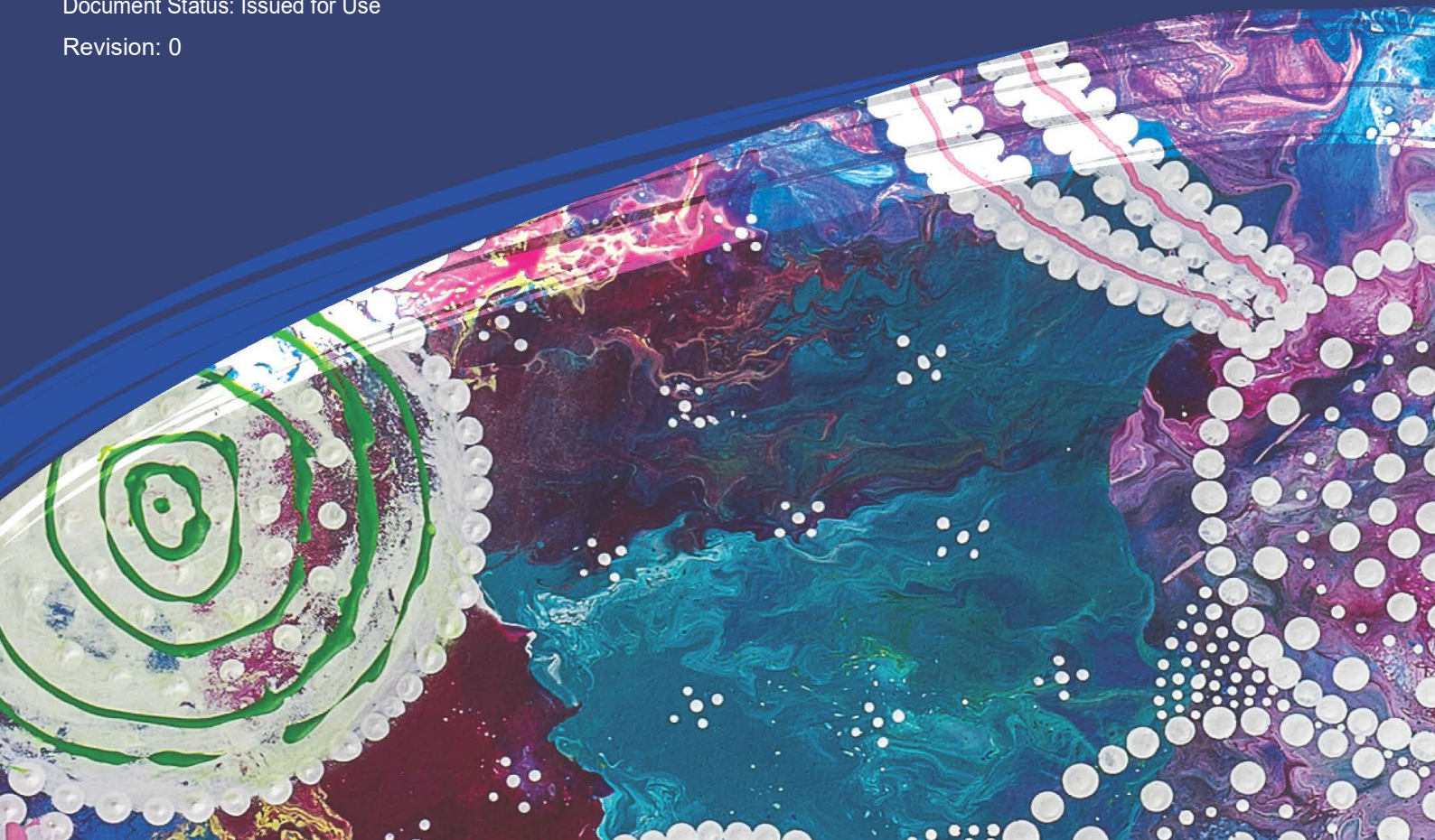

EIS CONSISTENCY ASSESSMENT REPORT (MINOR)

Illabo to Stockinbingal

Document Control

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IRPL Document No.	5-0019-220-EEC-00-RP-0007
Prepared By	Scott Grunsell (Apical Environmental Services), Tess Anastakis (JHG), Isabella Anderson (JHG)
Document Owner	Daniel Lidbetter
	REVIEWED BY
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Title	Environment Manager
Signature **Date**	 26/05/2025

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A	2/04/2025	Issued for Review
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Table of Contents

Glossary

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

TERM	DEFINITION
Action Management Plan	*EPBC Act:* In relation to an action, means a plan for managing the impacts of the action on a matter protected by a provision of Part 3, such as a plan for conserving habitat of a species.
ACHAR	Aboriginal Cultural Heritage Assessment Report
ASS	Acid Sulfate Soil
ARTC	Australian Rail Track Corporation
Change	Macquarie Dictionary: A variation, adjustment, alteration, deviation or transformation to the project scope, construction methodology or design.
Consistent	Macquarie Dictionary: Agreeing or accordant; compatible; not self-opposed or self-contradictory; constantly adhering to the same principles, course, etc.
Consistent with	Means that carrying out the project (as approved) will comply with the terms of the approval despite the proposed change. (See Barrick Australia Ltd v. Williams [2009] NSWCA 275)
CIZ	Construction Impact Zone
Compatible	Macquarie Dictionary: Capable of existing in harmony. Capable of orderly, efficient integration with other elements in a system.
CCS	Community Communication Strategy
Division 5.2 Approval	An approval under Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979* for State Significant Infrastructure / Critical State Significant Infrastructure.
DNG	Derived Native Grassland
DPHI	Department of Planning, Housing and Infrastructure
EPBC Approval	An approval of a controlled action issued by the Australian Government Minister under Section133 of the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.
I2S	Illabo to Stockinbingal section of the Inland Rail Project
km	kilometres
LGA	local government area
Modification of an Approval	Section 5.25 *Environmental Planning and Assessment Act 1979*: Means changing the terms of the Division 5.2 approval, including revoking or varying a condition of the approval or imposing an additional condition on the approval.
OOHW	Out of Hours Works
ROL	Road Occupancy License

1 Introduction

1.1 Background

ARTC completed an environmental impact statement of the Inland Rail: Illabo to Stockinbingal (I2S) (the project EIS) in August 2022. The EIS identified a range of environmental, social and planning issues associated

with the construction and operation of the Inland Rail: Illabo to Stockinbingal Project and proposed measures to mitigate and manage those potential impacts.

The EIS was exhibited by the Department of Planning, Housing and Infrastructure (DPHI) for a period of six (6) weeks, commencing on 14 September 2022 and concluding on 26 October 2022. Following public exhibition, submissions from stakeholders were received and addressed by Inland Rail in the submissions report.

The Minister for Planning and Public Spaces approved the Inland Rail: Illabo to Stockinbingal Project under Division 5.2, Part 5 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* on 4 September 2024 (application number SSI-9406). The approval incorporated the Minister's Conditions of Approval.

For the purposes of this consistency assessment, the approval issued by the NSW Minister for Planning and Public Spaces for the Inland Rail: Illabo to Stockinbingal Project is referred to as the Division 5.2 approval.

The Inland Rail: Illabo to Stockinbingal Project was referred to the Australian Government Minister for the Environment under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) due to potential substantial impacts to listed threatened species and communities and was subject to assessment via the NSW Bilateral agreement with the Commonwealth. The Australian Government Minister's approval was received on 28 October 2024 subject to a number of conditions being met. For the purposes of this consistency assessment, the approval issued by the Australian Government Minister for the Environment for the Inland Rail: Illabo to Stockinbingal Project is referred to as the EPBC approval (2018/8233).

This consistency assessment identifies and reviews the consistency for the location of existing utility services to enable future connections outside of the Inland Rail: Illabo to Stockinbingal Project construction footprint in locations adjacent to the approved construction project.

The Construction Impact Zone (CIZ) assessed by the EIS, does not extend far enough to incorporate the utility location works required for the permanent connection to existing utilities. The required activities subject to this Consistency Assessment include minor investigation activities such as potholing and slot trenching, to locate existing utilities.

1.2 Purpose of consistency assessment

The purpose of this consistency assessment is to:

- Describe the proposed change relative to the Division 5.2 approval and the EPBC approval.
- Assess the environmental impacts associated with the proposed change relative to the Division 5.2 approval and the EPBC approval. Determine if the proposed change is consistent with the Division 5.2 approval or whether further approval is required either for a modification application or a new project.
- Determine if the proposed change is consistent with the EPBC approval, or whether a variation to the conditions of approval / a conditioned action management plan or a new referral is required.

2 Proposed Change

2.1 Description of proposed change

Following approval of the Project, John Holland has progressed from concept design to detailed design, which has identified the need for the utility connection requirements. While the need for connection to existing utilities was outlined in the EIS, and supply points for utility investigations were identified adjacent to the Project footprint however, the specific locations for permanent connections were not identified.

As per Section 7.3.4 of the EIS, potential utility supply points would be refined during the detailed design phase, in consultation with relevant utility owners. The locality of these potential supply points are not shown on figures in the EIS. The Utilities Management Framework (Appendix F of the EIS) also states that it is anticipated that some utility needs would be required outside the project footprint.

The proposed utility supply points and associated location works (i.e. potholing and slot trenching) described in this Consistency assessment are outside the approved EIS construction footprint. The proposed works are predominantly within existing previously disturbed utility easements. Investigation works will be localised with a minimal disturbance footprint and will be undertaken for the purposes of locating the utility only for later connection works. John Holland will use best endeavours to avoid any vegetation removal however, some minor vegetation removal works may be required for the purpose of vehicle access, this would likely include minor grubbing and trimming of tree branches to allow adequate clearance which would be subject to pre-clearance to confirm that the works would not impact on biodiversity values. Further work activities relating to the connection to these utilities (i.e. connection and installation to existing services) will be subject to further assessment and has not been included in this Consistency Assessment.

The figures shown in Appendix A identify the anticipated footprint of works. Exact locations would be optimised to avoid services, large woody debris and other site-specific constraints, however, would remain within the areas assessed in this Consistency Assessment.

The scope of this Consistency Assessment includes:

- Minor non-destructive ground investigation works associated with locating existing utilities (power and fibre optic cable) including potholing and slot trenching
- If required, minor vegetation removal and/or trimming of branches in accordance with Appendix C will be required for access of plant and equipment to complete investigations.

2.1.1 Utility Relocation Sites

A total of 43 sites are required for utility investigations outside the Construction Impact Zone (CIZ). Site locations selected for investigation works to locate existing services are presented in Appendix A. Details of each location outside the CIZ is provided in Appendix B.

2.1.2 Work Methodology for Proposed Change

The proposed change is anticipated to involve the following work methodology:

- Dial Before you Dig to confirm the location of existing services
- Establish traffic control if required
- Mark out location for pothole or slot trench using tape or paint
- Minor works to remove or trim any vegetation / branches impeding access to the proposed location. This will be completed on an as needed basis following the completion of a pre-clearance checklist. The pre-clearance checklist would be completed by an ecologist and include desktop investigation(s), site inspection(s) and advice/recommendations on the mitigation to be applied to reduce potential impacts to vegetation.

- Non-destructive potholing and slot trenching to identify services using a vacuum truck. Maximum depth will be determined by the as built depth of the existing utility service.
- Once located, existing services will be demarcated in the field using star pickets and hi-visibility tape. The location of the existing service will also be recorded on the Project GIS database by the Project surveyor.

Potholing and slot trenching would take up to one to two hours to complete at each location. Work would be undertaken during standard working hours with traffic controls as required. Some works may also be undertaken outside the hours described above, including works in the existing rail corridor during scheduled rail corridor possession periods (as detailed in section 8.2.15 of the EIS).

Under Condition E1 of the conditions of approval for the Project, work would be undertaken during the following hours:

- 7:00 am to 6:00 pm Mondays to Fridays;
- 7:00 am to 6:00 pm Saturdays; and
- at no time on Sundays or public holidays.

Note that should out of hours work (OOHW) be required, OOHW would be undertaken in accordance with requirements included in E3 of the conditions of approval.

Expected equipment would include:

- Vacuum truck
- Site utility and traffic control vehicles
- Hand tools
- Chain saw
- Star pickets

2.2 Need

Non-destructive investigation work including potholing and slot trenching is required to locate existing utility services for future connection works associated with construction of the Project.

The proposed change has been developed and reviewed in the context of Division 5.2 approval and EPBC approval. The relationship between the proposed change and the approvals is considered in detail in the Environmental Assessment Documentation.

Locations for the investigative works were selected and refined based on minimisation of impact on the environment (e.g., avoid native vegetation clearing, avoid impacts on heritage, pothole and slot trench for services in location that requires lesser or no clearing within the existing utility easement).

2.3 Location and setting

The Project is a new rail corridor that would connect Illabo to Stockinbingal between the Junee and Cootamundra-Gundagai LGAs. The alignment branches out from the existing rail line north-east of Illabo and travels north to join the Stockinbingal–Parkes Line west of Stockinbingal. The alignment passes through agricultural and rural properties in the Riverina region of NSW and generally follows the existing cadastral boundaries and roads between the towns of Illabo and Stockinbingal.

The proposed utility investigation sites are located along the alignment outside the construction impact zone as approved. These locations are required to locate existing utility services for later connection during Construction of the Project. The selected locations are situated primarily on agricultural and rural properties consistent with the approved alignment.

Locations for the investigations are within existing disturbed utility easements and have been sighted for ease of access and to avoid the requirement to clear or remove any vegetation. Existing services will remain

unaffected at this stage of the investigation works with non-destructive investigative measures (i.e. vacuum truck) to be used to locate services only. Connection works will be completed later during construction and will be subject to further assessment prior to commencement. Road Occupancy Licences where required will be obtained prior to the commencement of investigation works. More information is provided in Section 4 below.

3 Consultation

Inland Rail does not always carry out consultation for consistency assessments. However, in some cases consultation may be carried out to:

- Help identify the nature and scale of the impacts.
- Involve the community in the options considerations for the proposed change.
- Manage community expectations for the project.
- Provide the best design outcome that minimises environmental impacts.

Consultation for the project is prescribed within the Inland Rail: Illabo to Stockinbingal Community Communication Strategy (CCS).

John Holland's communication and engagement objective throughout the project development and delivery timeline is to ensure the community and stakeholders are kept informed about construction activities, and to regularly provide updates on progress. Providing accurate and current information is essential to managing community expectations and encouraging an understanding of the project and its benefits.

John Holland has undertaken consultation for these works with asset owners and utility providers. This includes meetings and email correspondence to confirm requirements associated with undertaking works in each area.

John Holland will continue to consult with stakeholders and provide project feedback and updates in accordance with the Community Communication Strategy. This includes specific consultation with potentially affected residents as a result of any potential Out of Hours Works (OOHW).

4 Consistency assessment review

An environmental risk review of the proposed activity has been undertaken and is provided below in Table 1. Environmental constraint maps are provided in Appendix A.

Table 1 Consistency assessment review

ISSUE	Y/N	NOTES
Are works required outside the IR property acquisition boundary, or land not previously impacted on by project works?	Y	Investigative work to locate existing services, although outside the CIZ, will occur in close proximity the existing approved construction boundary. Works outside the IR permanent acquisition boundary will be required within existing road reserves and private property (where utility easements are located). Property impacts are expected to be minor due to the temporary nature of the proposed works. During the proposed works, some areas within the road reserve and private properties would be occupied by construction activities. Following completion of the works, the proposed works areas would be returned to property owners, with areas of investigation reinstated and construction plant and materials removed from the area.
Will the works result in any changes to form or functionality of the approved project?	N	Works are investigative and minor in nature. It is not anticipated that these works will result in any changes to form or functionality of the approved project.
Do the works require any changes or new traffic access arrangements?	Y	A small number of locations are in proximity to existing roadways including Grogan Road, Burley Griffin way, Dudauman Road, Ironbong Road and Olympic Highway. The works would be located within road easements on rural roads and inside private properties, therefore impacts to the road network are anticipated to be minor. Some additional traffic on Grogan Road, Burley Griffin way, Dudauman Road, Ironbong Road and Olympic Highway is expected due to the presence of additional vehicles, plant and machinery travelling to and from the proposed works areas. Approximately three light vehicles and two heavy vehicles would access and exit each utility investigation location each day for the duration of the works. Appropriate traffic management will be implemented for all sites which are located within the road verge, including obtaining appropriate ROLs as required. More information is provided in Section 4.3.
Are the works within 50m of an EEC or threatened species?	Y	Some of the utility investigation areas are located within the following Plant Community Types (PCTs): • PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina. • PCT 796 DNG of NSW South Western Slopes • PCT 277 Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion. Sites selected for utility investigation works are unlikely to result in significant ground or native vegetation disturbance. To protect project biodiversity values, most utility investigation activities are limited to previously impacted land within existing utility easements. All sites with a potential to impact existing biodiversity values (mapped vegetation of any condition) for investigation works will undergo ecology pre-clearance inspections prior to works commencing in accordance with the biodiversity advice provided in Appendix D. A total of 19 sites have been assessed as occurring within 50m of an EEC. These sites are presented in Table A1. The process for managing sites within 50m of an EEC is discussed further in Section 4.1.

Do the works require clearing of native vegetation or habitat trees?	Y	The locations of utility investigation works have been selected to avoid the need for clearing vegetation. Although best efforts have been made to select sites where no clearing is required, some minor vegetation removal works may be required for the purpose of vehicle access. This would likely include minor grubbing and trimming of tree branches. To ensure works are not located within areas that potentially contain biodiversity offsets or credits, John Holland has included a pre-clearance checklist process for each site to confirm that no impacts to biodiversity values of the CSSI will occur in undertaking the works. Where impacts to biodiversity values are anticipated following ecological pre-clearance, works will be delayed until the retirement of credits is undertaken.
Are works within 50m of a known heritage site or within an area of potential heritage value?	Y	Sites selected for utility investigation works are unlikely to result in significant ground disturbance. To protect project heritage values, utility investigation activities are limited to previously impacted land within existing utility easements. A total of 12 utility investigations sites have been assessed as occurring within 50m of a heritage site or potential heritage site. These sites are presented in Table A1. Commencement of works within Indigenous Survey Zones 1-11 East will be subject to a Low Impact Work Assessment (LIWA) that will detail the appropriate cultural heritage mitigation that must be in place for the works. The LIWA must confirm that the works are consistent with the definition of 'Low impact work' as defined in SSI-9406. Utility investigation works will not commence in these areas until such time as all activities, including surveys, test excavations artefact salvage or other archaeological investigations are complete, and the requirements of the Aboriginal Cultural Heritage Assessment Report (ACHAR) and applicable CoAs are fulfilled in each applicable zone. This detail will be included in the LIWA prepared for the works within Indigenous Survey Zones 1-11 East. In addition, the works would be undertaken in accordance with the Unexpected and Incidental Finds Procedure that has been prepared and implemented for the project. Additional mitigation measures are included in Section 4.3.
Do the works involve ground disturbance of more than 2 hectares?	N	Utility investigation works will be undertaken using non-destructive methods (i.e. vacuum truck) and will be localised and minor in nature. The investigation works will not involve ground disturbance of more than 2 hectares.
Are the works in an area of known acid sulfate soil risk?	N	The presence of Acid Sulfate Soil (ASS) and saline soils was not identified during site investigations as part of the Environmental Assessment and no impacts are anticipated. Furthermore, occurrences of acid soils are not anticipated. The soils along the route are likely to generally be alkaline or slightly acidic and, as such, are unlikely to be a significant limitation. The risk of encountering sulfidic rock is uncertain and should be assessed in areas where cutting into the underlying bedrock is proposed. Given the uncertainty with respect to salinity in various soil profiles, there may be a low risk for saline soils at the site.
Are the works within 40m of a waterway or water body?	N	Works are not located within 40m of a waterway or water body. There are some farm dams located in paddocks near the utility investigation areas, however these are not expected to be impacted by the works. Potential impacts associated with runoff and water would be mitigated in accordance with the mitigation measures detailed in Section 4.3.

Will works impact on sensitive receivers (noise)?	N	There are some agricultural residential properties located near utility works areas. Works are not expected to impact sensitive noise receivers as they would be short duration and predominately during standard construction hours. Results of noise modelling in Appendix E show that noise impacts from the proposed works are not expected to exceed the highly noise affected threshold (75dBA) as per the ICNG. All works are expected to be undertaken within standard hours (CoA E1). Where out of hours works are required, the work must comply with the parameters set in CoA E3 to be classified as LIW.
Will works require temporary or permanent placement of surplus spoil material?	N	Works will not require temporary or permanent placement of surplus spoil material. All material will be removed and contained using a vacuum truck, with disposal at an appropriately licensed waste facility.
Will works result in any operational impacts further to those detailed in the approved project?	N	Works will not result in any operational impacts further to those detailed in the approved project.

4.1 Management of Biodiversity Values

John Holland has received specialist ecology advice regarding Low Impact Work (LIW) which defines the process for the protection of Biodiversity values and demonstrates compliance with Conditions of Approval (CoA) including (but not limited to) E26, E28 and E29. This process will be adopted for utility investigation works.

Land Status has been conservatively derived from existing use and the vegetation zone (PCT and Condition as per the BDAR) where native vegetation is present at the proposed utility investigation site. Land status categories include:

- Existing roads and tracks
- Category 1 land (cropping land)
- Poor quality native vegetation (no shrubs & exotic groundcover)
- High quality native vegetation or unsurveyed land or derived grassland.

A traffic light system of controls has been adopted based on land status to manage the potential for impacts to biodiversity values across the project. The traffic light system uses three terms, including:

- Green: Allow – negligible potential for impact to project wide biodiversity values when controls followed
- Amber: Caution - low potential for impact to project wide biodiversity values additional controls to follow
- Red: Delay – high risk of impact to project wide biodiversity values, delay until CEMP and subplans are approved, additional surveys completed and biodiversity offset credits are retired, unless otherwise approved by the minister.

This system will be used for the proposed utility investigation works and will align with the following process:

1. Identify the location for the utility investigations and required access.
2. Determine through reference to constraints mapping/site observations the land status.
3. Check Land Status to determine the investigation works and if access is allowed, check also if caution is required or if the works should be delayed until “construction”.
4. If the work is allowed, or if caution is required, refer to the traffic light controls.

5. Determine if the traffic light controls can be implemented or not.
6. Ecologist to complete an Ecological Clearance Form and lodge same with Senior Project Engineer (or delegate).
7. If the traffic light controls can be implemented, document the above steps in an Excavation Permit and submit to the Senior Project Engineer (or delegate) for approval.
8. Once the Excavation Permit is approved, implement required controls and proceed with works.
9. Any breach of the controls should be reported to the supervising engineer as a non-conformance for assessment and subsequent action.

Where this procedure and controls can be implemented it is expected that there is a will be no impact to biodiversity values across the project adversely affecting threatened species or CEEC / EEC / TEC and would be permissible under the consent (CSSI-9406). Land status and associated traffic light controls are provided in further detail in Appendix C.

4.2 Matters of national environmental significance

Under the environmental assessment provisions of the *Environment Protection and Biodiversity Conservation Act 1999*, the following matters of national environmental significance and impacts on Commonwealth land are required to be considered for the proposed activity.

Table 2 Matters of national environmental significance

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

4.3 Environmental management measures

All works would be undertaken in accordance with the Updated Mitigation Measures defined in the Environmental Assessment Documentation, Construction Environmental Management Plan (CEMP) and Low Impact Work Assessments (LIWA).

Based on the level of impacts described above, the activities included in this assessment will be managed under the REMMs and relevant conditions of approval.

Communication of specific REMMs associated with activities will be described and communicated through the planning and implementation documents prepared by John Holland (the AMS, TRA and SEP) as well as this document communicated as part of the sign off process for staff prior to undertaking any work.

In addition to the REMMs and CoA's, the following General Mitigation Measures have been included for works associated with this assessment. Note that as mentioned above, this list is not an exhaustive list:

- All site personnel are to be inducted to the Project. The project induction includes the controls and mitigation measures within this assessment, along with visual depictions of no-go zones.
- Site Environment Plans (SEPs) will be prepared prior to the works which will indicate:
    - Known heritage areas, places and objects
    - Exclusion (no-go) zones
    - Mitigation such as fencing
    - Mitigation measures to be implemented on site.
- Site housekeeping including maintaining a clean and tidy project site will be implemented. This includes the removal of litter.
- All vehicles entering the site will be equipped with portable spill kits and all personnel will have access to these kits, to rapidly address any incidental leaks, ensuring immediate containment and cleanup.
- All spoil generated as a result of the utility investigations will be backfilled into excavated areas. Any excess spoil will be disposed of offsite.
- All waste being disposed of offsite must be classified in accordance with the NSW Waste Classification Guidelines. Waste will be disposed of at a facility licensed to accept the waste type.
- Vehicles transitioning from dirt roads onto public asphalted roads will undergo a visual inspection to prevent debris from being transported off-site and to maintain cleanliness on public roadways.
- Erosion and sediment controls must be installed and maintained, as a minimum, in accordance with the publication Managing Urban Stormwater: Soils & Construction (4th edition, Landcom 2004) commonly referred to as the 'Blue Book'.
- Appropriate sediment and erosion control devices are to be installed on site to minimise transport of sediment. Indicative control measures to be used as appropriate are outlined the SEPs. In addition, sediment/erosion controls such as the installation of coir logs, sediment fencing and the application of geofabric should be installed in all areas down slope of proposed works and areas of potential erosion and sediment risks (i.e. near drains)
- Ecologist pre-clearance of sites will be undertaken prior to work commencement in areas requiring it (including lands not ecologically surveyed), as per biodiversity advice provided in this assessment (Appendix C).
- TEC's and TEC habitat locations will be available electronically and via hard copies of the SEPs to all site personnel. Vegetation within the CIZ will be delineated as required with appropriate barriers such as bollards and bunting.
- The construction corridor and areas declared as 'No Go Zones' shall be clearly protected/delineated. 'No Go Zones' may be identified through the installation of temporary fencing and appropriate signage, or an alternative solution agreed with ARTC.
- Biosecurity measures will be established. Prior to making between-property movements, all personnel's boots and vehicles will undergo a cleanliness inspection to ensure they are clean and free of organic material.
- Pedestrians will be managed at access points to work sites with safe access points established if required
- Right of way will be given to the public (road users and pedestrians) at access points into work areas.
- Appropriate land access approvals will be obtained prior to the commencement of the works, including land access agreements and road occupancy licences were required

- Farm gates encountered during works will be left in the condition specified by the landowner, whether that be open or closed. If no contact with relevant landowner is achieved, the specific gate will be left in the condition it was found in.
- Prior to the initiation of any work, access routes crossing private property will be established in consensus with the respective landowners.
- The utilisation of existing farm tracks will be adhered to as much as reasonably practicable for the proposed activities, thereby reducing the environmental impact of the works.
- The Unexpected and Incidental Finds Protocol and Procedures will be implemented on site for potential unexpected heritage, contamination or biodiversity finds.
- Non-tonal reversing alarms must be fitted and used on all construction vehicles and mobile plant.
- Quieter and less noise emitting construction methods will be used whenever possible.
- Shouting and slamming doors to minimise unnecessary noise will be avoided.
- All vehicles accessing the project site must comply with local speed restrictions.
- Plant equipment engines should be turned off when not in use to reduce potential noise impacts on surrounding stakeholders
- Mitigation measures for works in and around AECs must be adhered to. A hard copy of these mitigation measures will be kept on site.

Consistency assessment

Table 3 presents a set of questions that assist Inland Rail to determine whether the proposed change can be considered consistent with the Minister's approval.

Table 3 Consistency questions

CONSISTENCY QUESTION	DISCUSSION	CONSISTENT
Q1) Are the proposed works being carried out as part of an approved project? E.g. Are works "generally in accordance with" project documents and plans, where relevant?	Yes - The works are required to locate existing utility services to facilitate necessary connection works during construction of the project. The works are considered generally in accordance with the project documents and plans.	Yes
Q2) Is the modification such a radical transformation of the project as a whole, as to be, in reality, an entirely new project? Note: If answered Yes, a new project application may be required.	No – the proposed works are required to facilitate utility connections for the approved project and are considered essential to construction works.	Yes
Q3) Are the proposed works a modification that is considered "consistent with" the project as approved? This will require the work in question to have environmental impacts contemplated by the approval (such as EA / EIS, CEMP, spoil management plan, heritage management plan or the like), including documents forming part of the approval, or as a minimum, very few additional impacts.	Yes – The works are considered consistent with the project as approved. The work is considered minor in nature and involves non-destructive methods to locate existing services for connections later during construction.	Yes
Q4) When considering all previous consistency assessments and the potential cumulative impacts, are the proposed works still considered 'consistent with' the project as approved?	Yes – the work required is essential to the overall project, as approved and will allow safe connections to the required utilities allowing effective operation of the project following construction. Cumulative impacts have been considered in relation to these works and, due to the minor nature of work required, the work remains consistent with the project as approved.	Yes

6 Monitoring and Reporting

The proposed change has been assessed in relation to existing monitoring and reporting requirements in order to determine if there is further monitoring or reporting required as a result. Each location will be regularly inspected during investigation works, and any additional mitigation measures will be considered and implemented as required.

7 Conclusion

Based on the consistency assessment in this report, the proposed change is considered:

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

☒ Consistent with the Ministers Conditions of Approval, and the Statement of Commitments / Mitigation Measures.

☐ ~~Not consistent with the Ministers Conditions of Approval, and the Statement of Commitments / Mitigation Measures. A modification to the project approval must be prepared and submitted to the Department of Planning Infrastructure and Environment for approval.~~

8 Certification

Author

This consistency assessment provides a true and fair review of the proposed change for the Inland Rail: Illabo to Stockinbingal Project.

Name:	**Signature:** 
Andy Robertson	
Position:	**Date: 25/05/2025**
Environment Manager	
Organisation:	
John Holland	

Inland Rail

The proposed change, subject to the implementation of all the environmental requirements of the project, is consistent with the Division 5.2 approval/is not consistent with the Division 5.2 approval and a modification is required.

[And]

The proposed change, subject to the implementation of all the environmental requirements of the project, is consistent with the EPBC approval/is not consistent with the EPBC approval and consultation with the Australian Government Department of the Environment and Energy is required prior to submitting a request to vary the conditions of approval/a conditioned action management plan/is not consistent with the EPBC approval and a new referral of the project is required.

~~[Or]~~

~~The proposed change is considered a radical transformation of the project as such a new project should be developed with new and separate planning approvals obtained as necessary.~~

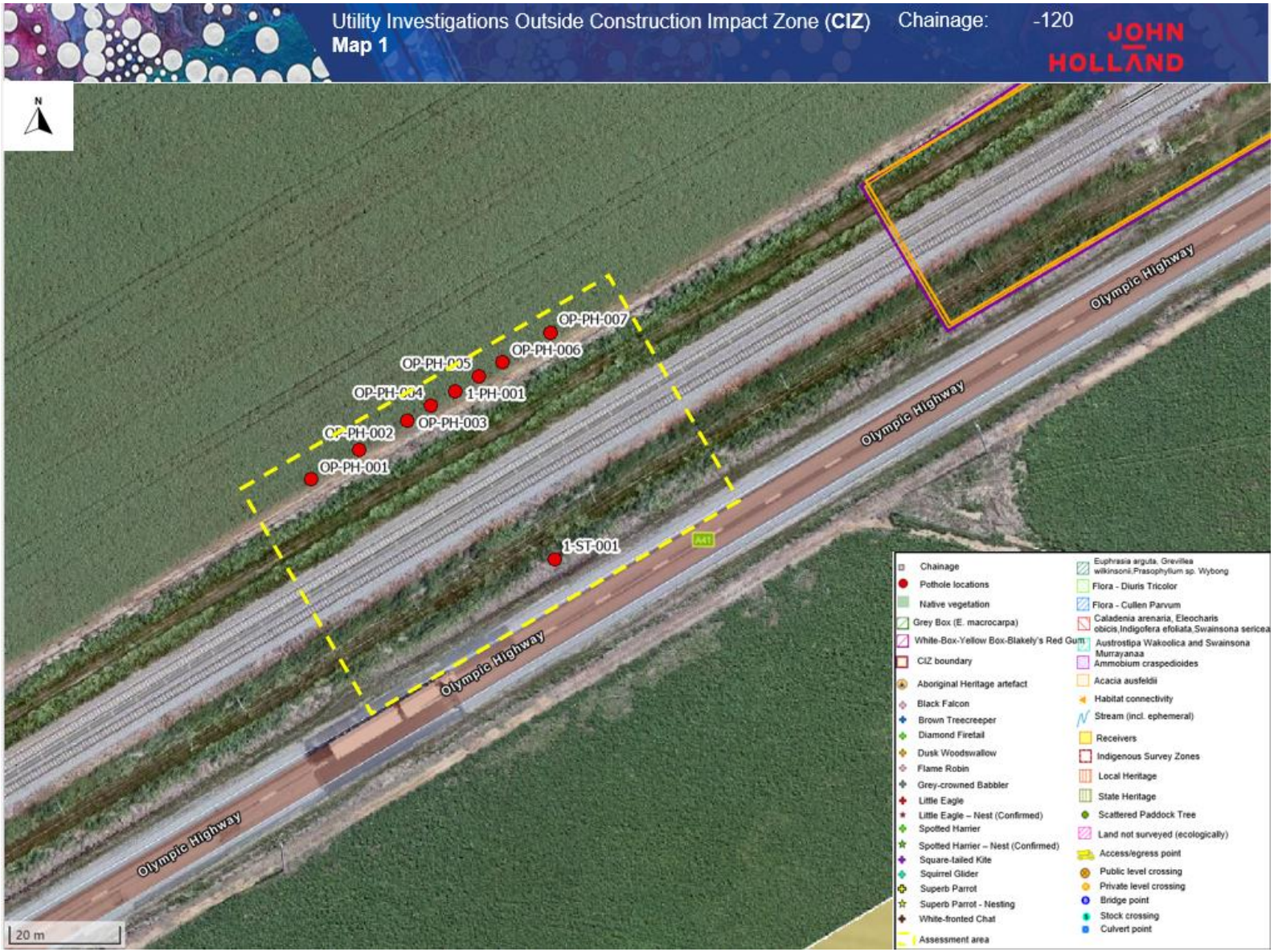
Name:	Daniel Lumby	**Signature:**	Daniel Lumby
Position:	Principal Environment Advisor	**Date:**	27/05/2025
Organisation:	Inland Rail		

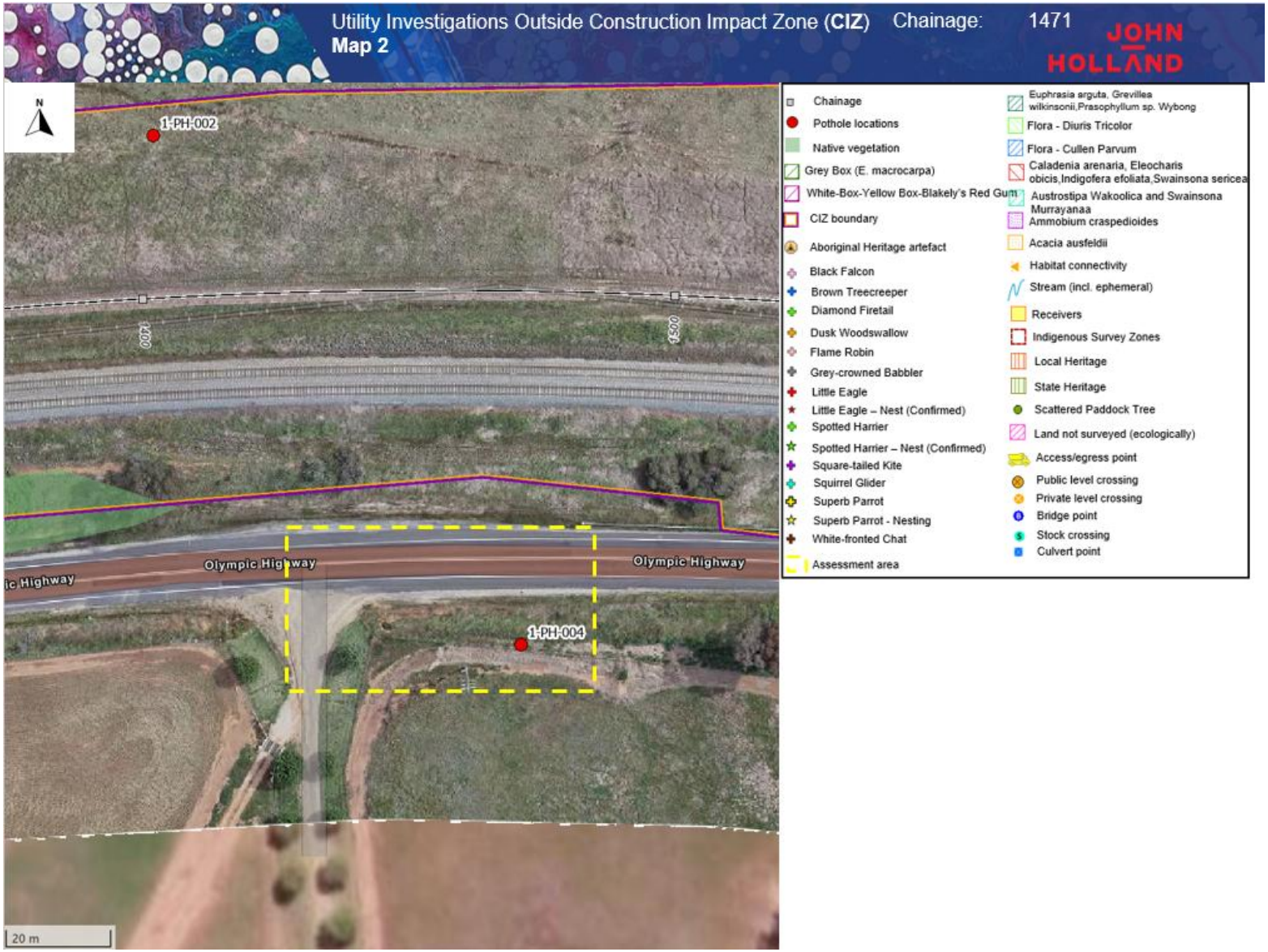
Name:	Belinda Jones	**Signature:**	Belinda Jones
Position: **(Manager)**	Head of Program Environment	**Date:**	27/05/2025
Organisation:	IRPL		

I have examined the proposed changes by reference to the Division 5.2 approval in accordance with Section 5.25(2) of the EP&A Act and I have examined the proposed changes by reference to the EPBC approval. I consider that the proposal is consistent with the Division 5.2 approval and EPBC approval.

I agree with the recommendations of Andy Robertson and approve of the carrying out the proposed change in accordance with those recommendations

Appendix A Utility Relocation Sites Outside the Construction Impact Zone (CIZ)


Utility Investigations Outside Construction Impact Zone (CIZ)
Map 1
Chainage: -120
JOHN HOLLAND
N
OP-PH-007
OP-PH-006
OP-PH-005
OP-PH-004
1-PH-001
OP-PH-003
OP-PH-002
OP-PH-001
1-ST-001
Olympic Highway
Olympic Highway
Olympic Highway
Olympic Highway
A41
20 m
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
Little Eagle
Little Eagle – Nest (Confirmed)
Spotted Harrier
Spotted Harrier – Nest (Confirmed)
Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
Assessment area
Euphrasia arguta, Grevillea wilkinsonii,Prasophyllum sp. Wybong
Flora - Diuris Tricolor
Flora - Cullen Parvum
Caladenia arenaria, Eleocharis obicis,Indigofera efoliata,Swainsona sericea
Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point


Utility Investigations Outside Construction Impact Zone (CIZ)
Map 2
Chainage: 1471
JOHN HOLLAND
N
1-PH-002
1-PH-004
1400
1500
Olympic Highway
Olympic Highway
20 m
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
Little Eagle
Little Eagle – Nest (Confirmed)
Spotted Harrier
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Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
Assessment area
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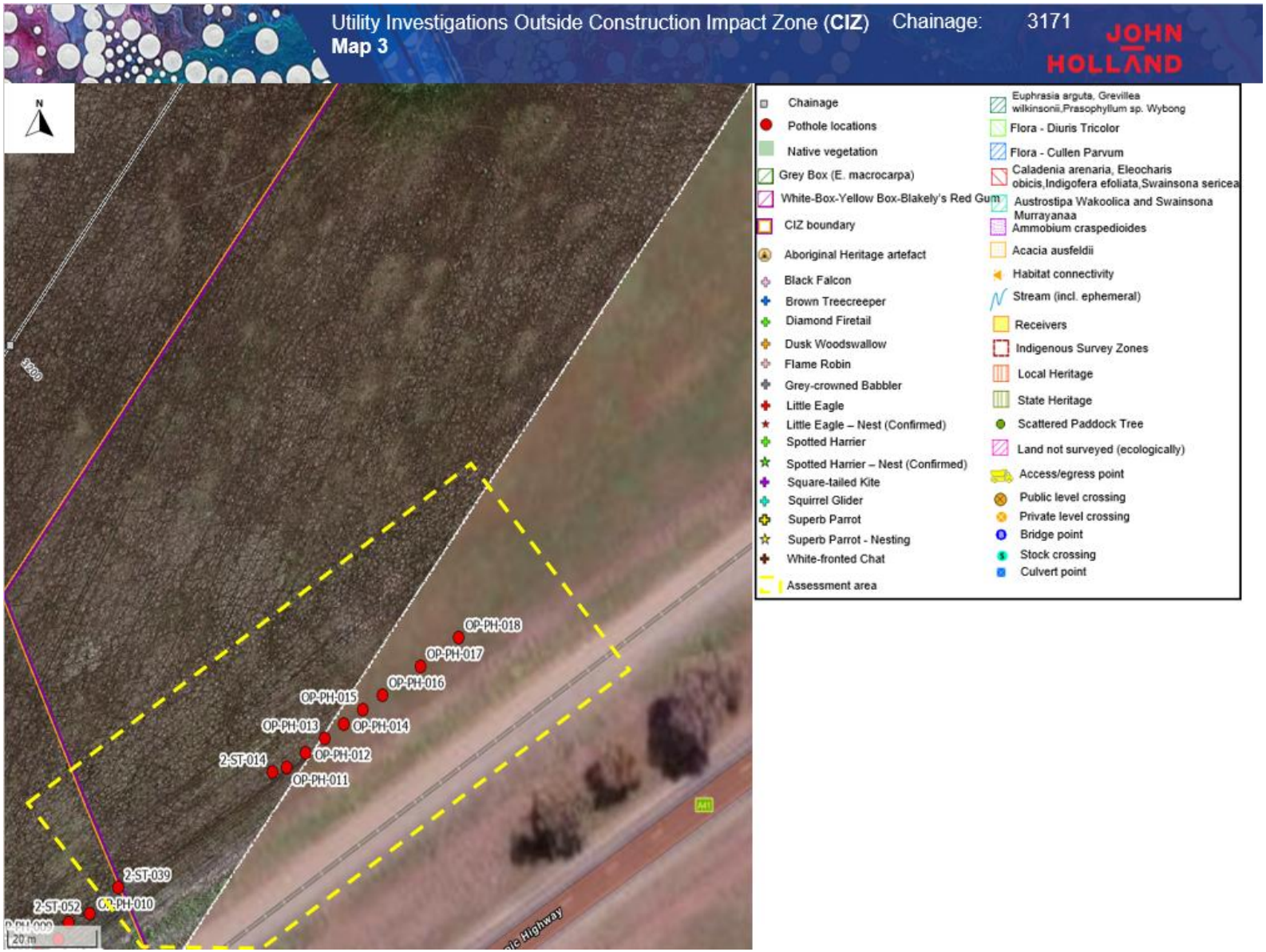
Flora - Diuris Tricolor
Flora - Cullen Parvum
Caladenia arenaria, Eleocharis obicis,Indigofera efoliata,Swainsona sericea
Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point


Utility Investigations Outside Construction Impact Zone (CIZ) Chainage: 3171
Map 3
JOHN HOLLAND
N
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
Little Eagle
Little Eagle – Nest (Confirmed)
Spotted Harrier
Spotted Harrier – Nest (Confirmed)
Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
Assessment area
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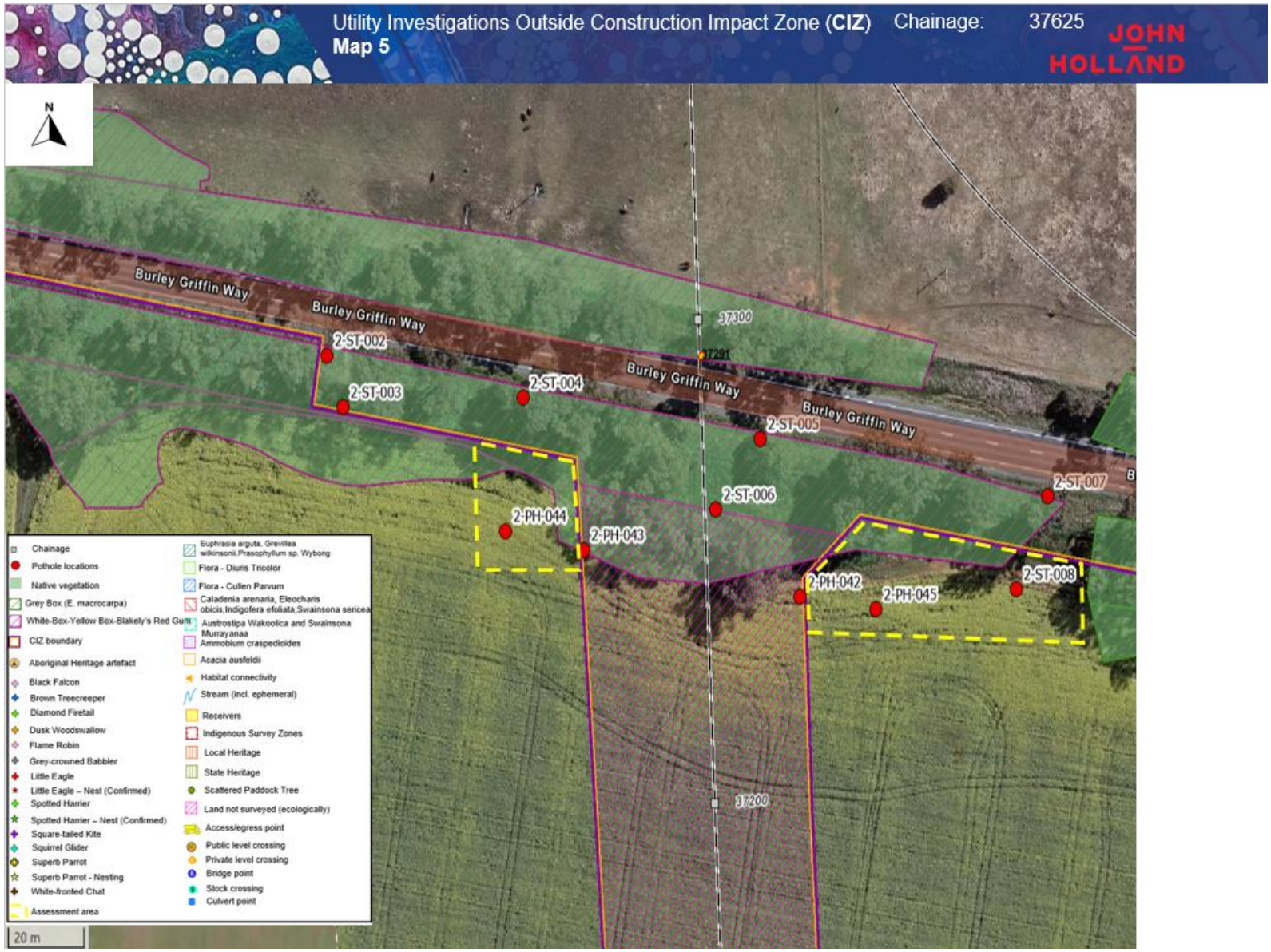
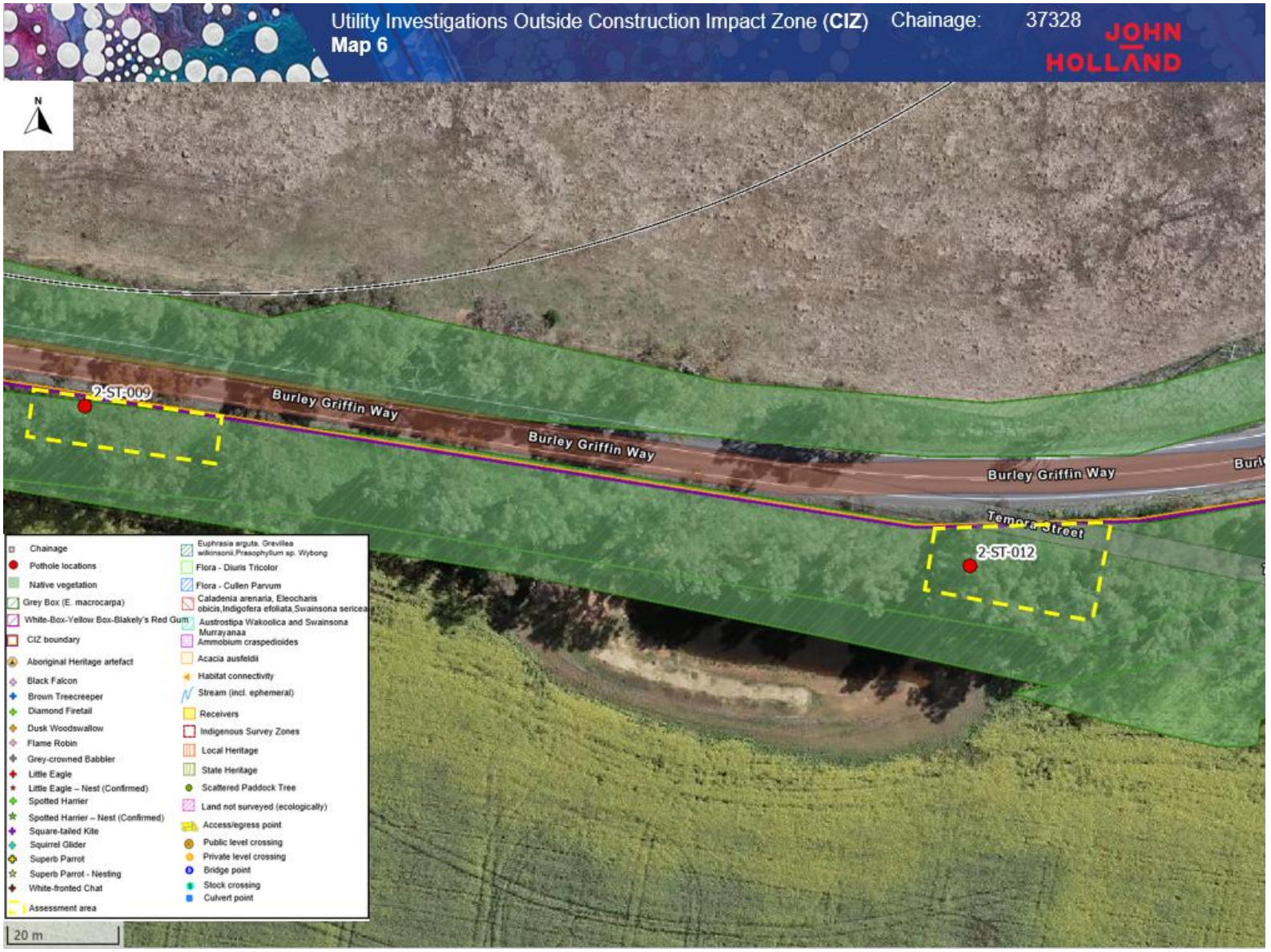
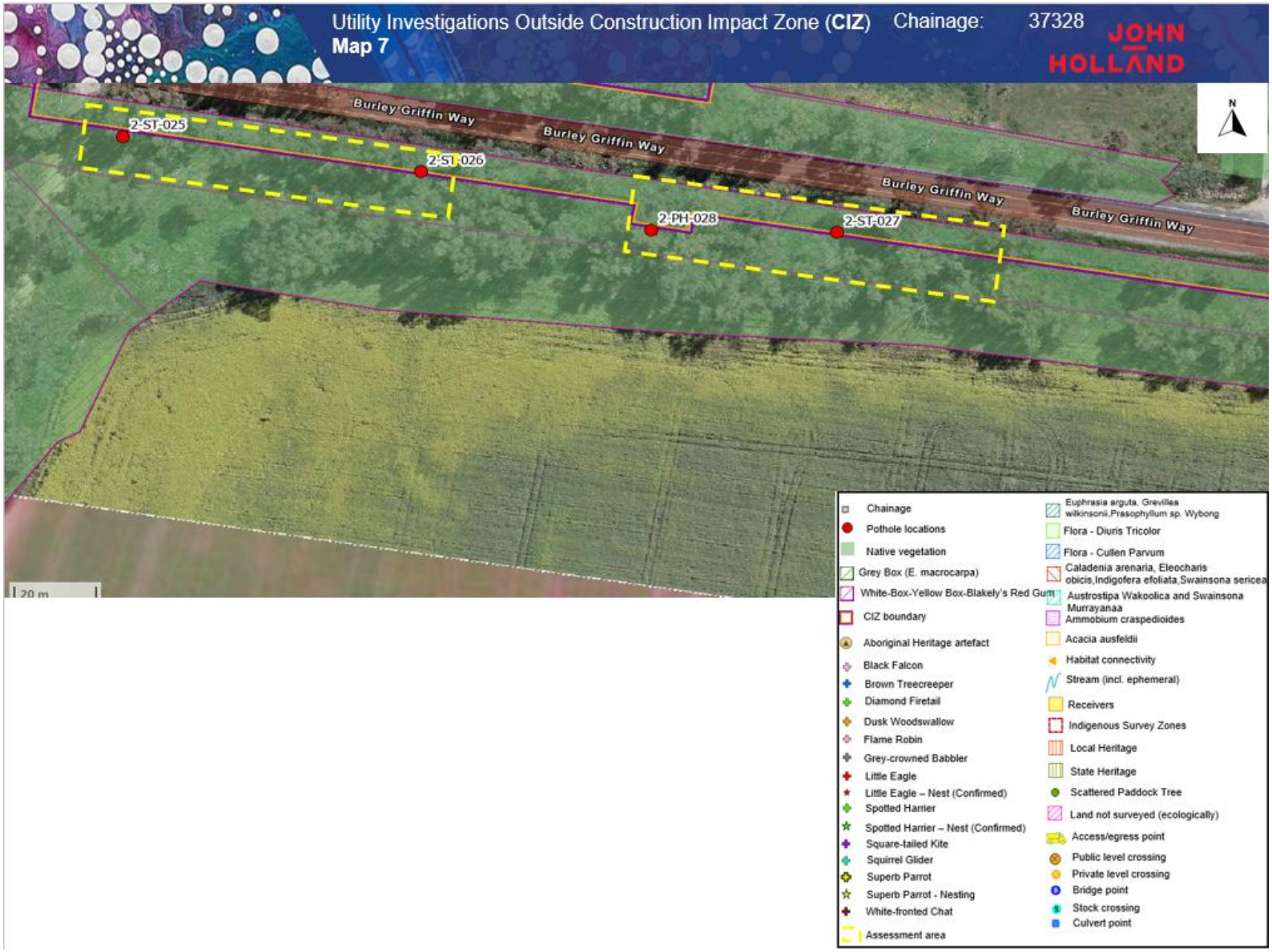
Flora - Diuris Tricolor
Flora - Cullen Parvum
Caladenia arenaria, Eleocharis obicis,Indigofera efoliata,Swainsona sericea
Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point
3200
OP-PH-018
OP-PH-017
OP-PH-016
OP-PH-015
OP-PH-013
OP-PH-014
OP-PH-012
2-ST-014
OP-PH-011
2-ST-039
2-ST-052
OP-PH-010
20 m
M1


Utility Investigations Outside Construction Impact Zone (CIZ)
Map 4
Chainage: 28314
JOHN HOLLAND
N
28400
28300
Dudauman Road
2-PH-023
2-PH-036
2-PH-022
2-PH-020
20 m
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
Little Eagle
Little Eagle – Nest (Confirmed)
Spotted Harrier
Spotted Harrier – Nest (Confirmed)
Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
Assessment area
Euphrasia arguta, Grevillea wilkinsonii,Prasophyllum sp. Wybong
Flora - Diuris Tricolor
Flora - Cullen Parvum
Caladenia arenaria, Eleocharis obicis,Indigofera efoliata,Swainsona sericea
Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point


Utility Investigations Outside Construction Impact Zone (CIZ)
Map 5
Chainage: 37625
JOHN HOLLAND
N
Burley Griffin Way
Burley Griffin Way
Burley Griffin Way
Burley Griffin Way
37300
37200
2-ST-002
2-ST-003
2-ST-004
2-ST-005
2-ST-006
2-ST-007
2-PH-042
2-PH-043
2-PH-044
2-PH-045
2-ST-008
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
Little Eagle
Little Eagle – Nest (Confirmed)
Spotted Harrier
Spotted Harrier – Nest (Confirmed)
Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
Assessment area
Euphrasia arguta, Grevillea wilkinsonii,Prasophyllum sp. Wyborg
Flora - Diuris Tricolor
Flora - Cullen Parvum
Caladenia arenaria, Eleocharis obicis,Indigofera efoliata,Swainsona sericea
Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point
20 m


Utility Investigations Outside Construction Impact Zone (CIZ)
Map 6
Chainage: 37328
JOHN HOLLAND
N
2-ST-009
Burley Griffin Way
Burley Griffin Way
Burley Griffin Way
Temora Street
2-ST-012
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
Little Eagle
Little Eagle – Nest (Confirmed)
Spotted Harrier
Spotted Harrier – Nest (Confirmed)
Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
Assessment area
Euphrasia arguta, Grevillea wilkinsonii,Prasophyllum sp. Wyborg
Flora - Diuris Tricolor
Flora - Cullen Parvum
Caladenia arenaria, Eleocharis obicis,Indigofera efoliata,Swainsona sericea
Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point
20 m


Utility Investigations Outside Construction Impact Zone (CIZ) Chainage: 37328
Map 7
JOHN HOLLAND
N
Burley Griffin Way
Burley Griffin Way
Burley Griffin Way
Burley Griffin Way
2-ST-025
2-ST-026
2-PH-028
2-ST-027
20 m
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
Little Eagle
Little Eagle – Nest (Confirmed)
Spotted Harrier
Spotted Harrier – Nest (Confirmed)
Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
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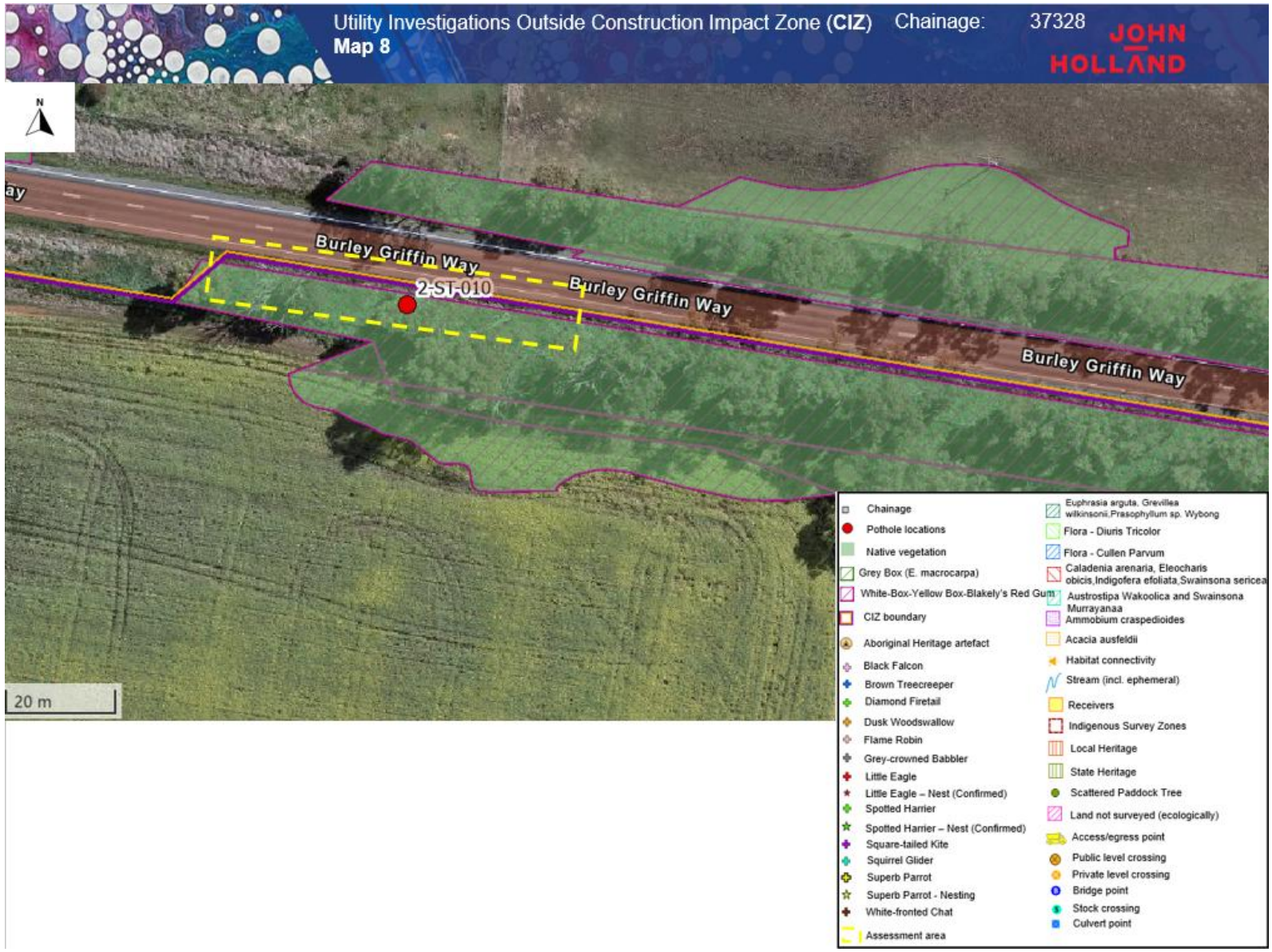
Flora - Diuris Tricolor
Flora - Cullen Parvum
Caladenia arenaria, Eleocharis obicis,Indigofera efoliata,Swainsona sericea
Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point


Utility Investigations Outside Construction Impact Zone (CIZ)
Map 8
Chainage: 37328
JOHN HOLLAND
N
Burley Griffin Way
2-ST-010
Burley Griffin Way
Burley Griffin Way
20 m
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
Little Eagle
Little Eagle – Nest (Confirmed)
Spotted Harrier
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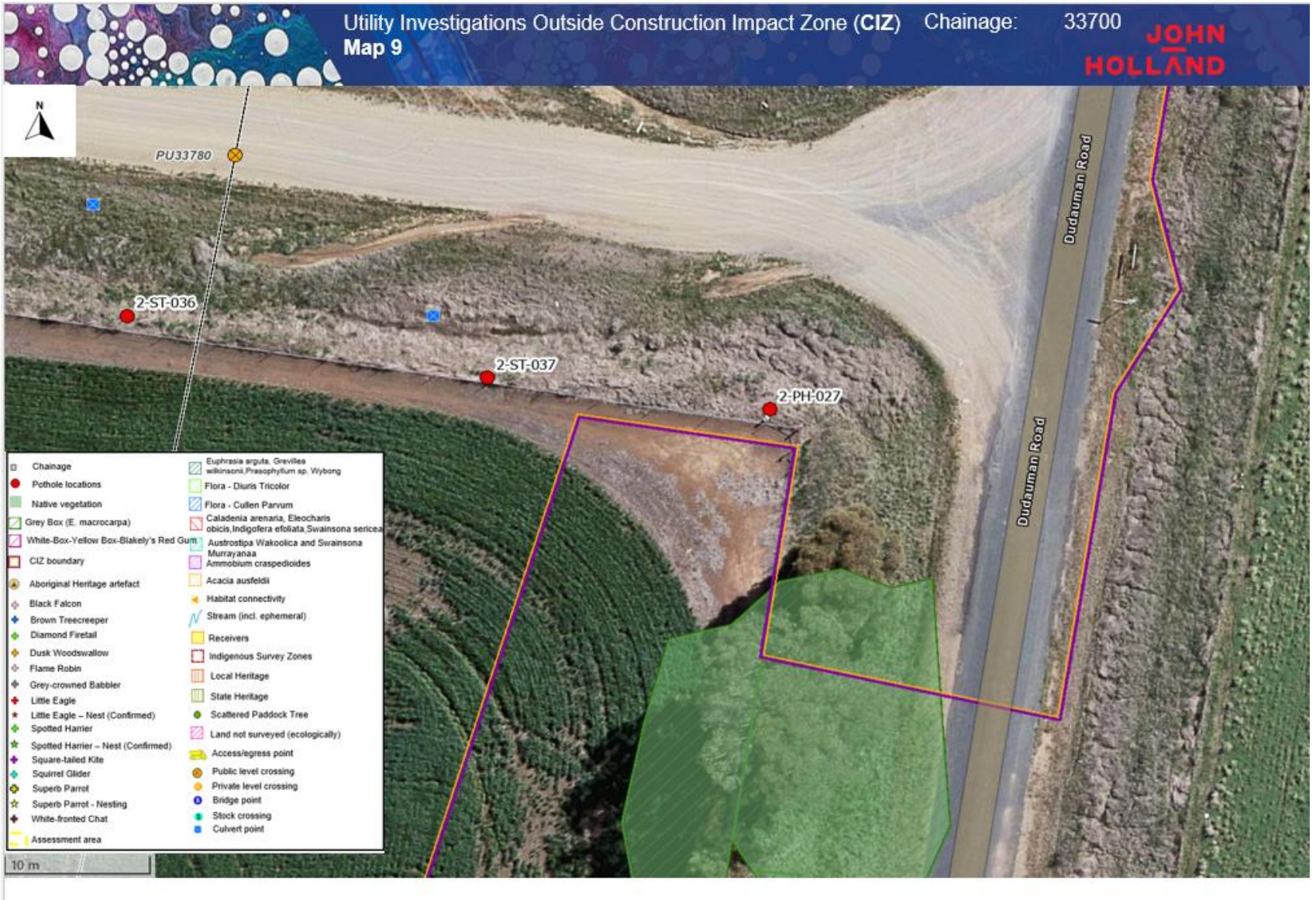
Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
Assessment area
Euphrasia arguta, Grevillea wilkinsonii,Prasophyllum sp. Wybong
Flora - Diuris Tricolor
Flora - Cullen Parvum
Caladenia arenaria, Eleocharis obicis,Indigofera efoliata,Swainsona sericea
Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point


Utility Investigations Outside Construction Impact Zone (CIZ)
Map 9
Chainage: 33700
JOHN HOLLAND
N
PU33780
2-ST-036
2-ST-037
2-PH-027
Dudauman Road
Dudauman Road
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
Little Eagle
Little Eagle – Nest (Confirmed)
Spotted Harrier
Spotted Harrier – Nest (Confirmed)
Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
Assessment area
Euphrasia arguta, Grevillea wilkinsonii,Prasophyllum sp. Wybong
Flora - Diuris Tricolor
Flora - Cullen Parvum
Caladenia arenaria, Eleocharis obicis,Indigofera efoliata,Swainsona sericea
Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point
10 m


Utility Investigations Outside Construction Impact Zone (CIZ)
Map 11
Chainage: 39400
JOHN HOLLAND
N
3-ST-002
3-ST-003
3-ST-001
Grogan Road
Grogan Road
Grogan Road
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
Little Eagle
Little Eagle – Nest (Confirmed)
Spotted Harrier
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Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
Assessment area
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Flora - Cullen Parvum
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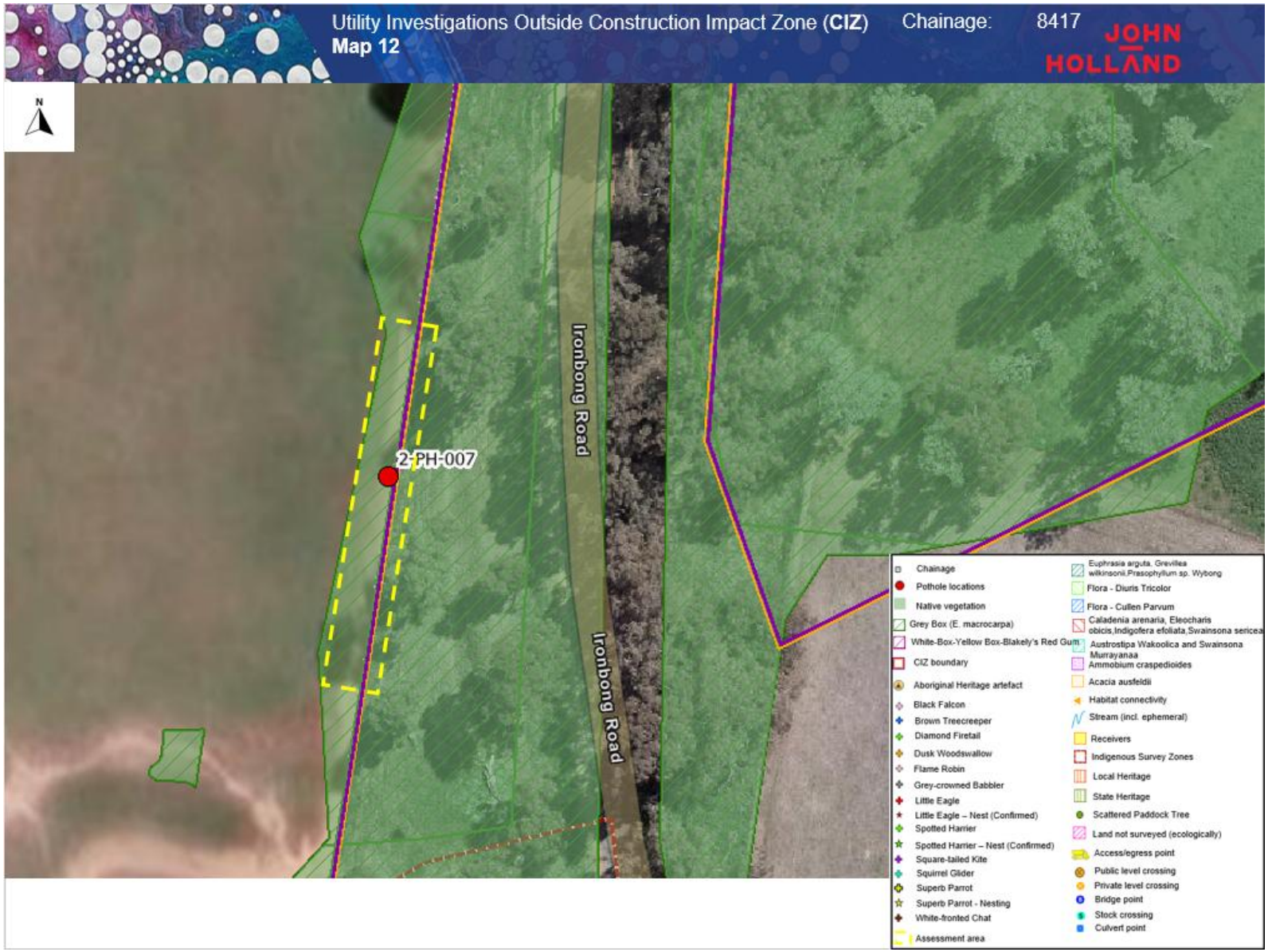
Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point
20 m


Utility Investigations Outside Construction Impact Zone (CIZ)
Map 12
Chainage: 8417
JOHN HOLLAND
N
2-PH-007
Ironbong Road
Ironbong Road
Chainage
Pothole locations
Native vegetation
Grey Box (E. macrocarpa)
White-Box-Yellow Box-Blakely's Red Gum
CIZ boundary
Aboriginal Heritage artefact
Black Falcon
Brown Treecreeper
Diamond Firetail
Dusk Woodswallow
Flame Robin
Grey-crowned Babbler
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Square-tailed Kite
Squirrel Glider
Superb Parrot
Superb Parrot - Nesting
White-fronted Chat
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Austrostipa Wakoolica and Swainsona Murrayanaa
Ammobium craspedioides
Acacia ausfeldii
Habitat connectivity
Stream (incl. ephemeral)
Receivers
Indigenous Survey Zones
Local Heritage
State Heritage
Scattered Paddock Tree
Land not surveyed (ecologically)
Access/egress point
Public level crossing
Private level crossing
Bridge point
Stock crossing
Culvert point

Appendix B Utility Relocations: Site Details for Locations outside the CIZ

Table A1 – Investigation Location Details – sites outside the CIZ

Ref. ID	Chainage	Type	Location	Notes to be considered for investigation works	Status	Easting	Northing	Within 50m of known EEC?	Within 50m of Heritage site?	Applicable Map
1-ST-001	-120	ST	OLYMPIC HWY (CH. 220)	Slit trench to space proof corridor for proposed Optus and underground elec.	Open	570624.18	6148857.59	N	N	1
1-PH-001	-120	PH	OLYMPIC HWY (CH. 180)	POTHOLE TO IDENTIFY THE OPTUS TIE-IN LOCATION AND DEPTH	Open	570606.66	6148887.72	N	N	1
OP-PH-001	-120	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	570580.9565	6148872.25	N	N	1
OP-PH-002	-120	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	570589.5243	6148877.406	N	N	1
OP-PH-003	-120	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	570598.0922	6148882.563	N	N	1
OP-PH-004	-120	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	570602.3761	6148885.142	N	N	1
OP-PH-005	-120	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	570610.9439	6148890.298	N	N	1
OP-PH-006	-120	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	570615.2278	6148892.877	N	N	1
OP-PH-007	-120	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	570623.7957	6148898.034	N	N	1
1-PH-004	1471	PH	Olypic Highway (CH. 1500)	Pothole required to confirm depth of existing Optus at tie-in location to confirm proposed pit size is deep enough to intercept existing.	Open	572040.191	6149480.654	N	N	2
2-ST-014	3171	ST	Between Existing and Proposed Rail at CH. 3100	Slit trench required to identify the location, depth, material, size of existing Optus asset. Slit trench location provided to confirm depth of existing asset in the event of design changes.	Open	573450.325	6150270.705	N	N	3
OP-PH-011	3200	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	573453.49	6150271.66	N	N	3

OP-PH-012	3200	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	573457.732	6150274.307	N	N	3
OP-PH-013	3200	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	573461.974	6150276.954	N	N	3
OP-PH-014	3200	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	573466.2159	6150279.6	N	N	3
OP-PH-015	3200	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	573470.4579	6150282.247	N	N	3
OP-PH-016	3200	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	573474.6999	6150284.894	N	N	3
OP-PH-017	3200	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	573483.1839	6150290.188	N	N	3
OP-PH-018	3200	PH	Illabo Junction	Additional Potholes requested by Optus for Direct Buried Fibre	Open	573491.6678	6150295.481	N	N	3
2-ST-014	3171	ST	Between Existing and Proposed Rail at CH. 3100	Slit trench required to identify the location, depth, material, size of existing Optus asset. Slit trench location provided to confirm depth of existing asset in the event of design changes.	Open	573450.325	6150270.705	N	N	3

2-ST-039	3171	ST	Between Existing and Proposed Rail at CH. 3100	Slit trench to verify depth of existing Optus to understand impact by proposed open drain and feasibility of protection slab	Open	573416.212	6150249.533	N	N	3
2-PH-007	8417	PH	Ironbong Rd (Ch8417)	Pothole required to confirm depth of existing utility	Open	574276.92	6155445.35	Y - PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina.	N	12
2-PH-022	28314	PH	Dudauman Rd (Ch 28300)	Pothole required to confirm depth of existing Telstra at tie-in location to confirm proposed pit size is deep enough to intercept existing.	Open	579217.079	6173223.295	Y – PCT 796 DNR of NSW South Western Slopes	N	4
2-PH-036	28325	PH	Dudauman Rd (Ch 28400)	Pothole required at the RMAR crosses the existing verge to check the depth of existing Telstra.	Open	579218.833	6173233.862	Y – PCT 796 DNR of NSW South Western Slopes	N	4
2-PH-023	28377	PH	Dudauman Rd (Ch 28400)	Pothole required to confirm depth of existing Telstra at tie-in location to confirm proposed pit size is deep enough to intercept existing.	Open	579226.563	6173285.077	N	N	4
2-ST-012	37201	ST	Southern verge of Burley Griffin Way (CH. 37270)	Slit trench required to identify the location, depth, material, size of existing gas main, water main and Telstra asset. Slit trench location requested to confirm survey data, and in case there are changes to reference design that may impact the services	Open	579874.831	6181784.744	Y – PCT 76 Western Grey Box tall grassy woodland	N	6
2-ST-009	37238	ST	Southern verge of Burley Griffin Way (Ch 37360)	Slit trench good to have to identify the location, depth, material, size of existing gas main, water main and Telstra asset in the event relocation is required to due impact from drainage channel.	Open	579719.572	6181814.057	Y – PCT 76 Western Grey Box tall grassy woodland	N	6
2-ST-003	37291	ST	Southern verge of Burley Griffin Way (Ch 37360)	Slit trench required to identify the location, depth, material, size of existing water main and Telstra asset. Slit trench location provided to confirm depth of existing assets for tie-in connection.	Open	579424.4	6181853	Y – PCT 277 Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	N	5
2-ST-010	37328	ST	Southern verge of Burley Griffin Way (CH. 37270)	Slit trench required to identify the location, depth, material, size of existing gas main, water main and	Open	579261.677	6181890.907	Y – PCT 277 Blakely's Red Gum – Yellow	N	8

				Telstra asset. Slit trench location requested to confirm survey data, and in case there are changes to reference design that may impact the services				Box grassy tall woodland		
2-PH-027	33700	PH	Corbys Lane (near Dudauman Rd Ch 33700)	Pothole required to confirm depth of existing Telstra at tie-in location to confirm proposed pit size is deep enough to intercept existing.	Open	580100.986	6178563.811	Y – PCT 277 Blakely's Red Gum – Yellow Box grassy tall woodland	N	9
2-PH-028	37382	PH	Burley Griffin Way (left of Ch 37360)	Pothole required to confirm depth of existing Telstra at tie-in location to confirm proposed pit size is deep enough to intercept existing.	Open	578938.487	6181934.099	Y – PCT 277 Blakely's Red Gum – Yellow Box grassy tall woodland	N	7
3-ST-003	39400	ST	Western verge of Grogan Road (CH. 39420 - 39450)	Slit trench along the verge on either side of the proposed access road to identify existing utilities.	Open	580477.104	6183702.211	Y - PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions	N	11
3-ST-002	39456	ST	Western verge of Grogan Road (CH. 39420 - 39450)	Slit trench along the verge on either side of the proposed access road to identify existing utilities.	Open	580488.255	6183758.264	Y - PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions	N	11
3-ST-001	40067	ST	Western verge of Grogan Road (CH. 39420 - 39450)	Slit trench along the verge on either side of the proposed access road to identify existing utilities.	Open	580469.045	6183638.776	Y - PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions	N	11
2-PH-044	37265	PH	Southern verge of Burley Griffin Way (Ch 37250)	Goldenfields Water GIS shows the water main at a different location. Pothole required to identify tie-in depth and location of existing water main to be relocated.		579465.99	6181826.62	N	N	5

2-PH-043	37265	PH	Southern verge of Burley Griffin Way (Ch 37250)	Goldenfields Water GIS shows the water main at a different location. Pothole required to identify tie-in depth and location of existing water main to be relocated.		579485.49	6181822.26	Y - PCT 277 Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	N	5
2-PH-042	37265	PH	Southern verge of Burley Griffin Way (Ch 37250)	Goldenfields Water GIS shows the water main at a different location. Pothole required to identify tie-in depth and location of existing water main to be relocated.		579541.04	6181812.36	N	N	5
2-PH-045	37265	PH	Southern verge of Burley Griffin Way (Ch 37250)	Goldenfields Water GIS shows the water main at a different location. Pothole required to identify tie-in depth and location of existing water main to be relocated.		579560.11	6181810.10	N	N	5
2-ST-008	37265	ST	Southern verge of Burley Griffin Way (Ch 37360)	Slit trench required to identify the location, depth, material, size of existing Telstra asset. Slit trench location provided to confirm depth of existing assets for tie-in connection.		579597.40	6181813.64	N	N	5
2-ST-025	37300	ST	Southern verge of Burley Griffin Way (CH. 37270)	Slit trench required to identify the location, depth, material, size of existing gas main, water main and Telstra asset. Slit trench location requested to confirm survey data, and in case there are changes to reference design that may impact the services		578827.71	6181962.30	Y - PCT 277 Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	N	7
2-ST-026	37300	ST	Southern verge of Burley Griffin Way (CH. 37270)	Slit trench required to identify the location, depth, material, size of existing gas main, water main and Telstra asset. Slit trench location requested to confirm survey data, and in case there are changes to reference design that may impact the services		578882.75	6181950.07	Y - PCT 277 Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	N	7
2-ST-027	37300	ST	Southern verge of Burley Griffin Way (CH. 37270)	Slit trench required to identify the location, depth, material, size of existing gas main, water main and Telstra asset. Slit trench location requested to confirm survey data, and in case there are changes to reference design that may impact the services		578981.45	6181932.76	Y - PCT 277 Blakely's Red Gum - Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	N	7
2-ST-047	38120	PH	Ch 38150	Pothole required to identify location and tie-in depth of water main		579728.95	6182649.58	N	Y – Within Indigenous Survey Zone 11 East	10

Appendix C Biodiversity Advice

27 FEBRUARY 2025

Daniel Lidbetter
Environmental Approvals Manager
Inland Rail Illabo to Stockinbingal
John Holland Pty Ltd
Level 5, 15 Bourke Road
Mascot NSW 2020

daniel.lidbetter3@jhg.com.au
cc: tess.anastakis@jhg.com.au

Dear Daniel

Re: ARTC Inland Rail Templates – EIS Consistency Assessment Report (Minor)

8.1.1.1.1 Introduction

Thank you for requesting biodiversity advice on approved Low Impact Work (LIW) within the Inland Rail Illabo to Stockinbingal Project area prior to construction. John Holland needs to conduct LIW (Table 5) activities within the Project area under the definition of LIW and Construction as described in the conditions of consent (Table 7). LIW activities must not impact biodiversity values of the CSSI # SSI-9406 to be compliant with Conditions of Approval (CoA) including (but not limited to) E26, E28 and E29. In addition, LIW must not trigger the requirement to retire offset credits.

Low Impact Works are unlikely to result in significant ground or native vegetation disturbance over and above routine agricultural cropping, grazing and maintenance activities. To protect project biodiversity values LIW activities are limited to previously impacted land. Land **Status** (Table 1) has been conservatively derived from existing use and the vegetation zone (PCT and Condition as per the BDAR) where native vegetation is present at the LIW location. The land status used in Tables 1, 2 and 3 include:

- Existing roads and tracks
- Category 1 land (cropping land)
- Poor quality native vegetation (no shrubs & exotic groundcover), (Table 4)
- High quality native vegetation or unsurveyed land or derived grassland, (Table 4)

Table 4 Native Vegetation zones (PCT and condition) used to determine land status

Vegetation Type*	Condition*	Status
PCT 79 River Red Gum shrub/grass riparian tall woodland or open forest wetland mainly in the upper slopes sub-region of the NSW South Western Slopes Bioregion and western South Eastern Highlands Bioregion	Moderate	High
	Poor	Poor
PCT 76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions	Good	High
	Moderate	High

Vegetation Type*	Condition*	Status
	Poor	Poor
	Low -DNG	Poor
PCT 80 Western Grey Box – White Cypress Pine tall woodland on loam soil on alluvial plains of NSW South Western Slopes Bioregion and Riverina Bioregion	Moderate	High
	Poor	Poor
PCT 266 White Box grassy woodland in the upper slopes sub-region of the NSW South Western Slopes Bioregion	Moderate	High
	Poor	Poor
	Low -DNG	Poor
PCT 276 Yellow Box grassy tall woodland on alluvium or parna loams and clays on flats in NSW South Western Slopes Bioregion	Moderate	High
	Poor, canopy only	Poor
PCT 277 Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	Moderate	High
	Poor	Poor
	Low -DNG	Poor
	Planted	Poor
PCT 309 Black Cypress Pine – Red Stringybark – red gum – box low open forest on siliceous rocky outcrops in the NSW South Western Slopes Bioregion	Moderate	High
PCT 347 White Box – Blakely's Red Gum shrub/grass woodland on metamorphic hillslopes in the mid-southern part of the upper slopes subregion of the NSW South Western Slopes Bioregion	Moderate	High
	Poor	Poor

*PCT condition derived from BDAR

Land previously assessed as native vegetation has been ascribed a status based on Vegetation zone, see Table 1 and the **Process** below.

The level of controls for LIW increases with the quality of biodiversity to protect project biodiversity values. Where the controls for LIW are implemented vegetation integrity, habitat suitability, threatened species abundance, vegetation abundance, habitat connectivity, threatened species movement, flight path integrity and water sustainability would be maintained across the project.

As such, conducting LIW activities would not adversely affect, potentially adversely affect or adversely impact the biodiversity values of threatened species or Critically Endangered Ecological Community (CEEC) / Endangered Ecological Community (EEC) / Threatened Ecological Community (TEC) and would be permissible under the consent when the traffic light controls are followed (Table 6).

Note, no threatened flora species were recorded on site during field surveys for the Environmental Impact Statement (EIS). Threatened fauna species recorded during field surveys for the EIS are highly mobile and unlikely to be impacted by LIW as their foraging, nesting and breeding habitat features would not be impacted. The minor transient and infrequent nature of LIW activities are unlikely to create sufficient noise and vibration to disturb roosting or nesting fauna.

A traffic light system of controls has been adopted to manage the potential for impacts to biodiversity values across the project from LIW activities. The traffic light system uses three terms, including:

- Allow – negligible potential for impact to project wide biodiversity values when controls followed
- Caution - low potential for impact to project wide biodiversity values additional controls to follow
- Delay – high risk of impact to project wide biodiversity values, delay until CEMP and subplans are approved, additional surveys completed and biodiversity offset credits are retired, unless otherwise approved by the minister

Process

An ecologist will assess LIW areas and complete an Ecological Clearance Form prior to works to reduce the potential for inadvertent impacts to biodiversity values as a result of LIW.

Identify the location for the LIW and required access.

Determine through reference to constraints mapping/site observations the land status in Table 5.

Check Table 5 to determine the LIW and if access is allowed, check also if caution is required or if the LIW should be delayed until “construction”.

If the LIW is allowed, or if caution is required, refer to the traffic light controls in Table 6.

Determine if the traffic light controls can be implemented or not.

Ecologist to complete an Ecological Clearance Form and lodge same with Senior Project Engineer (or delegate).

If the traffic light controls can be implemented, document the above steps in an Excavation Permit and submit to the Senior Project Engineer (or delegate) for approval.

Once the Excavation Permit is approved, implement the controls in Table 6 and proceed with works.

Any breach of the controls should be reported to the supervising engineer as a non-conformance for assessment and subsequent action.

Where this procedure and controls can be implemented it is expected that there is a will be no impact to biodiversity values across the project adversely affecting threatened species or CEEC / EEC / TEC and would be permissible under the consent.

If you have any questions, please contact me or Jane Love. We would be pleased to discuss any aspect of this letter with you.

Yours sincerely,

Michial Sutherland
Manager
0427953053

Table 5: LIW activity v land type and traffic light controls

Low Impact Work	**Existing roads and tracks.**	**Category 1 land (cropping land)**	**Poor quality native vegetation** (Table 4)	**High quality native veg or unsurveyed land or derived grassland** (Table 4)
Cadastral survey	Allowed	Allowed	Allowed	Caution
Boreholes	Allowed	Allowed	Caution	Delay
Geotechnical test pits	Allowed	Allowed	Caution	Delay
Subsoil and topsoil test pits	Allowed	Allowed	Caution	Delay
Service investigations	Allowed	Allowed	Caution	Delay
Auger holes	Allowed	Allowed	Caution	Caution
Erosion threshold velocity testing	Allowed	Allowed	Caution	Delay
Pavement cores	Allowed	N/A	N/A	N/A
Geophysics	Allowed	Allowed	Allowed	Caution
Establish minor ancillary facilities	Allowed	Allowed	Caution	Delay
Enviro. survey, investigation / site works	Allowed	Allowed	Allowed	Caution
Construct minor access roads	Allowed	Allowed	Caution	Delay

Table 6: Traffic light controls

Low Impact Work	**Existing roads and tracks**	**Category 1 land (cropping land)**	**Poor quality native vegetation defined in** Table 4	**Moderate to high quality native veg or unsurveyed land or derived native grassland defined in** Table 4
Cadastral survey	• Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter. • Use existing creek crossings • Remove all waste • Use vehicle hygiene	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene	• Target previously disturbed areas only. • No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing • Use existing tracks where available • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene	• Target previously disturbed areas only. • No more than 0.2 m^2 ground disturbance • No pruning of limbs over 50 mm diameter or hollow-bearing ** • No removal of native trees • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions • Use existing tracks. Where there is no existing track, limit vehicle movements to no more than twice at any given location.
Boreholes	• Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste Use vehicle hygiene	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene	• Target previously disturbed areas only • No more than 5 m^2 ground disturbance • No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing** • Use existing tracks where available • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions • Ecologist review and signoff	Delay
Geotechnical test pits	• Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings	• Target previously disturbed areas only • No more than 5 m^2 ground disturbance • No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing ** • Use existing tracks where available	Delay

Low Impact Work	**Existing roads and tracks**	**Category 1 land (cropping land)**	**Poor quality native vegetation defined in** Table 4	**Moderate to high quality native veg or unsurveyed land or derived native grassland defined in** Table 4
	• Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed, or reseal	• Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed	• Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions • Ecologist review and signoff • Topsoil, fertilise & reseed	
Subsoil & topsoil test pits	• Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed, or reseal	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed	• Target previously disturbed areas only • No more than 5 m^2 ground disturbance • No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing** • Use existing tracks where available • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions • Ecologist review and signoff • Topsoil, fertilise & reseed	Delay
Service investigations	• Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed, or reseal	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed	• Target previously disturbed areas only • No more than 5 m^2 ground disturbance • No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing** • Use existing tracks where available • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions	Delay

Low Impact Work	**Existing roads and tracks**	**Category 1 land (cropping land)**	**Poor quality native vegetation defined in** Table 4	**Moderate to high quality native veg or unsurveyed land or derived native grassland defined in** Table 4
			• Ecologist review and signoff • Topsoil, fertilise & reseed	
Auger holes	• Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene	• Target previously disturbed areas only. • No more than 2 m^2 ground disturbance • No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing** • Use existing tracks where available • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions • Ecologist review and signoff • Topsoil, fertilise & reseed	Delay
Erosion threshold velocity testing	• Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed, or reseal	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed	• Target previously disturbed areas only. • No more than 4 m^2 ground disturbance • No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing** • Use existing tracks where available • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions • Ecologist review and signoff • Topsoil, fertilise & reseed	Delay
Pavement Cores	• Use existing tracks	Not Applicable	Not Applicable	Not Applicable

Low Impact Work	**Existing roads and tracks**	**Category 1 land (cropping land)**	**Poor quality native vegetation defined in** Table 4	**Moderate to high quality native veg or unsurveyed land or derived native grassland defined in** Table 4
	• No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed, or reseal			
Geophysics	• Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene	• No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing • Use existing tracks where available • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing** • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions • Use existing tracks. Where there is no existing track, limit vehicle movements to no more than twice at any given location.
Establish minor ancillary facilities	• Minimise the footprint • Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed, or reseal	• Minimise the footprint • Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed	Delay	Delay

Low Impact Work	**Existing roads and tracks**	**Category 1 land (cropping land)**	**Poor quality native vegetation defined in** Table 4	**Moderate to high quality native veg or unsurveyed land or derived native grassland defined in** Table 4
Enviro. survey, investigation / site works	• Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed, or reseal	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed	• No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing • Use existing tracks where available • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions • Ecologist review and signoff • Topsoil, fertilise & reseed	• Target previously disturbed areas only • No more than 2 m^2 ground disturbance • Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing** • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions • Ecologist review and signoff • Topsoil, fertilise & reseed • Use existing tracks where available. Where there is no existing track, limit vehicle movements to no more than twice at any given location.
Construct minor access roads	• Not connected to a public road • Use existing tracks • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed, or reseal	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter • Use existing creek crossings • Remove all waste • Use vehicle hygiene • Topsoil, fertilise & reseed	• Use existing tracks where available • No removal of native trees • No pruning of limbs over 50 mm diameter or hollow-bearing** • Avoid crossings flowing creeks • Use formed creek crossings where available • Remove all waste • Use vehicle hygiene • Light vehicles only • Stable soil conditions • Ecologist review and signoff • Topsoil, fertilise & reseed	Delay

** - Pruning is not considered as clearing under NSW biodiversity legislation and guidance. The 50 mm limb diameter limitation on pruning restricts the potential to impact limbs that may provide habitat for any native fauna.

Table 7: SSI-940 *CoAs and* Terms *and* Definitions 6

Term	Definition
Construction	Includes work required to construct the CSSI as defined 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.
Low Impact work	Work defined as low impact includes: (a) survey works including carrying out general alignment surveys, installing survey controls (including installation of global positioning system (GPS)), installing repeater stations, carrying out surveys of existing and future utilities and building and road dilapidation surveys; (b) investigations including investigative drilling, contamination investigations and excavation; (c) installation of mitigation measures including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments; (d) property acquisition adjustment work including installation of property fencing; (e) archaeological testing under the *Code of practice for archaeological investigation of Aboriginal objects in NSW* (Department of Environment Climate Change and Water, 2010) or archaeological monitoring undertaken in association with Low Impact work to ensure that there is no impact on heritage items; (f) archaeological and cultural salvage undertaken in accordance with a strategy or salvage operation required by the conditions of this approval; (g) maintenance work to existing buildings and structures as required to facilitate the carrying out of the CSSI; and (h) other activities determined by the ER to have minimal environmental impact which may include relocation and connection of utilities, establishment of minor ancillary facilities in accordance with **Condition C9** construction of minor access roads (other than access roads' connection to the road network), temporary relocation of pedestrian paths and the provision of property access. (i) Site establishment work approved under a Site Establishment Management Plan in accordance with **Condition C5**. Despite the above, the following works are not Low Impact Work: i. 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 (i) above, that work is construction, unless otherwise determined by the Planning Secretary in consultation with Heritage NSW, BCS or DPI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation); and ii. any Work undertaken outside the hours specified in Condition E1 that exceeds noise management and vibration levels as identified in Condition E3(b). Notes: 1. Early stages of Work are not necessarily low impact work. 2. Low Impact work is not Construction as defined by this approval. 3. The low impact work described in this definition 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.

C9: Minor Ancillary Facilities	Minor ancillary facilities including lunch sheds, office sheds, portable toilet facilities, material lay down sites, stockpile areas, areas used to assemble infrastructure and the like can be established and used where they satisfy the following criteria: (a) are located within 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), 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.
E26 Biodiversity	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 Condition A1(c), must be retired. The number and classes of ecosystem credits and species credits that must be retired (prior to impacting the biodiversity values) are detailed in SCHEDULE 1 and SCHEDULE 2 of APPENDIX C. The Proponent may review and reduce the ecosystem and species credit requirements in Tables in SCHEDULE 1 and SCHEDULE 2 of APPENDIX C to reflect the final construction footprint; the further surveys required by Condition E31; and the resulting extent and type of plant community types to be cleared. Amendments to the ecosystem and species credit requirements must be undertaken in consultation with BCS and DECCEW(Cth) and documented in a report prepared in accordance the Biodiversity Assessment Method and accompanied by an updated Credit Report. The report and the updated Credit Report must be submitted to the Planning Secretary for approval prior to the retirement of credits.
E28 Biodiversity	The retirement of the credits must be carried out in accordance with the Biodiversity Conservation Act 2016 (BC Act), and can be achieved by: (a) acquiring and retiring “biodiversity credits” within the meaning of the BC Act; and / or (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 Biodiversity Conservation Fund (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.
E29 Biodiversity	Evidence of the retirement of credits in satisfaction of **Condition E28** must be provided to the Planning Secretary prior to impacts to the biodiversity values occurring.

Definitions

Land Type

- Existing roads and tracks include formed roads and tracks, sealed or unsealed that may include cut, fill and pavement formations, routinely used/constructed creek crossings
- Category 1 land (cropping land):
  - Land cleared of native vegetation as at 1 January 1990 or lawfully cleared after 1 January 1990
  - Low conservation grasslands

- Land containing only low conservation groundcover (not being grasslands)
- Native vegetation identified as regrowth in a Property Vegetation Plan (PVP) under the repealed Native Vegetation Act 2003 only where the PVP specifies a regrowth date.
- Land bio-certified under the Biodiversity Conservation Act 2016

- Poor quality native vegetation (no shrubs & exotic groundcover) as defined in the BDAR
- High quality native vegetation or unsurveyed land or derived grassland as defined in the BDAR where minimal disturbance would have a negligible impact on to biodiversity values across the project

Biodiversity Values

The NSW *Biodiversity Conservation Act* 2016 in Cl. 1.5 states:

Biodiversity and biodiversity values for purposes of Act

1) For the purposes of this Act, biodiversity is the variety of living animal and plant life from all sources, and includes diversity within and between species and diversity of ecosystems.
2) For the purposes of this Act, biodiversity values are the following biodiversity values—
   (a) vegetation integrity—being the degree to which the composition, structure and function of vegetation at a particular site and the surrounding landscape has been altered from a near natural state,
   (b) habitat suitability—being the degree to which the habitat needs of threatened species are present at a particular site,
   (c) biodiversity values, or biodiversity-related values, prescribed by the regulations.

The *Biodiversity Conservation Regulation* 2017 in Cl. 1.4 states:

Additional biodiversity values (section 1.5 of the Act)

The following are prescribed as additional biodiversity values for the purposes of the Act—

(a) threatened species abundance—being the occurrence and abundance of threatened species or threatened ecological communities, or their habitat, at a particular site,
(b) vegetation abundance—being the occurrence and abundance of vegetation at a particular site,
(c) habitat connectivity—being the degree to which a particular site connects different areas of habitat of threatened species to facilitate the movement of those species across their range,
(d) threatened species movement—being the degree to which a particular site contributes to the movement of threatened species to maintain their lifecycle,
(e) flight path integrity—being the degree to which the flight paths of protected animals over a particular site are free from interference,
(f) water sustainability—being the degree to which water quality, water bodies and hydrological processes sustain threatened species and threatened ecological communities at a particular site.

The Updated BDAR for the project response to submissions in the definition states:

Biodiversity value	Are the following values: • vegetation integrity--being the degree to which the composition, structure and function of vegetation at a particular site and the surrounding landscape has been altered from a near natural state • habitat suitability--being the degree to which the habitat needs of threatened species are present at a particular site

- biodiversity values, or biodiversity-related values, prescribed by the regulations.

Appendix D LIW Heritage Advice

MTS Heritage Pty Ltd
Suite 1A, 167-169 Macquarie Road,
Springwood, NSW 2777
ABN: 68 668 095 458

3 March 2025

Tess Anastakis
Environment and Sustainability Graduate
John Holland Pty Ltd
Level 5, 15 Bourke Road
Mascot NSW 2020

RE: Inland Rail, Illabo to Stockinbingal - Heritage Advice on Geotechnical Activities

Dear Tess,

Thank you for requesting heritage advice on proposed geotechnical activities within the Inland Rail Illabo to Stockinbingal Project area. We understand that John Holland requires access to certain parts of the Project area to conduct the following geotechnical activities:

- Bore holes
- Test pits
- Auger holes
- Survey
- Geophysics
- Pot holing
- Slot trenching
- Pavement cores

It is understood that ground disturbing geotechnical activities (i.e. bore holes, test pits, auger holes, pot holing, slot trenching and pavement cores) are only initially planned outside the Zones of Aboriginal Sensitivity identified in the Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared by GML Heritage as part of the EIS submission. In addition, geotechnical ground disturbing activities proposed in Zones 5, 6, 9 and 10, will only take place after archaeological survey and test excavation has commenced and they have been endorsed by MTS Heritage as being cleared. These Zones of Aboriginal Sensitivity (no-ground disturbance zones) are shown in the series of plans attached.

Given the careful placement of initial ground disturbing activities outside the Zones of Aboriginal Sensitivity, conducting these activities is considered unlikely to result in any harm to Aboriginal sites and objects and would be permissible. We support the following mitigations measures proposed by John Holland to avoid any impacts to Aboriginal heritage in these no-ground disturbance zones:

- The Zones of Aboriginal Sensitivity will be identified on the ground with a 25m buffer. Bollards will be placed to temporarily delineate these no-ground disturbance zones.
- All site personnel will be inducted to the Project before the commencement of geotechnical activities. This induction will include a visual depiction of the no-ground disturbance zones and their restrictions.
- On-site personnel will be regularly briefed on the exact locations of the no-ground disturbance zones.
- Hard-copies of maps showing the no-ground disturbance zones will be placed in site utes and provided to all JHG site personnel via email.
- Site personnel will be provided access to geospatial data which show the no-ground disturbance zones (including the 25m buffer).
- The Unexpected and Incidental Finds Procedures for Heritage are available in all site utes and provided to all JHG site personnel via email.

With regards to geotechnical survey, it is understood that John Holland and appointed Subcontractors require vehicle and pedestrian access within the Zones of Aboriginal Sensitivity to validate and visually assess these areas for future geotechnical investigations. These geotechnical surveys would not result in any ground disturbance and, as such, would be permissible. We recommend that existing vehicle tracks be used to access these areas where possible to minimise ground disturbance.

If any further heritage advice on specific activities is required, please don't hesitate to call or email.

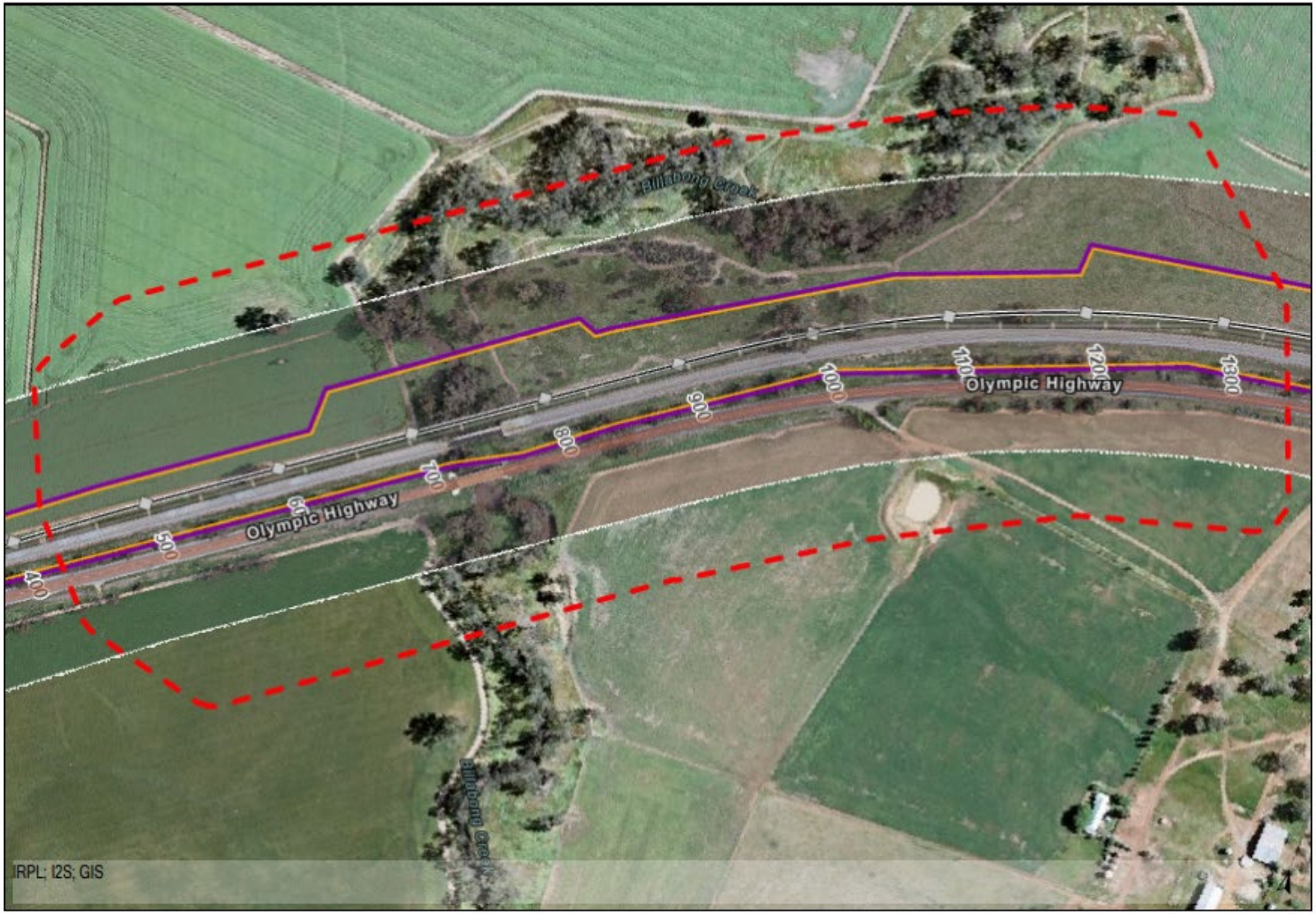
Yours sincerely,

Fiona Leslie
Director / Principal Heritage Consultant

Attachment: Plans showing the Zones of Aboriginal Sensitivity with 25m buffer

INLAND RAIL

Indigenous Survey Zone 1



Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change--CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Aerial Image 5cm 20220925

Red: band_1
Green: band_2
Blue: band3

Aerial Image 10cm 2015

Red: band_1
Green: band_2
Blue: band3

Notes

I2S Low Impact Work

0 200 400 m

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INLAND RAIL

Indigenous Survey Zone 2

Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change - CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Notes

I2S Low Impact Work

0 200 400 m

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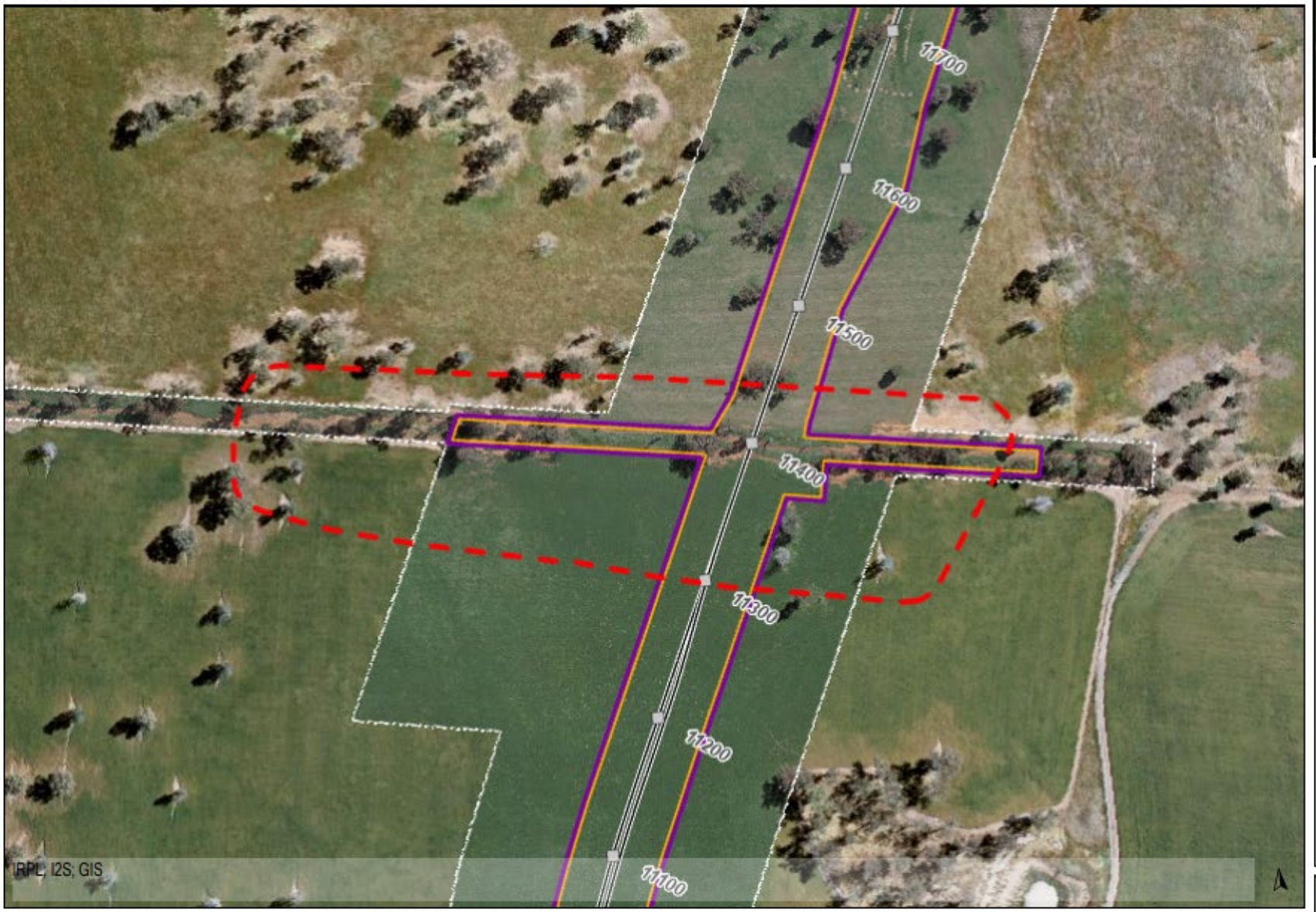
INLAND RAIL

Indigenous Survey Zone 3



Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change - CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Notes

I2S Low Impact Work

0 200 400 m

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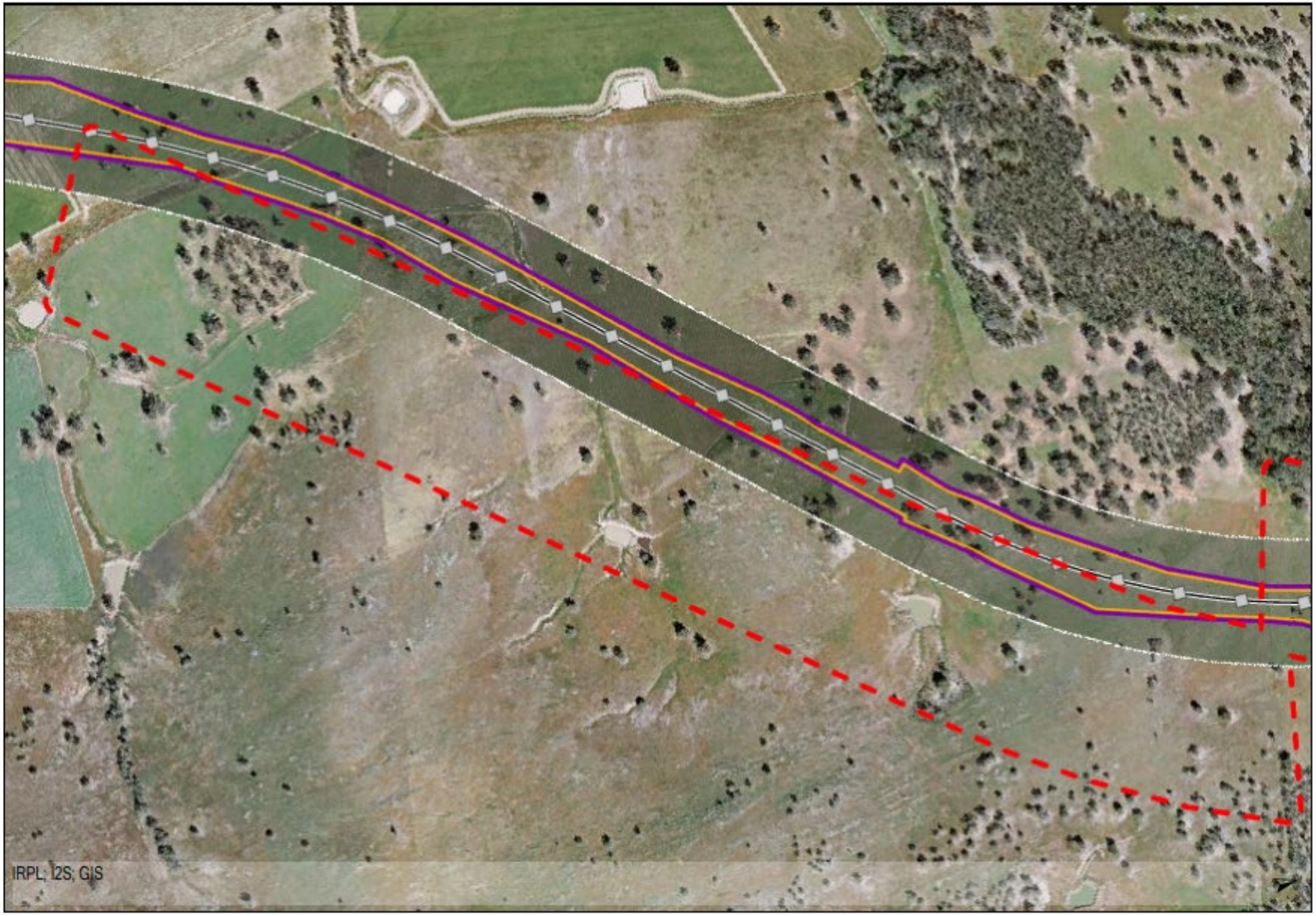
INLAND RAIL

Indigenous Survey Zone 4



Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change - CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Notes

I2S Low Impact Work

0 450 900 m

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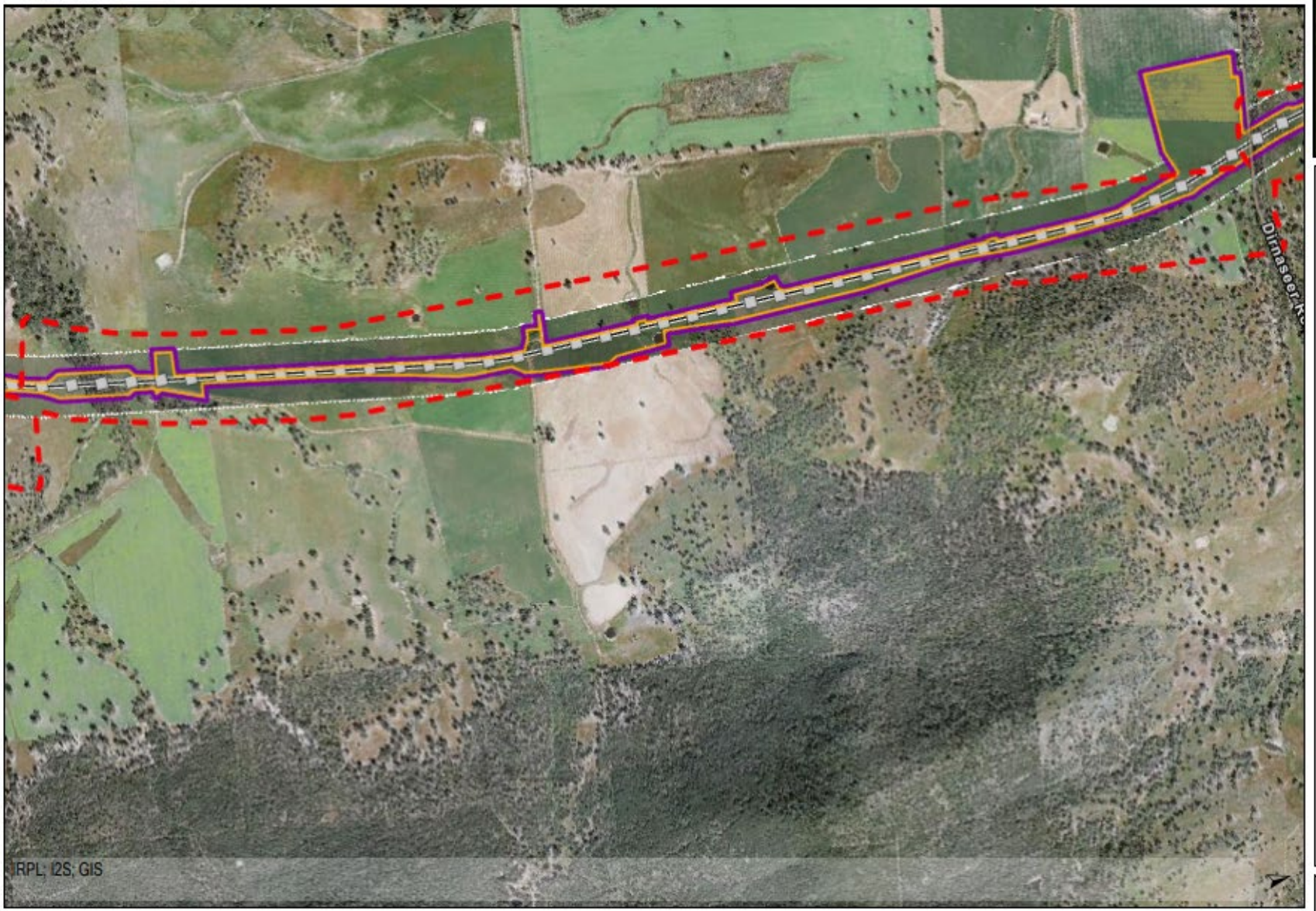
INLAND RAIL

Indigenous Survey Zone 5



Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change - CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Notes

I2S Low Impact Work

0 1 2 km

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INLAND RAIL

Indigenous Survey Zone 6

Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change - CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Notes

I2S Low Impact Work

0 0.5 1 km

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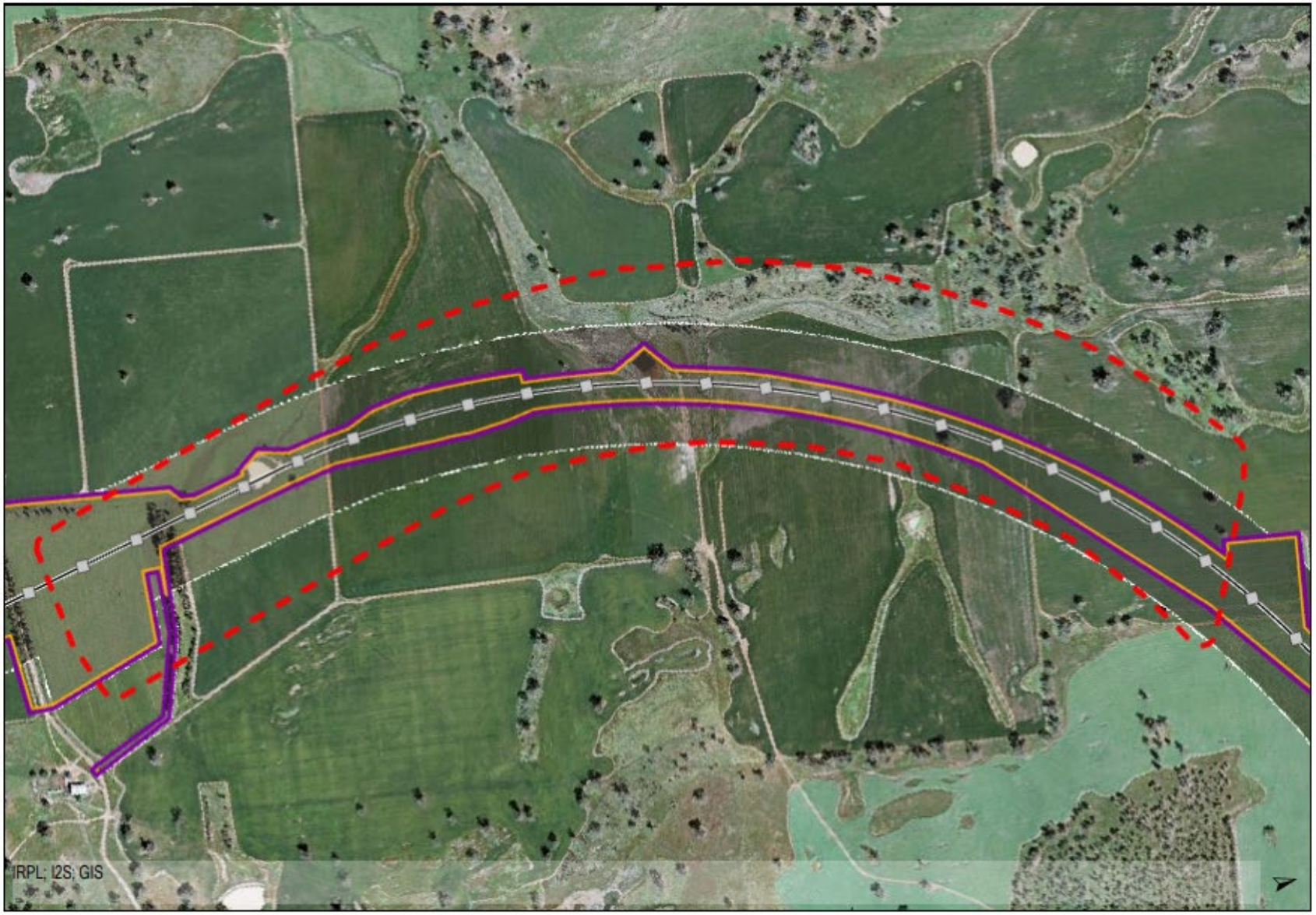
INLAND RAIL

Indigenous Survey Zone 7



Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change - CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Notes

I2S Low Impact Work

0 0.5 1 km

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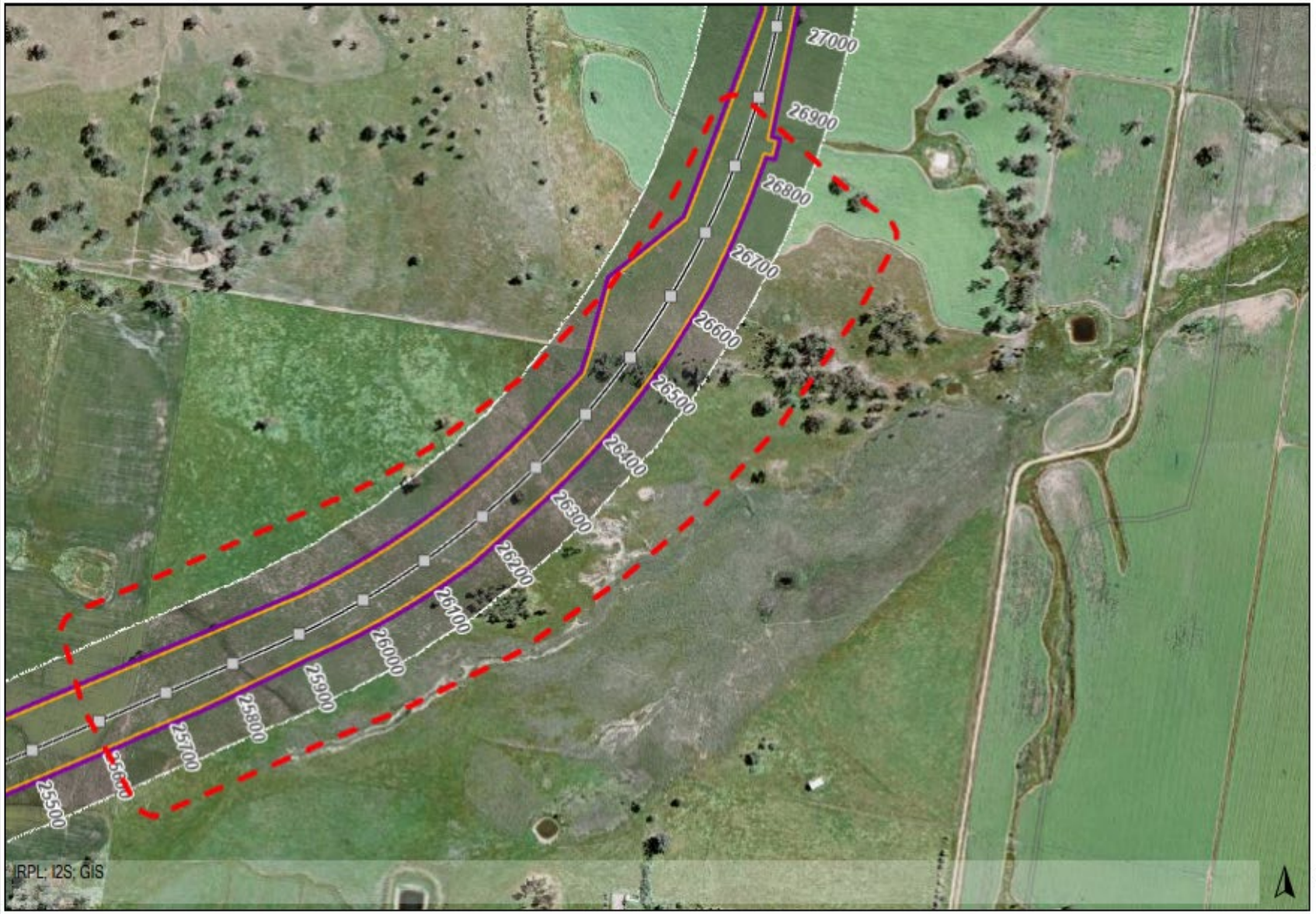
THIS MAP IS NOT TO BE USED FOR NAVIGATION

INLAND RAIL

Indigenous Survey Zone 8



Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change - CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Notes

I2S Low Impact Work

0 400 800 m

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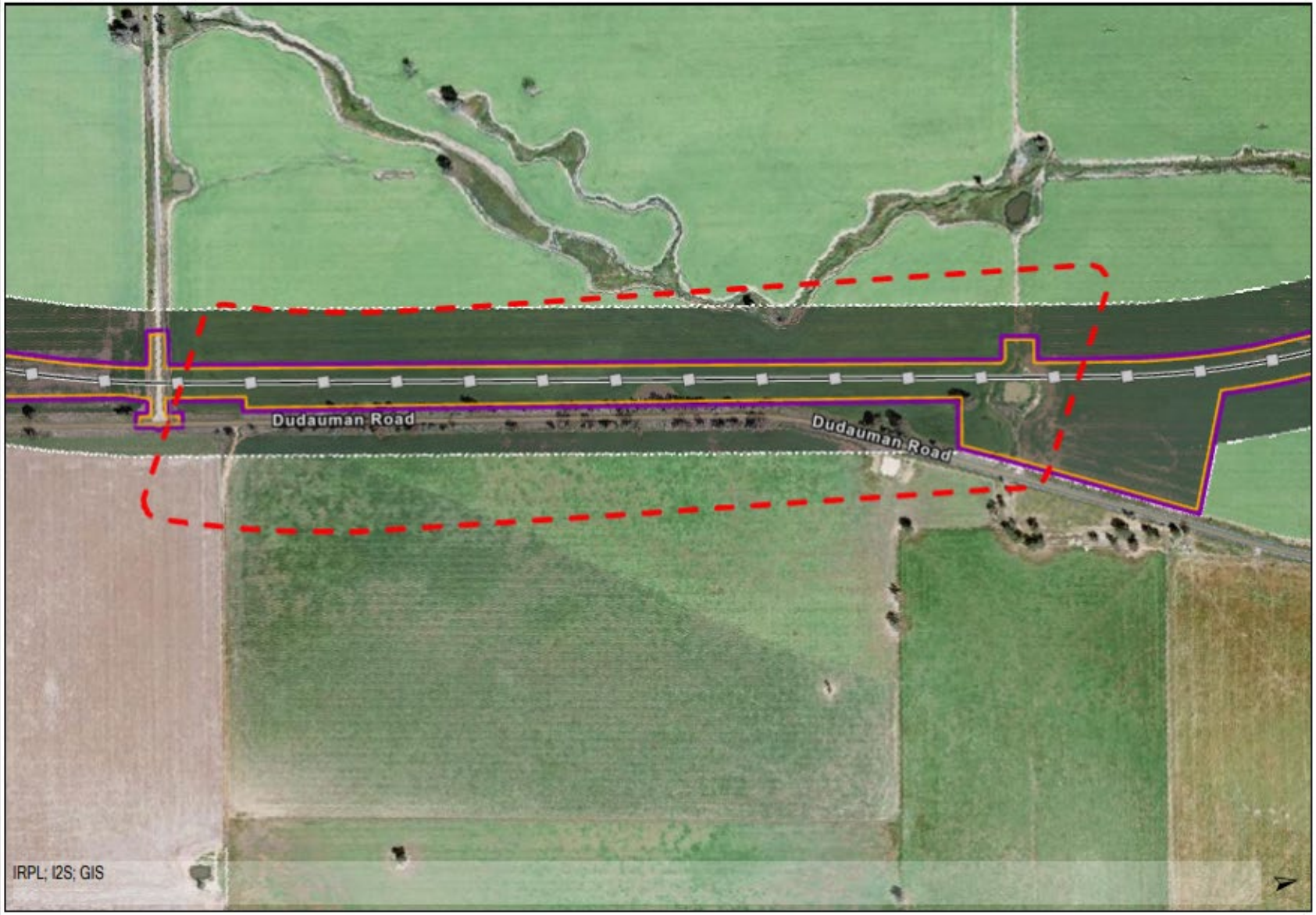
INLAND RAIL

Indigenous Survey Zone 9



Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change - CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Notes

I2S Low Impact Work

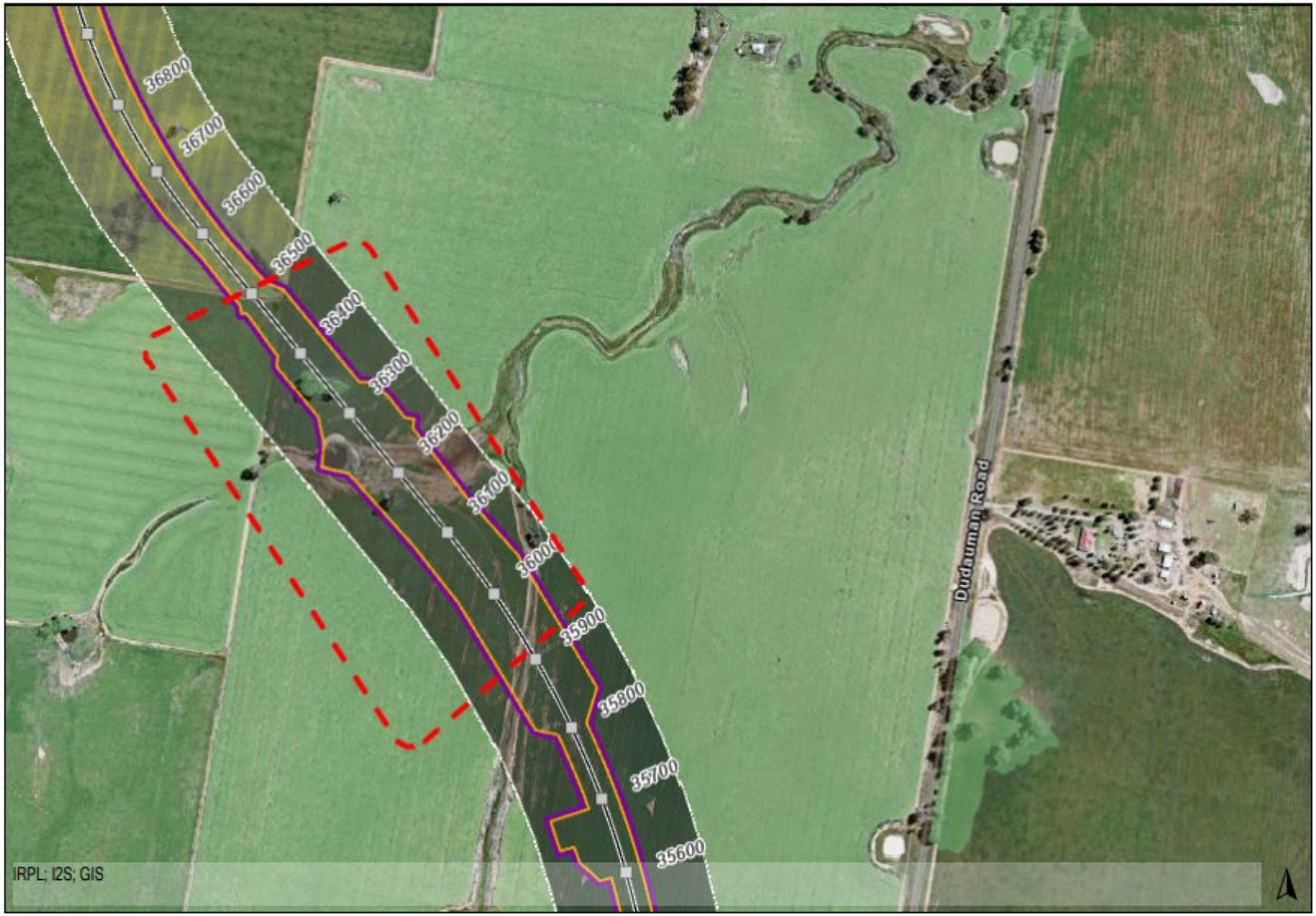
0 400 800 m

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

INLAND RAIL

Indigenous Survey Zone 10



Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change - CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Notes

I2S Low Impact Work

0 350 700 m

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

INLAND RAIL

Indigenous Survey Zone 11

Legend

IndigenousSurveyZones_Buffer25m.z

Reference Data

Delta Change - CIZ EIS (Rev3)

Outside CIZ Project WIP

CIZ EIS - Construction (Rev3)

Chainage

Rail Alignment

Notes

I2S Low Impact Work

0 350 700 m

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Appendix E Noise Assessment

Appendix E – Noise Assessment

Noise model summary:

A scenario-based approach has been applied to the proposed works occurring during standard hours (CoA E1).

Standard construction hours on I2S are;

– 7:00am to 6:00pm Monday to Friday

– 7:00am to 6:00pm Saturday

– At no time on Sunday or public holidays.

Where out of hours works are required, they must comply with CoA E3 (b) as per the definition of 'Low impact work' as per SSI-9406. All relevant OOHW must be obtained prior to the commencement of OOHW activities. This approval will be sought via separate application/permit as OOHW are required.

Site Characteristics:

The existing noise environment is characteristic of a rural landscape. Most of the proposal site has little or no road traffic noise, sparse settlement patterns, and generally being characterised by low background noise levels. Burley Griffin Way (located over 500m south of the works) and the existing rail lines are the main noise sources in the surrounding area. Traffic along Grogan Road and Racecourse Lane near the works is typically sparse and does not significantly impact the background noise levels of the surrounding environment.

The most significant existing sources of vibration along the proposal site include those generated by traffic on the local road network and existing rail operations at Illabo and Stockinbingal. Although not measured directly, vibration due to existing road and rail sources is considered to be below the structural damage and human comfort criteria for all vibration sensitive receivers.

Most residential receivers are in Stockinbingal, south-east of the proposal site, including low-density residential dwellings. There are two residential receivers located approximately 180m and 250m west of the assessment area where the proposed works would be undertaken. Residential dwellings within the surrounding area of Stockinbingal are typically present as isolated rural residential dwellings within open farmland. Residential dwellings located near the proposal are predominantly single storey.

Rationale:

The works are expected to take approximately three to five days to complete. The works are proposed to be undertaken in Q2 of 2025. As aforementioned, there are seven residential receivers near the proposed works at Grogan Road and Burley Griffin Way, with the closest receiver for these works being 71 Troy Street. There is one residential receiver near the proposed works adjacent Olympic Highway, with the closest receiver for these works being 2184 Olympic Highway. The impacts (as per the ICNG) are deemed to be not within the highly noise affect dBA range (75dB(A)).

Modelling has been conducted via a 'worst case scenario' approach for each activity to be conducted during the works. Activities included in this noise assessment are not proposed to be undertaken concurrently. If any activities overlap, this would be subject to additional noise modelling to assess the potential cumulative impacts of multiple work activities at the same location. This would be subject to approval by the ER.

A model for each activity is provided in the below sections, which includes;

- A map, showing the work activities and their proximity to receivers (if any);
- The noise model inputs (showing equipment usage percentages and quantity);
- The noise model outputs (showing the results of the modelling).

Noise Management Levels

TABLE 16-1: NOISE MANAGEMENT LEVELS FOR RESIDENTIAL RECEIVERS

Timing	RBL (dBA)[1]	NML (dBA)	Highly noise affected level (dBA)
Standard hours	35	45	75
Out of hours—Day	35	40	N/A
Out of hours—Evening	30	35	N/A
Out of hours—Night	30	35	N/A

1. Background levels are below the minimum assumed rating background noise levels at all measurement locations along the proposal site; as such, they have been adjusted to 35dBA during the day period, and 30dBA during the evening and night periods.

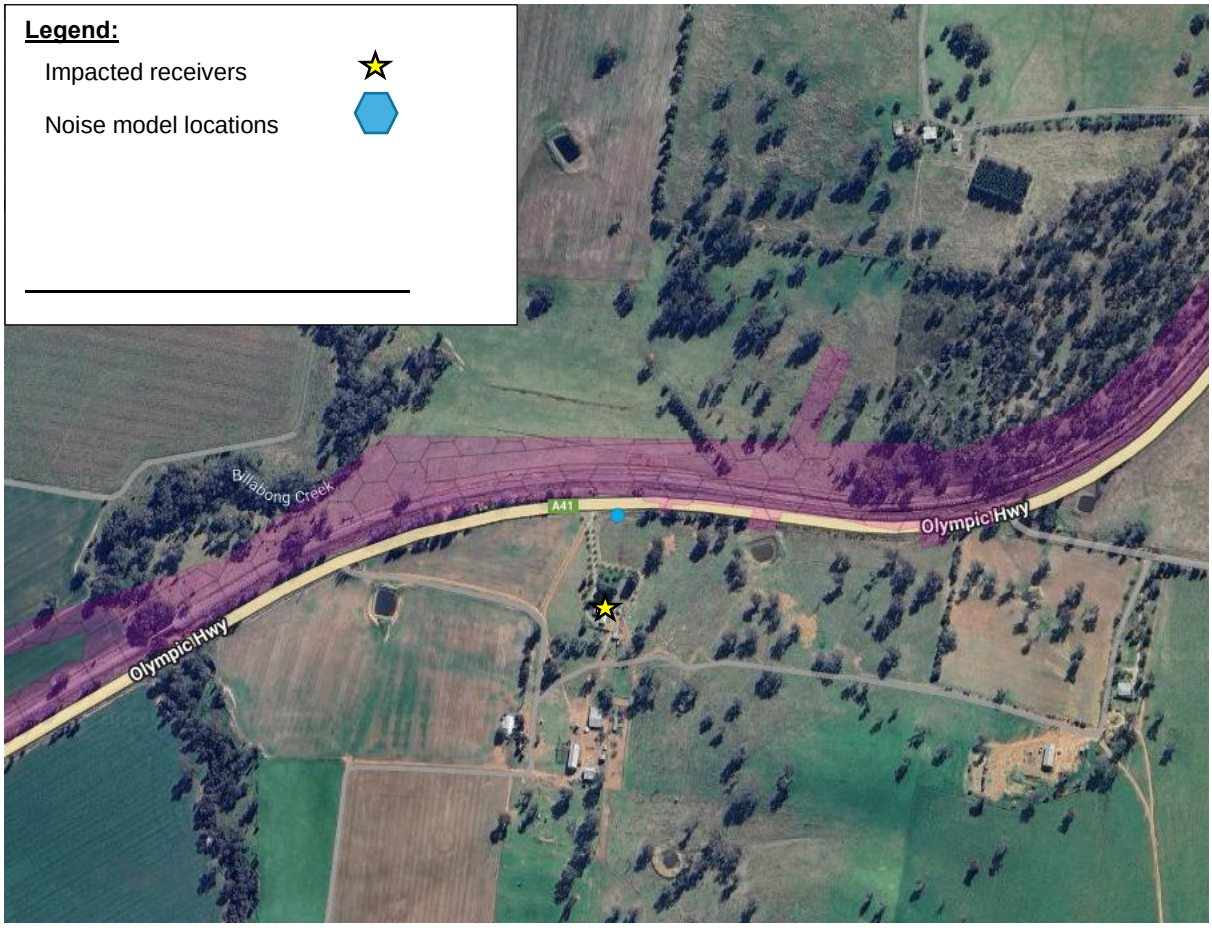
Modelling was conducted using standard hours Noise Management Level (NML) of 45dBA. The NMLs used are source from the EIS and Construction Noise and Vibration Impact Assessment prepared for the Project (*Environmental Impact Statement: Inland Rail: Illabo to Stockinbingal, 2022*. Noise modelling has been conducted using Hutchinson Weller's KNOWNoise software.

Map Overview:

The following map shows an overview of the noise model and the location of residential receivers nearby.

Table 1: Affected receivers near Stockinbingal (works occurring on Burley Griffin Way and Troy St)

Table 2: Affected receivers near Illabo (works occurring adjacent Olympic Highway)



Noise Model Inputs:

The following inputs (equipment type, quantity and usage) were entered into the noise model.

1: Potholing in less than a minute Enabled

08/05/2025 07:00AM - 08/05/2025 06:00PM

Potholing outside CIZ during standard hours

Equipment type	Qty	Usage	Reduction	Sound power level LAeq	Sound power level LAmax
Ute	2	25%	0	82	90
Vacc truck	1	25%	0	106	117

Activity Sound Power Level: 106

Noise Impact Outputs:

The following noise impact output identifies that there are not expected to be some noise impacts associated with the use of the vacuum truck and light vehicles during the proposed works period. Impacts are expected to be minor and do not exceed the highly affected dBA range (75) during standard hours as per the ICNG.

Inland Rail - Illabo to Stockinbingal		**Assessment ID**	UtilityCIZCA Utility Investigations Outside CIZ Consistency Assess
Requested by: Tess Anastakis		**Proposed work dates:**	8/05/2025 8/05/2025
Approved by: -		**Results shown for:**	Day

Predicted noise levels and impact assessment

Id	Address	NCA	Land use	NML Day	Predicted noise level Cumulative $L_{Aeq,\ 15\ minute}$	Lmax	Highly Affected	Additional mitigation measures
1609896	71 TROY ST, STOCKINBINGAL NSW 2725	NCA05	RES	45	52	63	FALSE	
1609944	57 TROY ST, STOCKINBINGAL NSW 2725	NCA05	RES	45	46	57	FALSE	
1609962	68 HIBERNIA ST, STOCKINBINGAL NSW 2725	NCA05	RES	45	45	56	FALSE	
1610032	11 RACECOURSE LANE, STOCKINBINGAL NSW 2725	NCA04	RES	45	53	64	FALSE	
1610070	2 WEST ST, STOCKINBINGAL NSW 2725	NCA06	RES	45	47	58	FALSE	
1610071	BURLEY GRIFFEN WAY STOCKINGBINGAL	NCA06	RES	45	50	61	FALSE	
1610081	2184 OLYMPIC HWY, ILLABO NSW 2590	NCA06	RES	45	52	63	FALSE	
1610088	11 RACECOURSE LANE, STOCKINBINGAL NSW 2725	NCA01	RES	45	46	57	FALSE	

Noise model summary:

A scenario-based approach has been applied to the assessment to assess potential noise impacts associated with the proposed works. A summary of the noise impacts associated with the works are included in the table below.

Activity	dBA exceedance of NML (at the nearest receiver*)	Number of properties affected
Vacuum truck (1) and light vehicle (2) at Olympic Highway	6.6	1
Vacuum truck (1) and light vehicle (2) at Burley Griffin Way and Grogan Rd	7.1	7

Conclusion and Mitigation:

Although noise impacts are expected to be minor based on the nature of the works and their planned hours (standard hours), mitigation measures will be implemented to manage noise and vibration impacts. The following measures will be implemented where reasonable and practicable in accordance with the ARTC NSW Noise and Vibration Framework Specification.

Mitigation measures
Using portable temporary acoustic screens where effective to screen the noise emissions if required as per the mitigation measures proposed in the noise model and potential impacts.
Avoid the simultaneous operation of noisy plant within discernible range of noise sensitive receivers where possible.
Where available, equipment selection will favour the use of quieter and less vibration emitting construction methods.
Using noise source controls, such as the use of residential class mufflers, to reduce noise from all plant and equipment including bulldozers, cranes, graders, excavators and trucks
Static plant should be located as far as possible from sensitive receivers, be located to take advantage of natural acoustic screening such as terrain, site buildings, etc and where necessary for reduction of noise impacts, provided with an acoustic enclosure.
A telephone, email and web-based community information service shall be established to allow the community to obtain additional information on construction activities, provide feedback or make a complaint.
Regular communications on the activities and progress of the proposal shall be provided to the community (e.g. via newsletter, email and/or website).
Noise or vibration monitoring in response to complaints shall be undertaken where the results or the process assist in resolving or understanding the receiver's issue.
Where vibration levels are predicted to approach the criteria for cosmetic building damage or limits for critical or sensitive areas, attended vibration measurements shall be undertaken at the commencement of vibration generating activities to confirm that vibration limits are within the acceptable range.
Where vibration and overpressure from blasting or construction activities are predicted to approach the relevant limits, dilapidation surveys on potentially affected buildings shall be undertaken.
Early morning works between 6am-7am will be low impact noise activities1
A respite period shall be provided for receivers impacted by weekend work (see Definitions). The respite period will ensure that no single receiver is impacted for two consecutive periods of weekend work. Respite will be provided every second weekend commencing at 1pm on Saturday and concluding at 7am on Monday.

Note 1: Work is limited to low impact works which generate low levels of noise and vibration at the nearest receivers (e.g. light vehicle movements, deliveries, site shed set up, toolbox talks, generators, hand-tools) and where the relevant NML or vibration criteria are not predicted to be exceeded or as defined by the relevant Conditions of Approval.

As a minimum, all affected landowners will be notified of the works to be undertaken in or around their properties at least 7 days prior to works commencement in accordance with the Community Communication Strategy (CCS).

Additionally, pre-starts and inductions will detail noise mitigation measures for all personnel, which includes that;

- Non-tonal reversing alarms must be fitted and used on all construction vehicles and mobile plant.
- Quieter and less noise emitting construction methods should be used whenever possible.
- Avoid shouting and slamming doors to minimise unnecessary noise.
- All vehicles accessing the project site must comply with local speed restrictions.
- Plant equipment engines should be turned off when not in use to reduce potential noise impacts on surrounding stakeholders.