The background of the cover is an abstract, colorful composition. It features a dark blue base with swirling patterns of purple, pink, and teal. Overlaid on this are numerous white dots of varying sizes, some arranged in concentric circles and others in more scattered patterns. The overall effect is reminiscent of a microscopic view or a complex data visualization.

**JOHN
HOLLAND**

INLAND RAIL ILLABO TO STOCKINBINGAL PROJECT

I2S | Consistency Assessment (Minor) –
Construction Gates Project Wide

Document Number: 6-0019-220-EEC-00-SD-0001

Document Status: Issued for Use

Revision: 0



EIS CONSISTENCY ASSESSMENT REPORT

Construction Gates – Project Wide



Document Title	I2S Consistency Assessment (Minor) – Construction Gates Project Wide												
IRPL Document No.	6-0019-220-EEC-00-SD-0001												
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Signature Date	 <table border="1"> <tr> <td>Document Number</td> <td>6-0019-220-EEC-00-SD-0001</td> </tr> <tr> <td>Revision</td> <td>0</td> </tr> <tr> <td>Approved</td> <td></td> </tr> <tr> <td>Mr Daniel Lidbetter - John Holland Pty Ltd</td> <td></td> </tr> <tr> <td>Feb 9, 2026, 8:22 AM GMT+11:00</td> <td></td> </tr> <tr> <td colspan="2"><small>This review has been completed using Aconex Workflow for the Inland Rail - Illabo to Stockinbinal (I2S) Project.</small></td> </tr> </table>	Document Number	6-0019-220-EEC-00-SD-0001	Revision	0	Approved		Mr Daniel Lidbetter - John Holland Pty Ltd		Feb 9, 2026, 8:22 AM GMT+11:00		<small>This review has been completed using Aconex Workflow for the Inland Rail - Illabo to Stockinbinal (I2S) Project.</small>	
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Revision	Date issued	Description
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Glossary

Specific terms and acronyms used throughout this Consistency Assessment 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.
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 <i>Barrick Australia Ltd v. Williams</i> [2009] NSWCA 275)
Compatible	Macquarie Dictionary: Capable of existing in harmony. Capable of orderly, efficient integration with other elements in a system.
EPBC Act Approval	An approval of a controlled action issued by the Australian Government Minister under Section 133 of the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
Modification of an Approval	Section 5.25 <i>Environmental Planning and Assessment Act 1979</i> : 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.
Division 5.2 Approval	An approval under Division 5.2 of the NSW <i>Environmental Planning and Assessment Act 1979</i> for State Significant Infrastructure / Critical State Significant Infrastructure.

Purpose of Consistency Review

The purpose of this consistency review is to:

- ▶ Describe the proposed change relative to the Division 5.1 or 5.2 Approval and the EPBC Act Approval.
- ▶ Assess the environmental impacts associated with the proposed change relative to the Division 5.2 Approval and the EPBC Act Approval
- ▶ Determine if the proposed change is consistent with the Division 5.1 or 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 Act Approval or whether a variation to the conditions of approval / a conditioned action management plan or a new referral is required.

1 Introduction

1.1 Background

Australian Rail & Track Corporation (ARTC) completed an environmental impact statement (EIS) 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 (CoA).

For the purposes of this consistency assessment (CA), 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 conditions being met. For the purposes of this CA, 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 CA considers whether the construction of access points (gates) on Warrens Lane and Grogan Road is consistent with the impacts described in the EIS. The proposed I2S Project access points are partially located outside of the construction footprint, the Warrens Lane gate will provide temporary construction access into the Construction Impact Zone (CIZ) via private property, while the Grogan Road gate will establish a permanent operational connection to the NBN tower.

More details associated with the methodology and assessment of potential impacts to confirm consistency with those identified in the EIS are provided in the following sections.

2 Purpose of consistency assessment

The purpose of this document is to outline the required information necessary for a small scale consistency assessment. The template is to be utilised as a supporting document with *Specification NSW Consistency Assessments (0-0000-902-EEC-00-SP-0001)*. This will allow for assessment and endorsement of the Consistency Assessment as detailed in the specification.

The Consistency Assessment is to be undertaken using the Consistency Assessment templates. Minor or Major consistency assessments are required please refer to their relevant templates. The project change is to be detailed sufficiently and of appropriate quality to allow for determination of consistency with the CSSI/SSI Approval (including EIS and all relevant documentation).

The author of the Consistency Assessment will typically be the party proposing the project change, so it could be ARTC, or the Contractor. The responsibility for preparation of the assessment will also be determined by individual contract requirements, which will guide whether the Contractor or Inland Rail will be responsible for the preparation of the assessment. The parties providing input into the project change and the assessment will vary dependent on the type and magnitude of the project change but may include input from:

- ▶ Project designers;
- ▶ Construction Contractor;
- ▶ Survey team;
- ▶ Environmental technical advisors (such as archaeology, ecology, noise, flooding); and
- ▶ Community stakeholders.

3 Proposed scope of work

This section is to be completed by the person requesting the consistency review- project engineer/ design engineer etc.

Table 3-1 Proposed Scope of Works

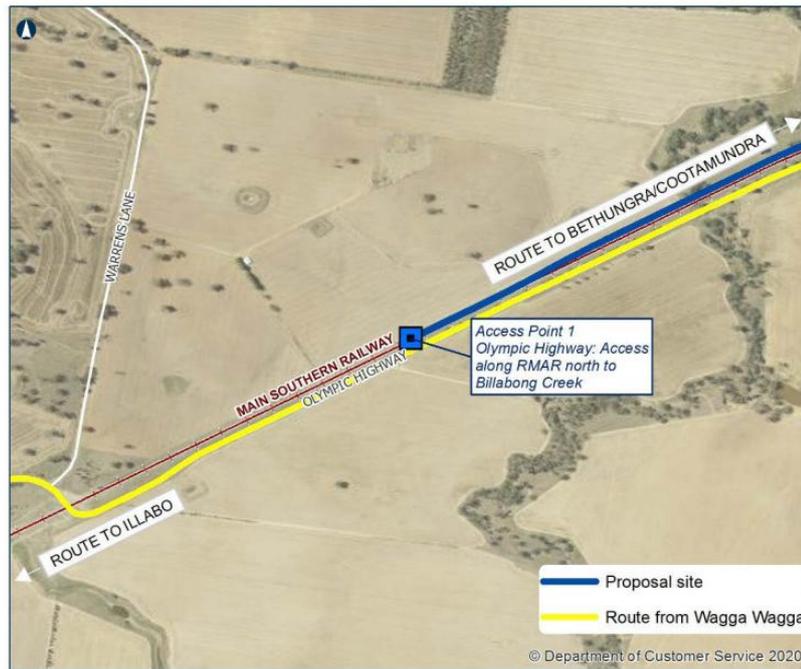
	DETAILS
PROPOSED SCOPE OF WORKS	<p>Installation of construction and permanent gates outside of the Construction Impact Zone (CIZ). These gates include:</p> <ul style="list-style-type: none"> - Warrens Lane <ul style="list-style-type: none"> o Establishment and use of a construction access point via Warrens Lane (local road assessed in the Illabo to Stockinbingal Environmental Impact Statement and approved in the CSSI-9406) through private property (as per a landowner agreement to be obtained and in accordance Condition C7 and C8) into the CIZ (in accordance with the Section 138 permit to be obtained from Juneec Shire Council). - Establishment of a tie in and driveway which will be a permanent connection between the future maintenance road off Grogan Road to the Stockinbingal NBN tower (in accordance with the Section 138 permit to be obtained from Cootamundra Gundagai Regional Council).
LOCATION (INCLUDING CHAINAGE/ GPS LOCATION)	<p>Installation and use of a construction gate and permanent gate at the following locations:</p> <ul style="list-style-type: none"> - Warrens Lane (access to the CIZ via Property No.1- McInerny & Curran). - Grogan Road (access to the NBN tower via Property No. 21- Craig Morton) <p>See Figures in Appendix A for locations of both proposed access points.</p>
DESCRIPTION OF PROPOSED CHANGE	<p>The Environmental Impact Statement (EIS) for the Illabo to Stockinbingal Project (the Project) did not extend the CIZ outside the fence line at several locations. Where construction works are required to tie in the proposed gate with the gazetted road, these works are required outside of the CIZ and will be assessed to determine consistency with the EIS and Conditions of Approval (CoA).</p> <p>In the case of the Warrens Lane access, this point is outside the CIZ but is noted as one of two options for “Gate 1” construction access in Chapter 11 and Technical Paper 3- Traffic, Transport and Access (Environmental Impact Statement- Illabo to Stockinbingal). This CA considers the construction of the access gate outside the CIZ and confirms the location is consistent with the proposed location for Gate 1 in the EIS.</p>
NEED FOR PROPOSED CHANGE	<p><u>Warrens Lane gate (construction)</u></p> <p>The access gate on Warrens Lane (as described above) extends outside the CIZ. Section 5.4.2.1 of Technical Paper 3 describes Access 1 as yet to be determined with two options discussed via Olympic Highway or north of the rail line via Warrens Lane:</p> <p><i>The access arrangement to the RMAR (which runs along the northern side of the existing rail line) for this access point is under review and would be confirmed following exhibition of the EIS. Options that would be considered include establishment of a temporary level crossing to facilitate access from Olympic Highway to the south, or access from the north of the rail line via Warrens Lane.</i></p>

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John Holland (JH) have investigated the option of implementing a temporary level crossing to enter the CIZ from Olympic Highway at Chainage 0 in line with the figure above. Discussions with TfNSW, development of temporary works designs as well as the requirement of a Protection Officer (PO) to be implemented during use of this access point have identified safety, cost and operational challenges to using the Olympic Highway option. Given these challenges, the use of Warrens Lane for access provides a temporary and cost effective solution which does not require crossing the rail corridor.

Grogan Road gate (operations)

The Grogan Road access gate is required post construction to allow NBN workers to access the communications tower west of the Stockinbingal to Parkes railway line. A level crossing and access road are all proposed within the CIZ with tie in works required to connect the access road to Grogan Road not captured within the CIZ boundary.

EQUIPMENT REQUIRED

The works required at both locations will include the following plant & equipment.

- 12 tonne excavator
- Tipper
- Smooth drum roller
- Spray seal truck
- Traffic control.

WORK HOURS

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

No out of hours work (OOHW) is anticipated to be required for the works. Should OOHW be required, OOHW would be undertaken in accordance with requirements included in E3 of the CoA.

Figure 3-1 Proposed gate location -Warrens Lane

Grassed area in red to be removed along with the fence and roadway connected between Warrens Lane and the paddock track.



Figure 3-2 Proposed Grass and Fence Removal Area – Warrens Lane



Figure 3-3 Proposed gate location – Grogan Road

Grassed area in red to be removed along with the fence to allow proposed access point from Grogan Road to the Stockinbingal NBN tower. This access will facilitate connectivity for maintenance and operational requirements.



Figure 3-4 Proposed Grass and Fence Removal Area – Grogan Rd

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4 Consistency review

4.1 Environmental assessment

Table 4-1 Environmental assessment

FACTOR	Y/ N	DESCRIPTION
Are the proposed works outside the Construction Impact Zone (CIZ)?	Y	<p>The tie in point for both access gates fall outside the CIZ. Grogan Road connection point is an extension of an access roads and gate locations that were identified in the EIS but did not extend the boundary for connection to the local roadway.</p> <p>Warrens Lane is a local road that is identified in Technical Paper 3- Traffic, Transport and Access as a potential access point for works in Section 1 (see Section 5.4.2.1 Access 1- Olympic Highway South).</p> <p>The access point proposed off Warrens Lane is consistent with the requirements of the Conditions of Approval (Condition C7, C8 and E86) and is noted in Section 5.4.2.1 of the Technical Paper as being one of two options for construction access Gate 1.</p>
Are the proposed works outside the Environment Protection Licence (EPL) footprint?	Y	<p>These locations are outside the EPL and will be revised in a variation of the Premise Maps to the license prior to undertaking works with the access pathway into the CIZ off Warrens Lane to be included in the variation for use during construction.</p> <p>Warrens Lane gate and access road into the CIZ will be varied during construction. Grogan Road will also be included during construction but will not be required to be included in an operational EPL (access for NBN comms and s138 only).</p>
Are the proposed works on land that require permission from a third party? (TfNSW/ Crown Lands/ property owner etc)	Y	<p>A Section 138 permit from Junee Council (Warrens Lane) and Cootamundra Gundagai Regional (Grogan Road) is required to ensure that the connection is approved by the road authority in accordance with the Roads Act 1993.</p> <p>A Section 138 will be obtained for these locations with works not being able to be undertaken until these permits have been obtained (even with the CA approved)..</p> <p>Connection points are also both into private property (No.1 and 21). An agreement will be obtained from both landowners in accordance with CoA C7, C8 and E94.</p>
Does the proposed scope require out of hours work?	N	No out of hours work is required for installation of gates. Noise Assessment is included in Appendix F.
Will the works impact on sensitive receivers (air quality/ noise/ visual)?	N	<p>Both gate locations are at least 300 metres from the nearest sensitive receiver. A water cart will be used for prepping the foundation which will also be used for dust suppression.</p> <p>All works will be managed in accordance with the endorsed Air Quality Management Plan.</p>

<p>Is the proposed works area within non-native vegetation (ecologist verified)?</p>	<p>Y</p>	<p>Warrens Lane has non-native grasses that require removal. These grasses have been verified by an ecologist with the information included in Appendix B.</p> <p>Grogan Road is clear of vegetation and located within a gap between existing mature trees.</p>
<p>Is any native vegetation clearing required that has not been offset as part of the project's biodiversity offsets?</p>	<p>N</p>	<p>No native vegetation identified for removal at either site.</p> <p>Warrens Lane has non-native grasses that require removal. These grasses have been verified by an ecologist with the information included in Appendix B.</p> <p>Grogan Road is clear of vegetation and located within a gap between existing mature trees.</p>
<p>Are any known threatened species or heritage items records located within 50 m of the proposed works area?</p>	<p>Y</p>	<p>No heritage records are within 50 metres of either proposed access location.</p> <p><u>Warrens Lane</u></p> <p>Native vegetation is mapped approximately 80 metres from the Warrens Lane access. The vegetation proposed to be removed at this location has been reviewed by the Project Ecologist and does not contain any trees, protected or native grasses. Advice from the ecologist is included in Appendix B.</p> <p><u>Grogan Road</u></p> <p>The area within the proposed gate construction is mapped as PCT 76 (Western Grey Box Gum) which is associated with a Threatened Ecological Community being a derived native grassland (Grey Box) under the BC Act and EPBC Act. The area within this polygon where works will occur does not require any vegetation clearing or trimming with the area within Grogan Road reserve and connection to the paddock not covered by vegetation. The mark up for this work zone and extent of construction activities has been included in Section 2.</p> <p>All works at both gates will be managed in accordance with the CoA's, REMMs and in accordance with the Biodiversity Management Plan.</p>
<p>Has the proposed works area been surveyed for heritage?</p>	<p>Y</p>	<p>Both sites are covered within the existing Study Area that was undertaken as part of the EIS assessment (see Technical Paper 7, Figure 4-1). The Grogan Road site is included in the Focused Area of Investigation (FAI) from the I2S EIS.</p> <p>The location of the proposed Warrens Lane gate is also directly north of the study area for the Albury to Illabo (A2I) EIS assessment. Tech Paper 2, Chapter 4 of the A2I assessment notes the Junee to Illabo Clearance (Zone 14) as having the following archaeological potential:</p> <p><i>The northern investigation area covered 420 metres by 30 metres and was located just to the south-west of the Warrens Lane intersection with the Olympic Highway. This area straddled Jeralgambeth Creek and was chosen based on this proximity. Overall the land in the area was fairly disturbed, as it was largely within</i></p>

		<p><i>the existing rail corridor and comprised an access track and the ballast bed. No artefacts were noted here, and this area was also considered to have nil archaeological potential.</i></p> <p>Appendix H in Tech Paper 2 also notes that the potential for any archaeological artefacts could occur in deep sub-surface soils and have been subsequently confirmed as having low potential for presence of Aboriginal heritage. The scope of the works associated with both gates will not involve excavation of deep sub-surface soils.</p> <p>An AHIMS search has been undertaken and confirmed that there are no sites within 100 metres of the proposed gates. The result of the AHIMS search is provided in Appendix C.</p> <p>Chapter 15 Cultural Heritage deals with Non-Aboriginal Heritage and identifies all items of low and state heritage located within the Project footprint to be within the Stockinbingal township.</p> <p>Section 15.3.3.2 also notes heritage listed items within 2km of the study area with all items being >1km away from both gates. This is also the case for potential heritage identified in this section (the Billabong Creek underbridge and saw mill) also being >1km from both gates.</p> <p>A search of local and state heritage has been provided in Appendix C below.</p>
<p>Does the proposed scope require traffic management?</p>	<p>Y</p>	<p>A section 138 is being obtained and will be approved for both gates from Junee Council and Cootamundra Gundagai Regional Council.</p> <p>A Traffic Guidance System (TGS) and Road Occupancy License (ROL) will be obtained and implemented for each activity and all works will be managed in accordance with the Construction Traffic & Transport Access Management Plan (CTTAMP).</p> <p>Once in place, the Warrens Lane gate will serve as Gate 1 in accordance with the EIS description.</p>
<p>Is the works area within 40 m of a waterway or water body?</p>	<p>N</p>	<p>Both gate locations are >250m from a designated waterway.</p>
<p>Will the works require material to be temporarily or permanently stockpiled outside a designed ancillary facility?</p>	<p>N</p>	<p>All material excavated will be stored within the CIZ at an approved compound or ancillary facility. All material generated from the construction of the access gates will then be used as part of the bulk earthworks program within the CIZ. The handling of this material will be undertaken in accordance with the Project Waste Management Plan, Contaminated Land Hazardous Materials Management Plan and Construction Environmental Management Plan.</p>
<p>Will the proposed scope impact operations?</p>	<p>N</p>	<p>Warrens Lane access is a construction gate only (no impact on operations). Grogan Road gate is an operational access point for the NBN tower however, this access has already been assessed in the EIS. The tie in works at the edge of the roadway will not impact on operations.</p>

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Are the works minor in nature and comprise activities described generally consistent with that detailed in the project as approved under the Environmental Planning and Assessment Act 1979?	Y	Tie in and construction of the gates at both locations will be a short-term activity (approximately 3-5 days total) to complete. The scope of this work is consistent with the requirements for land access in the CSSI, most notably Condition C7,C8 and E86 as well as the Traffic & Transport Technical Paper and Chapter in the EIS which describes the use of Warrens Lane as potential access point and Grogan Road in the reference design.
Are the proposed works to be undertaken in accordance with the Project Approval, EPL, CEMP and Subplans?	Y	All works will be managed in line with the Project Approval, CEMP and sub-plans. The EPL will be varied by way of an update to the Premise Maps for the Project Boundary for the area of disturbance at both construction tie in points with the Warrens Lane access track to be included in the EPL boundary as a variation to the license prior to construction commencing at both locations and being used at Warrens Lane (in line with the area shown in Figure 2-1 for the gate and the track back into the CIZ).

4.2 Matters of National Environmental Significance (MNES) assessment

The following matters of national environmental significance and impacts on Commonwealth land are required to be considered for the proposed works:

Table 4-2 MNES assessment

FACTOR	IMPACT (YES/NO)	CONSISTENT?
Any impact on a World Heritage property?	NO	The proposal is consistent, the construction of gates and use of Warrens Lane for access as Gate 1 will not cause any impacts on World Heritage.
Any impact on a National Heritage place?	NO	The proposal is consistent, the construction of gates and use of Warrens Lane for access as Gate 1 will not cause any impacts on any national heritage places.
Any impact on a wetland of international importance?	NO	The proposal is consistent with the EIS and CoA, the construction of both gates and use of Warrens Lane for access as Gate 1 will not cause any impacts to wetlands of international importance.
Any impact on a listed threatened species or communities?	NO	The proposal is consistent with the EIS and CoA, the construction of both gates and use of Warrens Lane for access as Gate 1 will not cause any impacts to threatened species or communities.
Any impacts on listed migratory species?	NO	The proposal is consistent with the EIS and CoA, the construction of both gates and use of Warrens Lane for access as Gate 1 will not cause any impacts on migratory species.
Any impact on a Commonwealth marine area?	NO	The proposal is consistent with the EIS and CoA, the construction of both gates and use of Warrens Lane for access as

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FACTOR	IMPACT (YES/NO)	CONSISTENT?
		Gate 1 will not cause any impacts to a Commonwealth marine area.
Does the proposal involve a nuclear action (including uranium mining)?	NO	The proposal is consistent, the construction of gates and use of Warrens Lane for access as Gate 1 will not involve a nuclear action.
Additionally, any impact (direct or indirect) on Commonwealth land?	NO	The proposal is consistent, the construction of gates and use of Warrens Lane for access as Gate 1 will not cause any direct or indirect impacts to Commonwealth land.

4.3 Consistency review

Table 4-3 Consistency Review

CONSISTENCY QUESTION	DISCUSSION	CONSISTENT?
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?	<p>The works are generally in accordance with the Project Approval. The Gate 1 location on Warrens Lane and access via Warrens Lane is assessed and considered in the Traffic & Transport Chapter and Technical Paper of the I2S EIS.</p> <p>The Grogan Road tie in works are also consistent with the refined design for connection of a road to the level crossing proposed within Property 21.</p>	Consistent
Is the modification such a radical transformation of the project as a whole, as to be, in reality, an entirely new project?	<p>No- the proposed works at both locations were considered as part of the EIS assessment with a temporary minor extension of the construction footprint at Grogan Road.</p> <p>The Warrens Lane use as Gate 1 was detailed in the EIS and utilises access arrangements in accordance with CoA C7, C8 and E94 of CSSI.</p>	Consistent
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.	<p>The proposed works will be managed in accordance with the CoA’s, REMMs and EIS. All works will be undertaken in accordance with the CEMP and sub-plans as currently approved.</p> <p>The Traffic & Transport Access Management Plan (CTTAMP) will be updated at the next revision to ensure consistency with Section 5.3 of the document (access gates).</p>	Consistent
When considering all previous consistency assessments and the potential cumulative impacts, are the proposed works still considered ‘consistent with’ the project as approved?	As above, the works at both locations were considered within the EIS up to the boundary with minor excursions outside the CIZ.	Consistent

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	The use of Warrens Lane will not cause any additional impacts to traffic or noise outside the existing approved impacts as described in the EIS.	
Do the proposed works require a modification to a condition of approval for the proposed project?	No proposed modification to conditions required.	Consistent

5 Conclusion

Based on the consistency review above, the proposed change is considered necessary to the overall project for the safe and operational use of the rail corridor. The proposed scope of works are considered to be consistent with the approved project and generally in accordance with the definition of low impact works as described in the CSSI Conditions of Approval.

Further to the details provided in Table 3, 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.

6 Certification

Author

This consistency assessment provides a true and fair review of the proposed change for the I2S project.

Name: Maria Orlova

Signature:



Position: Environmental Advisor

Date: 06/02/2026

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.

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: Wayne Window

Signature:

Position: Environment Manager - Approvals

Date:



Organisation: Inland Rail

Name: Harry Mercer

Signature:

Position: I2S Project Director (Acting)
(Manager)

Date:



Organisation: Inland Rail

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/is not consistent with the Division 5.2 approval and EPBC approval. I agree with the recommendations of the Environment Manager - Approval and approve of the carrying out the proposed change in accordance with those recommendations.

7 Appendices

Revision No: 0

Issue Date: 06/02/2026

IRPL Document Number: 6-0019-220-EEC-00-SD-0001

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A Gate locations and sensitive area plans

Revision No: 0

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INLAND
RAIL

Illabo to Stockinbingal

JOHN
HOLLAND

▲ Proposed access point
(gate)

D EIS - Farm Dams

PCT 76 Western Grey
Box

PCT 267 White Box

JERALGAMBETH
CREEK

CIZ

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.

ILLABO TO STOCKINBINGAL

Site Environmental Plan
Warrens Lane Gate



-  Proposed access point (gate)
-  EIS - Farm Dams
-  PCT 76 Western Grey Box
-  PCT80 Eucalyptus
-  CIZ

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.

B Ecologist advice and evidence

Revision No: 0

Issue Date: 06/02/2026

IRPL Document Number: 6-0019-220-EEC-00-SD-0001

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15th of January 2026

Tess Anastakis

Environment Graduate
Inland Rail | Illabo to Stockinbingal (I2S)
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Access Assessment Report: I2S — Warren Lane and Grogan Road, Stockinbingal, NSW

Dear Tess,

This letter presents the results of the access assessment undertaken by OzArk Environment & Heritage (OzArk) on Warren Lane and Grogan Road, two access sites of Illabo to Stockinbingal section of the Inland Rail project NSW within the Junee and Cootamundra-Gundagai Local Government Areas (LGAs).

OzArk Ecologist Lauriane Citerne conducted the survey on 12th January 2026 to collect ecological data to inform a consistency assessment. Considering the disturbed state of the vegetation, the lack of habitat features recorded, and the absence of Threatened Ecological Communities (TECs) within the assessed area, the works will result in a minor reduction of local vegetation cover. With the implementation of the mitigation measures detailed in the Biodiversity Management Sub Plan (BMSP, John Holland, 2025), including avoidance of non-impacted native vegetation, the overall impact of access works on Grogan Road and Warren Lane on biodiversity values is expected to be low and manageable.

No flora or fauna recognised as threatened under the *Environment Protection and Biodiversity Conservation Act 1999* or the *Biodiversity Conservation Act 2016* were encountered during this survey.

Warm regards,

A handwritten signature in black ink, appearing to read 'Lauriane Citerne', written over a light blue circular stamp.

Lauriane Citerne

Ecologist
OzArk Environment & Heritage
E: lauriane@ozarkehm.com.au

1. BACKGROUND

OzArk Environment & Heritage (OzArk) has been engaged by John Holland Group (JHG) to provide an access assessment survey to satisfy the requirements of the Biodiversity Management Sub-Plan (BMSP) and to inform a consistency assessment as part of the Illabo to Stockinbingal (I2S) section of the Inland Rail project, located within Junee and Cootamundra-Gundagai LGAs (John Holland, 2025). This project involves the construction of 39 kilometres (km) of new railway line providing a direct route from east of Illabo, north to Stockinbingal and connecting into the existing Forbes rail line.

This survey involved Plant Community Type (PCT) verification and assessment of potential habitat to inform access construction on Warrens Lane and Grogan Road, Stockinbingal, NSW.

2. METHODS

The survey was conducted by Ecologist Lauriane Citerne (**Table 2-1**) on the 12th of January 2026 at the locations provided by the client on Warrens Lane and Grogan Road, Stockinbingal. The scope of this survey was limited to the vegetation of interest located in a 20-metre (m) long corridor.

If present, trees and shrubs were identified. The three dominant species within each stratum layer were identified and recorded (high, mid, ground), along with their estimated percentage cover (foliage). Plant identification followed nomenclature in the Royal Botanic Gardens PlantNet online database (Royal Botanic Gardens and Domain Trust, 2025).

General notes were made relating to:

- vegetative age class
- level of invasion by exotic species
- presence of rock outcrops
- culverts
- traces and signs of fauna
- soil erosion

Vegetation communities were identified in accordance with the online NSW Master Plant Community Type Classification (OEH, 2025b), which is the current state-wide vegetation classification system for PCT. This classification system is used for vegetation mapping, development assessment and site planning purposes. It describes over 1,500 PCTs across the state, and groups the vegetation communities into vegetation Class and Formation / Sub-formation as per Keith (2004).

In this study, PCTs were identified on the basis of the following inputs:

- NSW State Vegetation Map C2.0M2.2 (NSW DCCEEW 2025a), which provides predictive mapping of PCTs in and around the project area. This mapping is indicative only. It is not necessarily accurate at a fine scale for the purposes of the current study.

- Professional ecological knowledge about locally occurring vegetation types and landscape, soil and topographic patterns, including transitions from one community to another and potential for intergrades between plant communities.
- Field survey results confirming the flora species present, vegetation structure, landscape position and soil type at the site and the extent and condition of native vegetation. Note that the survey took place during a half day in Summer (January), when all plants present within the site may not have been present and therefore not identifiable.

The BioNet Vegetation Classification database was used to identify the candidate vegetation communities likely to be present based on the site conditions (flora species present, vegetation structure, bioregion, and landscape position and soil type) and the relevant published PCT descriptions.

If any of the PCTs were identified as having potential to be part of a Threatened Ecological Community (TEC), the relevant identification guidelines (NSW Scientific Committee listing criteria and/or Commonwealth identification guides) were consulted to determine the status of the vegetation community present on the subject site. These guidelines provide the identification criteria used to positively identify the community as being part of the TEC. The criteria include location, species present, overstorey species, weed cover, number and type of native species including whether certain 'important' native species are present.

Additionally, the incidental presence of any threatened fauna or flora species listed under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and/or the *Biodiversity Conservation Act 2016* (BC Act) was also assessed during the survey.

Reporting components were completed by Ecologist Lauriane Citerne, with quality control provided by Senior Environmental Scientist Jane Book. Key details of the personnel involved are provided below (**Table 2-1**).

Table 2-1. Personnel Qualifications.

Name	Position	CV Details
Lauriane Citerne	Ecologist	<ul style="list-style-type: none"> • Masters in Conservation Biology – Macquarie University • Bachelor of Biodiversity and Conservation – Macquarie University • Rail Industry Worker Card • 4WD Training • First Aid Training • WH&S Induction Training for Construction Work • Worker at Heights Training
Jane Book	Senior Environmental Scientist	<ul style="list-style-type: none"> • Masters Environmental & Business Management (Distinction) – University of Newcastle • Bachelor of Biological and Chemical Technology (Honours) – University of Western Sydney • First Aid Training • WH&S Induction Training for Construction Work

3. RESULTS

Site locations are shown in **Figure 3-1** and **Figure 3-2**.

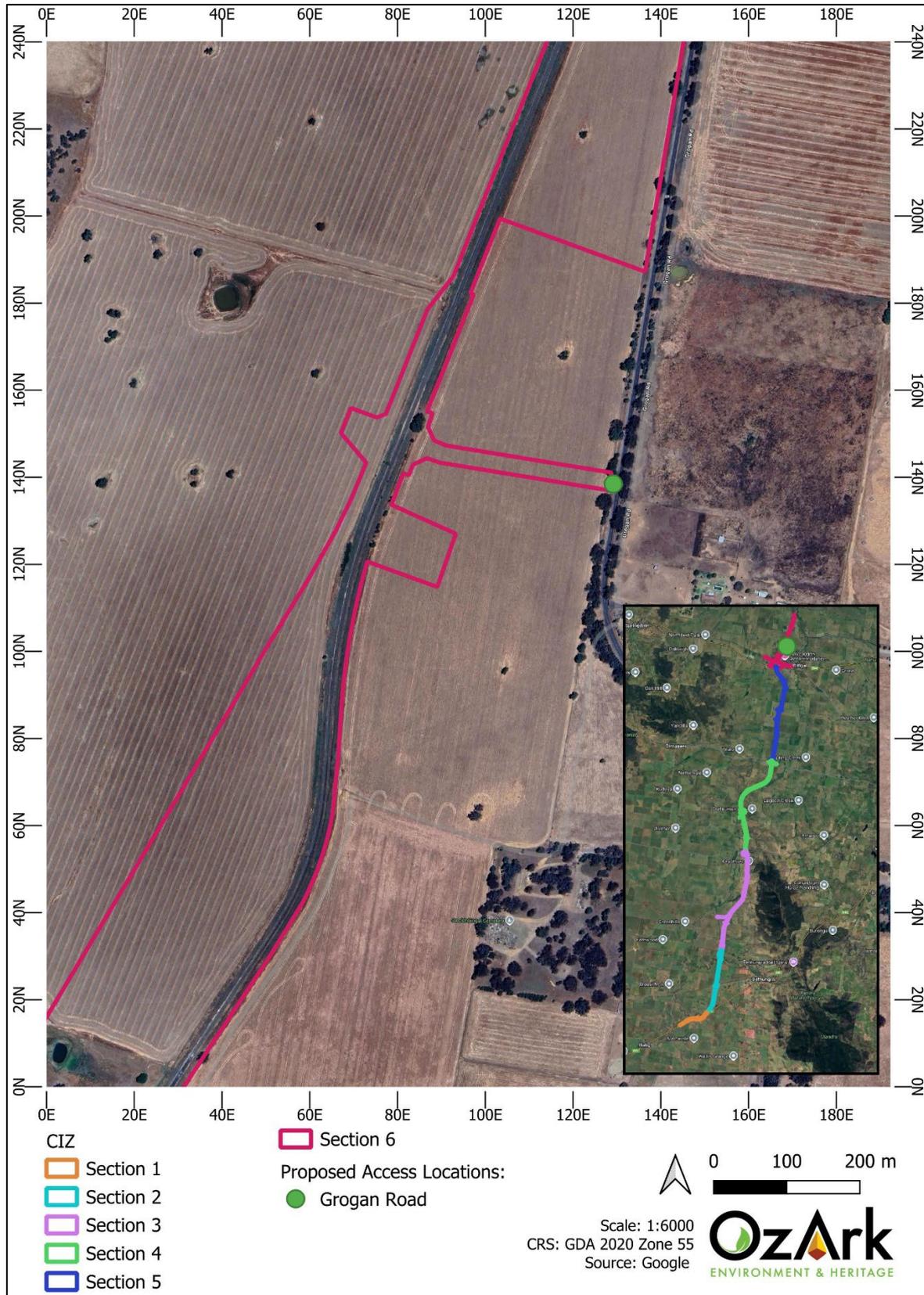


Figure 3-1. Proposed access on Grogan Road.

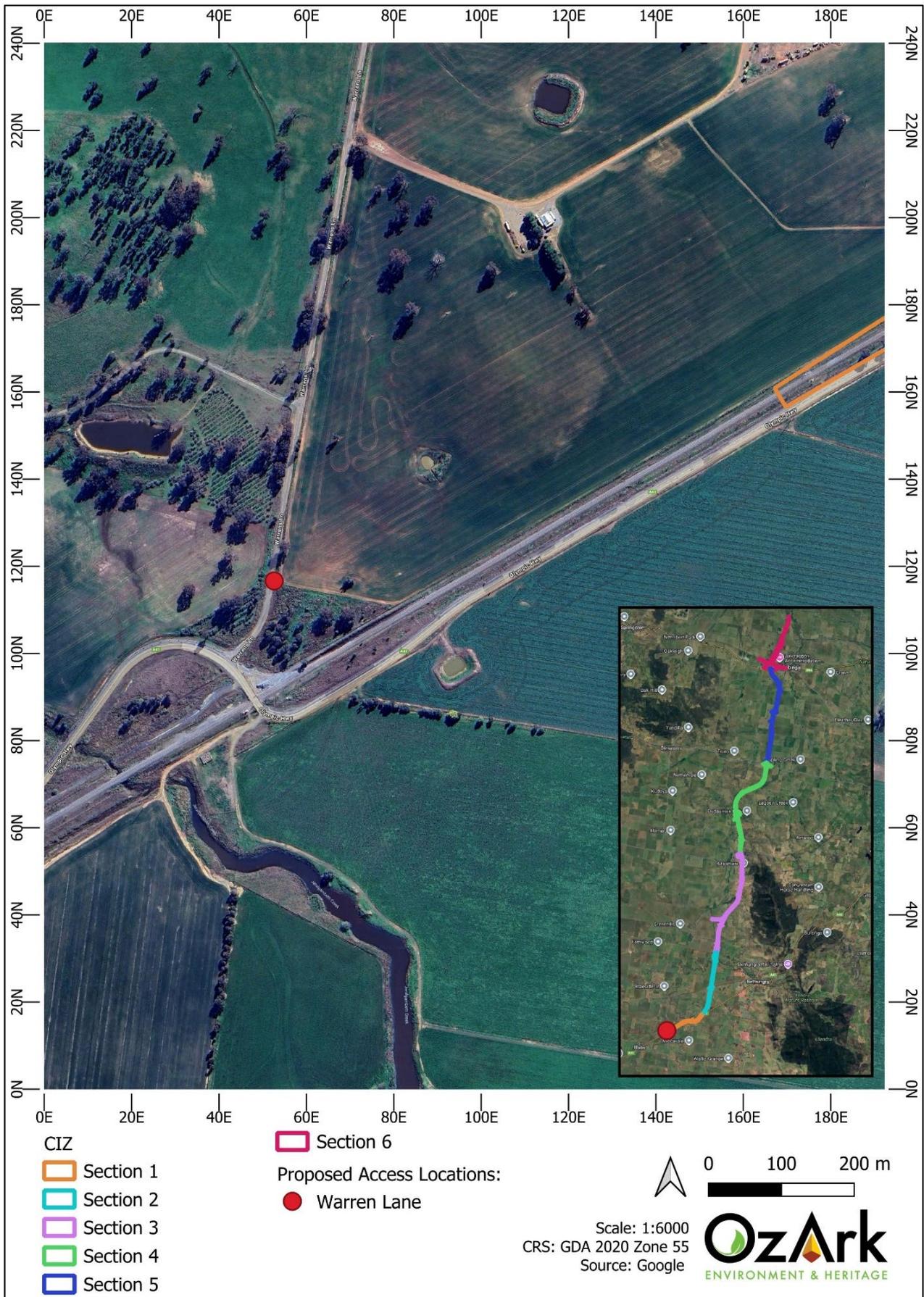


Figure 3-2. Proposed access on Warren Lane.

No habitat features (nests, burrows, logs, scattered rocks) were observed on site and no flora or fauna recognised as threatened under the EPBC or BC Acts were encountered during this survey.

Computer modelling, through the application of the NSW State Vegetation Type Map: C2.0M2.2, predicted no PCT to be present within the proposed access on Warren Lane. This prediction was consistent with the results of the on-site assessment, which identified the roadside corridor as being heavily disturbed and containing less than 15% native species cover (**Table 3-1**). Accordingly, no impacts are expected from the clearing of this non-native vegetation as a result of access works.

Table 3-1. Photographs of Warren Lane proposed access.



Computer modelling, through the application of the NSW State Vegetation Type Map: C2.0M2.2, predicted one PCT to be present within the proposed access on Grogan Road:

- PCT 76, Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions.

This PCT was detected in its derived form within the proposed access on Grogan Road. A formal description of the PCT as published on the BioNet Vegetation Classification Database is provided below. Representative photographs of the PCT are provided below (**Table 3-2**).

Table 3-2. Photographs of Grogan Road proposed access.



Vegetation Description: Tall woodland to 25 m high dominated by Western Grey Box (*Eucalyptus microcarpa*) often as the only tree species often occupying 90% of the canopy cover but other trees may include Yellow Box (*Eucalyptus melliodora*), White Cypress Pine (*Callitris glaucophylla*) and minor Buloke. The shrub layer is absent or sparse and includes *Dodonaea viscosa* subsp. *cuneata*, *Acacia buxifolia*, *Acacia acinacea*, *Acacia hakeoides*, *Bursaria spinosa*. Grazing has eliminated shrubs these in many places. A mid-dense or dense grass ground cover is present composed of *Austrodanthonia caespitosa*, *Austrodanthonia setacea*, *Austrostipa scabra* subsp. *falcata*, *Paspalidium constrictum*, *Themeda australis*, *Austrostipa aristiglumis*, *Aristida behriana* and *Elymus scaber* var. *scaber* along with introduced grass species such as *Bromus* spp., *Vulpia* spp. and *Hordeum leporinum*. The small scrambler *Einadia nutans* subsp. *nutans* is usually present. Native forbs include *Sida corrugata*, *Wahlenbergia gracilis*, *Vittadinia gracilis*, *Dianella porracea*, *Oxalis perennans* and *Chamaesyce drummondii*. Occurs on texture contrast red or brown earths or grey clay soils (that may be gilgaied) on undulating alluvial plains in the predominantly winter rainfall belt of south-central western NSW with an average annual rainfall between 550 and 450 mm. Mainly restricted to the eastern section of the Riverina Bioregion and the western section of the NSW South-western Slopes Bioregion. Distributed from north of Forbes in the north to near Albury in the south extending into north-central Victoria. It has lost its original shrub layer in many locations where grazing has been intense. Grades into the more shrubby Western Grey Box-White Cypress Pine - Buloke community (ID80) on loamy-sand soils and grades into White Box (*Eucalyptus albens*) on podzolic soils to the east on the western slopes. Grades into a riverine Western Grey Box community ID237 along the floodplains of the Murrumbidgee and Murray Rivers. Due to its occurrence on arable soils, this community has largely been cleared. Much of its remaining extent is threatened by grazing and weed invasion.

According to the BioNet Vegetation Classification Database, PCT 76 is associated with the following TECs:

- BC Act listed Endangered Ecological Community (EEC); *Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Penneplain, Nandewar and Brigalow Belt South Bioregions*;
- EPBC Act listed EEC; *Grey Box Grassy Woodlands and Derived Native Grasslands of South-eastern Australia*;
- EPBC Act listed Critically Endangered Ecological Community (CEEC); *Central Hunter Valley eucalypt forest and woodland*

Under the BC Act, the Inland Grey Box Woodland EEC includes those woodlands in which the most characteristic tree species - *Eucalyptus microcarpa* - is often found in association with *Eucalyptus populnea* subsp. *bimbil* (Bimbil Box), *Callitris glaucophylla* (White Cypress-pine), *Brachychiton populneus* (Kurrajong), *Allocasuarina luehmannii* (Buloke) or *Eucalyptus melliodora* (Yellow Box), and sometimes with *Eucalyptus albens* (White Box). Shrubs are typically sparse or absent, although this component can be diverse and may be locally common. A variable ground layer of grass and herbaceous species is present at most sites. At severely disturbed sites the ground layer may be absent. The community generally occurs as an open woodland 15-25m tall but in some locations the overstorey may be absent as a result of past clearing or thinning, leaving only an understorey. Due to the small size of the patch and the absence of Grey Box directly within the vegetation of interest, the patch of PCT 76 does not meet the criteria for listing as the EEC under the BC Act.

The patch of PCT 76 was also assessed against the determination criteria of the EPBC Act for the same EEC. The criteria for listing under the EPBC Act are described in **Figure 3-3** and the indicative mapping of the EEC is provided in **Figure 3-4**. The patch is located within the known distribution of the Grey Box EEC. Although Grey Box is absent from the patch of interest, the vegetation is composed of native species and can therefore be considered part of a derived grassland. However, the patch of PCT 76 does not meet the 50% of native ground cover threshold and has an area of less than 0.5 ha. Consequently, it does not meet the minimum size threshold for listing as the EEC under the EPBC Act.

Additionally, the patch of PCT 76 was assessed against the determination criteria for the EPBC Act Central Hunter Valley eucalypt forest CEEC. The criteria for listing under the EPBC Act are described in **Figure 3-5**. Due to the small size of the patch (<0.5 ha), the patch of PCT 76 does not meet the criteria for listing as the CEEC under the EPBC Act.

Flowchart 1: Could a nationally threatened grassland or grassy woodland community be present?

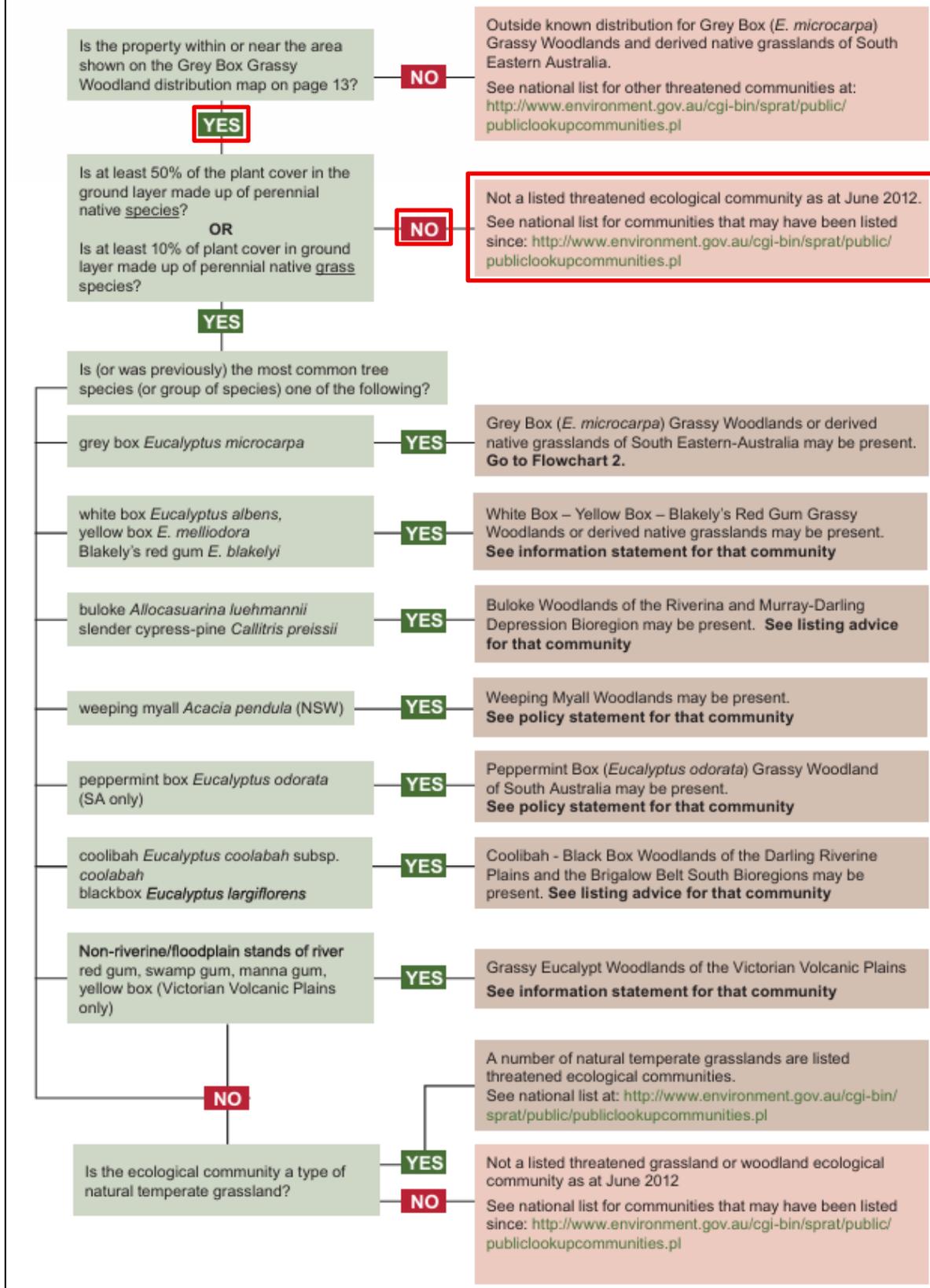
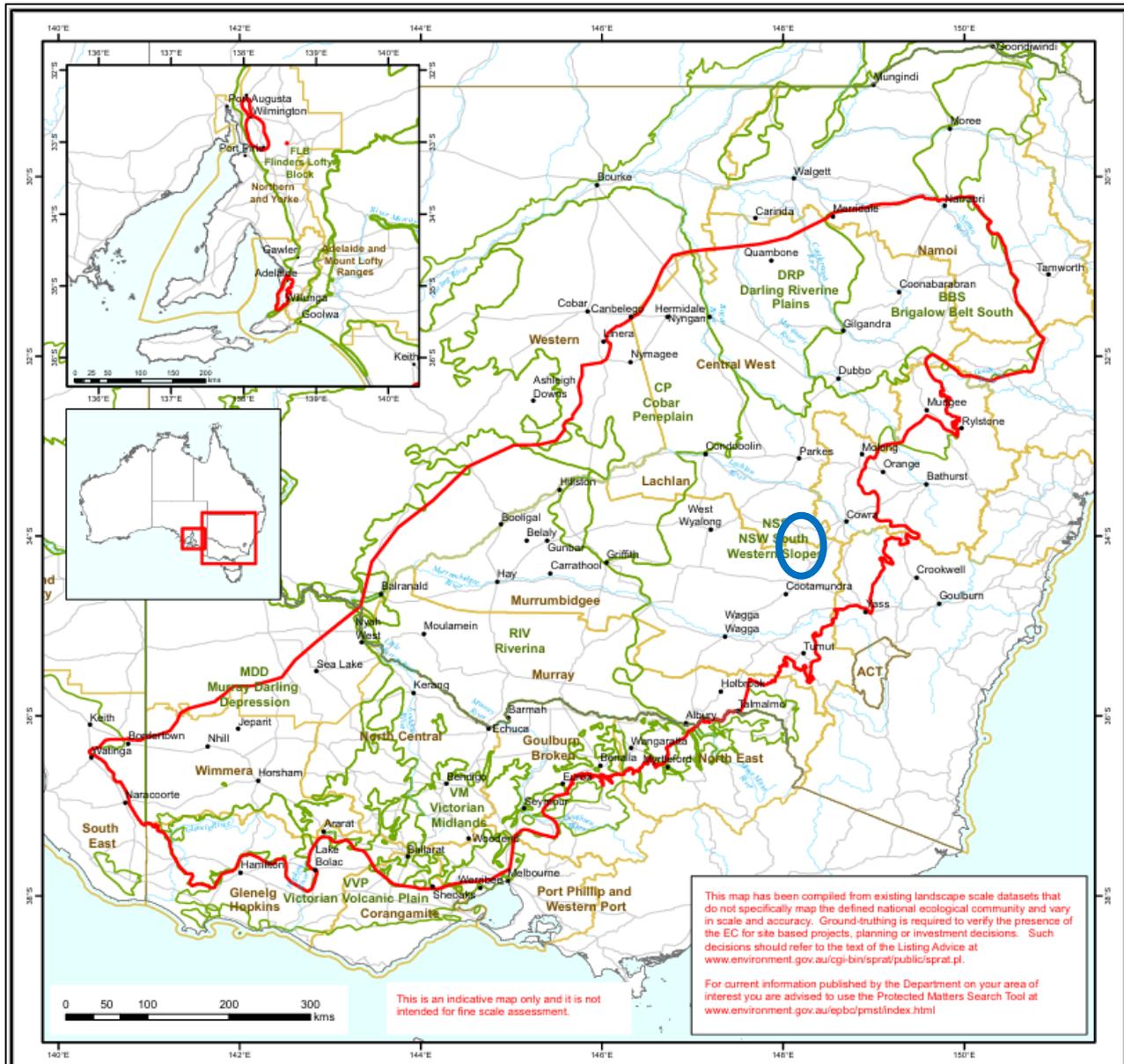


Figure 3-3. Determination criteria for the EPBC Act Listed EEC Grey Box Grassy Woodland and Derived Native Grassland



Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-Eastern Australia

Legend

- Locality
- Major roads
- Major rivers
- Grey Box - 'may occur'
- IBRA boundaries
- NRM boundaries

The Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-Eastern Australia distribution map is based on rainfall (375-700mm) isohyets and known occurrences of *E. microcarpa*.

Where possible IBRA sub-regional boundaries have been used to delineate the 'may occur' boundary.

The distribution is also based on an input from an expert workshop and public consultation.

Source:
 Localities 1:5,000,000 © Commonwealth of Australia, Geoscience Australia, 2004.
 Roads 1:10,000,000 © Commonwealth of Australia, Geoscience Australia, 2002.
 Rivers 1:10,000,000 © Commonwealth of Australia, Geoscience Australia, 2002.
 NRM regions: 1:100,000 Supplied by States and Territories to form national dataset with consistent attributes, based on Geoscience Australia Coastline and State borders dataset, revised Dec. 2006.
 Coastline and State Borders 1:100,000 © Commonwealth of Australia, Geoscience Australia, 2006.
 Interim Biogeographic Regionalisation for Australia (IBRA) Bioregions, 1:250,000, contributed by State/Territory nature and conservation agencies, SEWPaC, version 6.1, 2004.

Caution:
 The information presented in this map has been provided by a range of groups and agencies. While every effort has been made to ensure accuracy and completeness, no guarantee is given, nor responsibility taken by the Commonwealth for errors or omissions, and the Commonwealth does not accept responsibility in respect of any information or advice given in relation to, or as a consequence of, anything containing herein. The map has been collated from a range of sources, with data at various resolutions. Data used are assumed to be correct as received from the data suppliers.

Produced by:
 Environmental Resources Information Network
 Australian Government
 Department of the Environment
 August 2014
 © Commonwealth of Australia, 2014

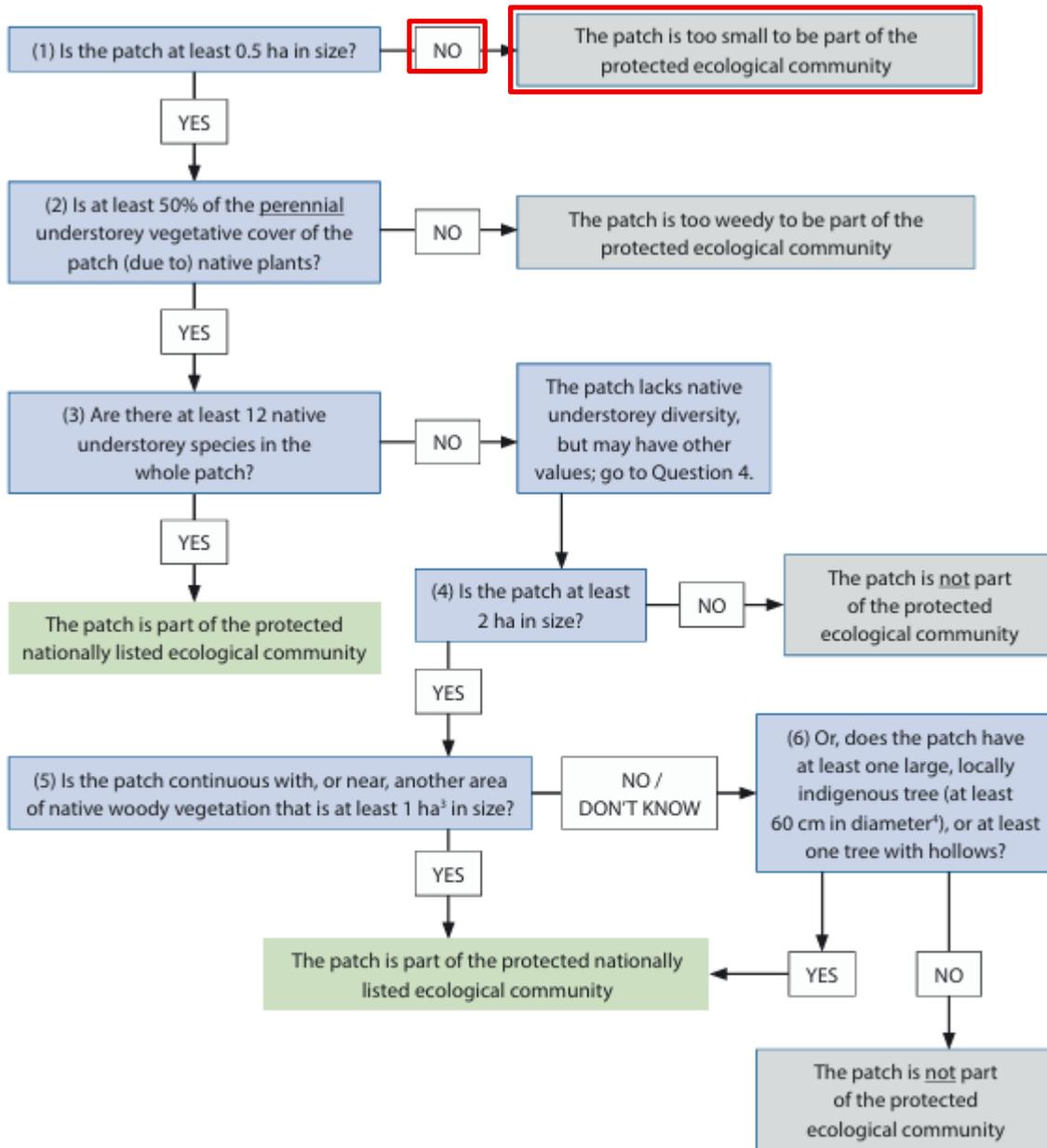


Projection: Geographic
 Datum: GDA 1994
 14,800,000



Figure 3-4. Indicative mapping of the EPBC Act listed EEC Grey Box Grassy Woodland and Derived Native Grassland (approximate site location shown in blue).

Figure 1: Flowchart to help identify which areas (patches) of the Central Hunter Valley eucalypt forest and woodland ecological community meet the minimum condition thresholds for national protection



In the flowchart (Figure 1), a patch that registers 'NO' against Question 3 is considered to be too degraded to be part of the nationally protected ecological community; unless it qualifies under the alternate pathway ('YES' to questions 1, 2, 4 and either 5 or 6) because of other ecological values (e.g. a larger patch, at least 2 ha in size—with at least one large, locally indigenous, tree). In either case, the answer to questions 1 and 2 must be 'Yes' (i.e. a patch at least 0.5 ha in size and at least 50% of the perennial understorey vegetative cover comprises perennial species native to Australia; as opposed to non-native perennial species).

Figure 3-5. Determination criteria for the EPBC Act Listed CEEC Central Hunter Valley eucalypt forest.

4. CONCLUSION

The proposed access along Grogan Road and Warren Lane will result in a minor reduction of local vegetation cover and associated habitat values within the assessed areas. However, the works are confined to a small and disturbed portion of the site, surrounded by pasture and agricultural land. Further, the affected vegetation is not considered to form part of a TEC, no habitat features were recorded and no trees will need to be removed or trimmed as part of the works. With the implementation of the mitigation measures detailed in the BMSP (John Holland, 2025), including avoidance of non-impacted native vegetation, the overall impact of access works on Grogan Rd and Warren Ln on biodiversity values is expected to be low and manageable.

REFERENCES

Australian Government, Department of the Environment and Energy (2016). Central Hunter Valley eucalypt forest and woodland: a nationally protected ecological community. Commonwealth of Australia. <https://www.dcceew.gov.au/sites/default/files/documents/central-hunter-valley-eucalypt-forest-guide.pdf>

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C Heritage search results (AHIMS, State and Local items)

Revision No: 0

Issue Date: 06/02/2026

IRPL Document Number: 6-0019-220-EEC-00-SD-0001

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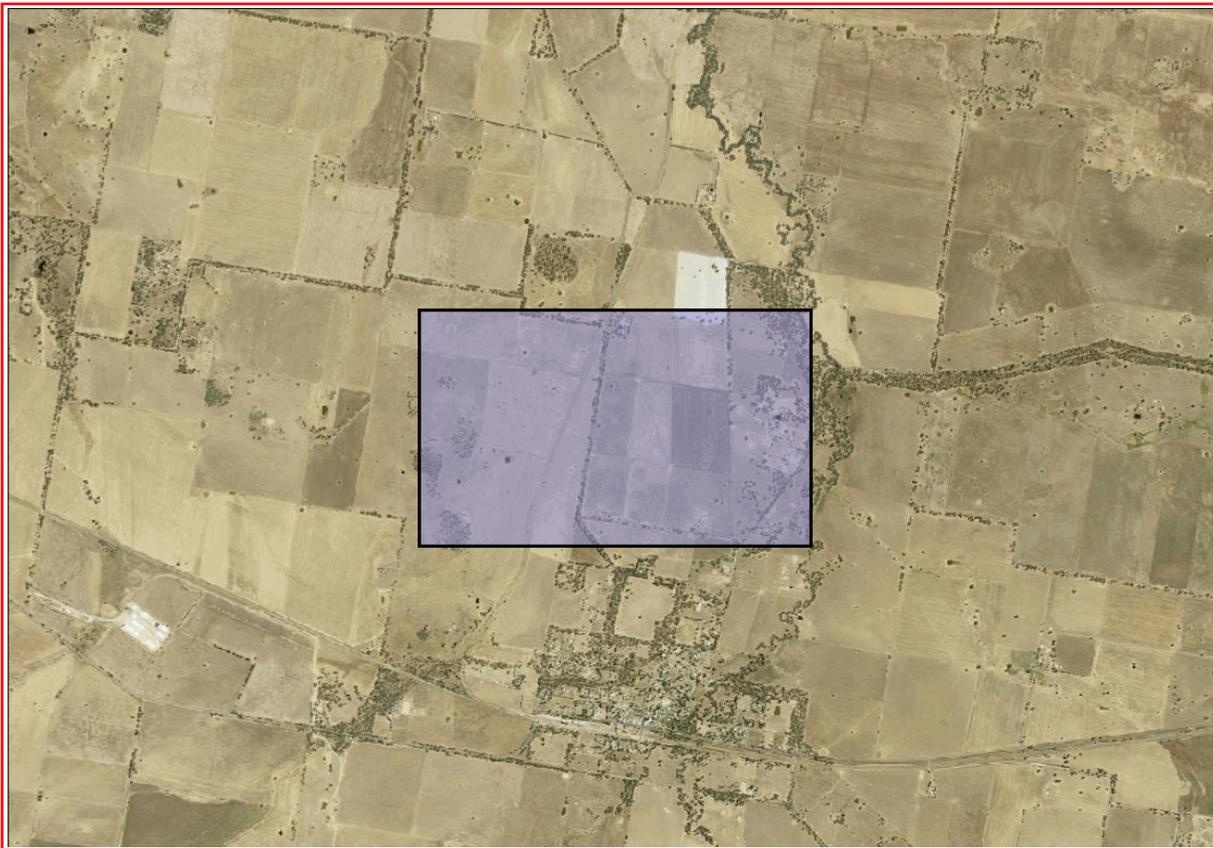
Daniel Lidbetter
1/122D, Meadow Street
Fairy Meadow New South Wales 2519
Attention: Daniel Lidbetter
Email: daniel@bluemileenv.com.au

Date: 08 December 2025

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -34.4883, 147.8639 - Lat, Long To : -34.4725, 147.8949, conducted by Daniel Lidbetter on 08 December 2025.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

Important information about your AHIMS search

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.

Daniel Lidbetter
1/122D, Meadow Street
Fairy Meadow New South Wales 2519
Attention: Daniel Lidbetter
Email: daniel@bluemileenv.com.au

Date: 08 December 2025

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -34.8057, 147.759 - Lat, Long To : -34.7989, 147.7744, conducted by Daniel Lidbetter on 08 December 2025.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

3	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

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- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.

Legend

Public

Property



Planning

LEP

Heritage Area





72 Warrens Lane Illabo 2590

Lot/Section/Plan no: 202/-/DP1298592

Council: JUNEE SHIRE COUNCIL



Layers

Legends

ePlanning Layers - Mapservice 12

Principal Planning Layers

Heritage

State Heritage Register Curtilage (Non-EPI)



Heritage Map

-  Aboriginal Object
-  Aboriginal Place of Heritage Significance
-  Conservation Area - Aboriginal
-  Conservation Area - Archaeological
-  Conservation Area - General
-  Conservation Area - Landscape
-  Heritage Conservation Area



Map tools

Search Results (11)

SEPP Results

Development Control Plans

Contribution Plans

RU1

SP - Railway

RU1



NSW Basemap



NSW Imagery



Dark Grey



Grey



D Noise Assessment

Existing Environment

Stockinbingal is situated at the northern end of the Project, approximately 20 km north-west of Cootamundra in the Cootamundra–Gundagai Regional LGA. The major towns surrounding the Project are Wagga Wagga, about 50 km to the south, Young to the north-east and Cootamundra to the east. The existing noise environment is typical of a rural landscape, zoned as Primary Production (RU1). Land within Stockinbingal and Illabo are zoned as Village (RU5), Public Recreation (RE1), Large Lot Residential (R5). Most of the Project site is sparsely settled and experiences little road traffic noise generally leading to low background noise levels.

Burley Griffin Way, Olympic Highway, and the existing rail lines are the primary noise sources within the Project site which are zoned as Infrastructure (SP2), however, traffic along these roads is typically of low volume 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 from existing road and rail sources would be below the structural damage and human comfort criteria for all vibration-sensitive receivers.

217 sensitive receivers have been identified through aerial-imagery combined with the Geocoded National Address File (G-NAF) within 2.6 kilometre of the Project area, with most being in Stockinbingal. Receivers generally consist of low-density residential areas, predominantly in the form of single storey residential dwellings. Residential receivers outside of Stockinbingal are typically isolated rural residential dwellings in open farmland.

Noise catchment areas (NCA) on the Project are provided in Table 3 2. The NCA relevant to the Proposed Changes are in bold text (Warrens Lane gate – NCA01 and Grogan Rd Gate – NCA06).

Table 6-1 Noise catchment area summary

NCA	CORRESPONDING NOISE MONITOR ID	DESCRIPTION
NCA01	NM1	12 scattered rural receivers from south of the Olympic Highway to Old Sydney Road.
NCA02	NM2	16 scattered rural receivers between Old Sydney Road and Dirnaseer Road.
NCA03	NM3	7 scattered rural receivers between Old Sydney Dirnaseer Road and Old Cootamundra Road
NCA04	NM6	16 scattered rural receivers between Old Cootamundra Road and Burley Griffen Way
NCA05	NM4	Stockinbingal town area – 146 sensitive receivers including residences (125), educational (1),recreational (4) and commercial (12)
NCA06	NM5	20 scattered rural receivers north of Stockinbingal township and Burley Griffen Way to the northern extent of the project.

Work hours

The work hours permitted on the Project are provided in Table 5-2 below.

Table 6-2 Permitted work hours for the Project

APPLICABLE CONSTRUCTION PERIOD	COA	APPLICABLE WORKING HOURS		
		Monday- Friday	Saturday	Sunday / Public Holiday
Standard construction hours	E1	7:00am to 6:00pm	7:00am to 6:00pm	No work
CoA E2 construction hours ¹	E2	6:00am to 6:00pm	6:00am to 6:00pm	6:00am to 6:00pm
Highly noise intensive works ²	E4	8:00am to 6:00pm	8:00am to 1:00pm	No work
Standard Blasting Hours	Nil	9.00am to 5.00pm	9.00am to 1.00pm	No Blasting

Notes:

1) In accordance with CoA E2, works can only be undertaken during these times provided:

a) no work affects any given receiver between the hours of 6:00 pm on a Saturday and 7:00 am on a Monday every second week;

b) only low impact noise activities (defined in Condition E3(b)) are permitted between 6.00 am and 7.00 am; and

c) consultation with affected receivers occurs at least every three months, or more frequently following complaints recorded in the Complaints Register required by Condition B8, to determine respite or additional mitigation measures.

In consulting with the affected receivers, the following must be provided:

(i) a progressive schedule of anticipated hours of works beyond those permitted by Condition E1 for periods of no less than three months;

(ii) a description of the anticipated construction activities, location and duration of the work;

(iii) the noise characteristics and likely noise levels of the work;

(iv) the practical measures implemented to minimise noisy work and heavy vehicle movements before 7:00am and any time on a Sunday; and

(v) mitigation and management measures which aim to achieve the relevant noise management levels identified in the documents listed under Condition A1 (including the circumstances in which respite or other offers will be available and details about how the affected receivers can access these).

Evidence of consultation and the outcomes, including any changes to construction practices or staging, must be reviewed by the ER and provided to the Planning Secretary on request.

2) CoA E4, refers to highly noise intensive works that result in an exceedance of the applicable NML at same receiver.

Must only be undertaken in continuous blocks not exceeding three hours each with a minimum respite of at least one hour between each block of highly noise intensive work. For the purpose of this condition, 'continuous' includes any period during which there is less than a one-hour respite between ceasing and recommencing any work that is the subject of this condition.

Variation to work hours

Certain activities may be justified out outside of standard construction hours for and Condition E3 provides for specific circumstances including the following.

a) Safety and Emergencies, including:

- i. For the delivery of materials required by the NSW Police Force or other authority for safety reasons; or
- ii. Where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm.

On becoming aware of the need for emergency work in accordance with (a), the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavours must be used to notify all noise

and/or vibration affected residents and owners/occupiers of properties identified sensitive land use(s) of the likely impact and duration of that work.

- b) Low impact noise activities, that meet the following criteria:
- i. Construction that causes LAeq(15 minute) noise levels:
 - No more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and
 - No more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and
 - ii. Construction that causes LAFmax noise levels no more than 15 dB above the rating background level at any residence during the night period as defined in the Noise Policy for Industry. and
 - iii. Construction that causes:
 - Continuous or impulsive vibration values, measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or
 - Intermittent vibration values measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006).
- c) By Approval or agreement, including:
- i. Where different construction hours are permitted under an EPL in force in respect of the CSSI; or
 - ii. Works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E5; or
 - iii. Negotiated agreements with directly affected residents and sensitive land use(s).

On becoming aware of the need for emergency work in accordance with Condition E3(a), the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. JHG will use best endeavours to notify as soon as practicable all noise and/or vibration affected sensitive land uses of the likely impact and duration of those work.

All negotiated agreements with owners and occupiers of sensitive land uses to carry out work in accordance with Condition E3(c)(iii) must be in writing, and include the hours, duration and likely noise levels compared to the NML defined in the ICNG. The negotiated agreement must be agreed and finalised before the commencement of work affecting the sensitive land uses.

Noise management levels (NML)

Table 3-4 below, which was sourced from the ICNG, shows how NMLs at residential receivers are determined and how they are to be applied. The rating background level (RBL) is used when determining the noise management level (NML). The RBL is the overall single-figure background noise level measured in each relevant assessment period (during or outside the recommended standard hours). The term and methodology to obtain RBLs is described in detail within the RNP.

Table 6-3 Noise Management Levels (NML) at residential receivers

TIME OF DAY	NML LAEQ (15MIN)	HOW TO APPLY
STANDARD HOURS: <ul style="list-style-type: none"> MONDAY TO SATURDAY 7AM TO 6PM COA E2 CONSTRUCTION HOURS 	RBL + 10 dB(A)	<p>The noise affected level represents the point above which there may be some community reaction to noise.</p> <p>Where the predicted or measured LAeq (15 min) is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level.</p> <p>JHG should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.</p>
	Highly noise affected >75dB(A)	<p>The highly noise affected level represents the point above which there may be strong community reaction to noise.</p> <p>Where noise is above this level, JHG would carefully consider other ways to reduce noise to below this level. If no quieter work method is feasible or reasonable and the works proceed, the proponent would provide respite periods and communicate with the impacted residents.</p>
OUTSIDE CONSTRUCTION STANDARD HOURS	RBL +5 dB(A)	<p>A strong justification would typically be required for works outside the recommended standard hours.</p> <p>JHG should apply all feasible and reasonable work practices to meet the noise affected level.</p> <p>Where all feasible and reasonable practices have been applied and noise is more than 5 dB above the RBL, additional noise mitigation measures should be applied</p>

Impact Assessment

Maps showing predicted noise impacts by impact class (defined in Table 6-5 and Table 6-6) are visible in Figure 6-1 and Figure 2-2.



Figure 6-1 Map showing predicted noise impacts of the construction access point at Warrens Lane

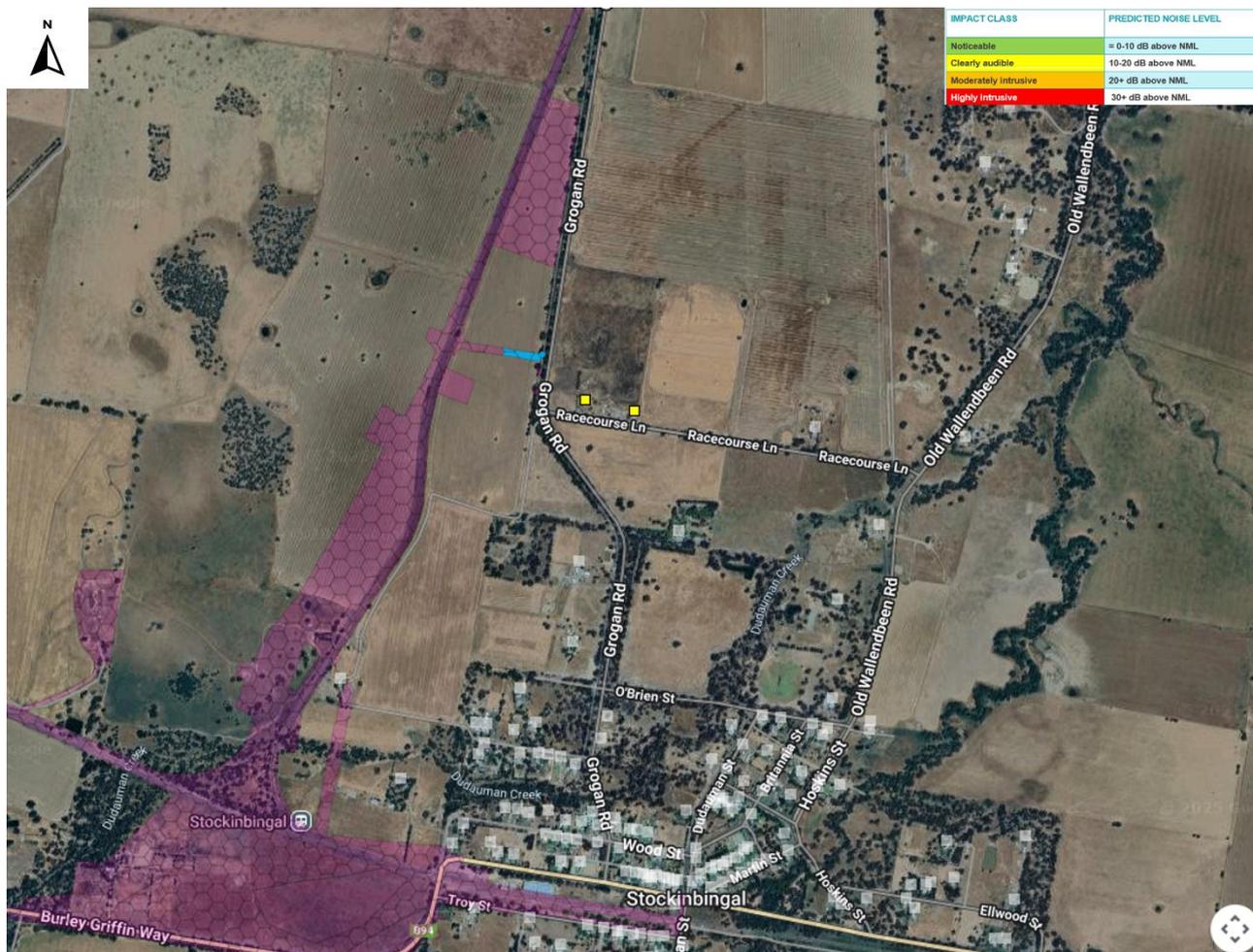


Figure 6-2 Map showing predicted noise impacts of the construction access point at Grogan Road

Noise

Plant and equipment for the Proposed Access Points and their usage percentages are provided in Table 5-4.

Table 6-4 Proposed equipment and associated sound power levels

EQUIPMENT	QUANTITY	USAGE	REDUCTION	SWL
SPRAY SEAL TRUCK	1	40%	0	96
EXCAVATOR (12 TONNE)	1	40%	0	100
DRUM ROLLER	1	30%	0	100
SPRAY SEAL TRUCK	1	30%	0	96
SITE UTE	1	50%	0	88

With reference to the ICNG, the number of sensitive receivers classified in each impact class for the standard hours period are summarised in Table 6-5 and Table 6-6 below:

Table 6-5 Summary of NML exceedance ranges for standard hours at Warrens Lane

IMPACT CLASS	PREDICTED NOISE LEVEL	PREDICTED NUMBER OF RECEIVERS
Noticeable	= 0-10 dB above NML	0
Clearly audible	10-20 dB above NML	0
Moderately intrusive	20+ dB above NML	0
Highly intrusive	> 30+dB above NML	0

Table 6-6 Summary of NML exceedance ranges for standard hours at Grogan Road

IMPACT CLASS	PREDICTED NOISE LEVEL	PREDICTED NUMBER OF RECEIVERS
Noticeable	= 0-10 dB above NML	0
Clearly audible	10-20 dB above NML	2
Moderately intrusive	20+ dB above NML	0
Highly intrusive	> 30+dB above NML	0

It is noted that the works proposed as part of this CA are located within Section 5 of the chainages identified in the Project CEMP and Project NVMP. This location of proposed change and the associated noise levels are consistent with the daytime NML's as described in Table 8-3 (Warrens Lane) and Table 8-13 (Grogan Rd) of the Project NVMP.

Detailed noise predictions

Detailed noise predictions are included in Table 6-7 and Table 6-8 below:

Table 6-7 Detailed predictions for Proposed Access on Grogan Rd

Assessment: Grogan Rd					NML, LAeq, 15 minute				Predicted noise level, dBA		Exceedance summary										
NCA	Rec	Address	Flr	Land use	Day	O/day	Eve	Night	Cumulative LAeq, 15 minute	LMax	Highly Affected?	Exceed NML by (dB):				Exceed sleep disturbance by (dB):		Impact classification			
												Day	O/day	Eve	Night	Screen	Awake	Day	O/day	Eve	Night
NCA06	1610032	11 RACECOURSE LANE, STOCKINBINGAL NSW 2725	1	RES	45	40	35	35	50.8	54		5.8	10.8	15.8	15.8	-	5.8	Clearly Audible	Clearly Audible	Moderately Intrusive	Moderately Intrusive
NCA06	1610088	11 RACECOURSE LANE, STOCKINBINGAL NSW 2725	1	RES	45	40	35	35	45.6	48.8		0.6	5.6	10.6	10.6	-	0.6	Clearly Audible	Clearly Audible	Clearly Audible	Clearly Audible

Table 6-8 Detailed prediction for Proposed Access on Warrens Lane

Assessment: Warrens Lane					NML, LAeq, 15 minute				Predicted noise level, dBA		Exceedance summary										
NCA	Rec	Address	Flr	Land use	Day	O/day	Eve	Night	Cumulative LAeq, 15 minute	LMax	Highly Affected?	Exceed NML by (dB):				Exceed sleep disturbance by (dB):		Impact classification			
												Day	O/day	Eve	Night	Screen	Awake	Day	O/day	Eve	Night
*No impacted residents identified at Warrens Lane																					



To minimise potential impacts on nearby sensitive receivers during gates construction, a range of noise and vibration mitigation measures will be implemented. These measures are designed to ensure that works are carried out in a manner that reduces disturbance to the community. The following Table 5-9 outlines the key actions and descriptions:

Table 6-9 Safeguards and Controls

ACTION	DESCRIPTION
Community consultation or notification	<p>Notify the affected community. The notification will detail work activities, dates and hours, impacts and mitigation measures, indication of work schedule over the nighttime period, any operational noise benefits from the works (where applicable) and contact telephone number. Notification should be a minimum of 7 calendar days prior to the start of works. For projects other than maintenance works more advanced consultation or notification may be required.</p>
Site Inductions	<p>All employees, contractors and subcontractors are to receive an environmental induction. The induction would at least include:</p> <ul style="list-style-type: none"> • all project specific and relevant standard noise and vibration mitigation measures • relevant licence and approval conditions • permissible hours of work • any limitations on high noise generating activities • location of nearest sensitive receivers • construction employee parking areas • designated loading/unloading areas and procedures • site opening/closing times (including deliveries) environmental incident procedures
Behaviour	<p>No swearing or unnecessary shouting or loud stereos/radios on site. Limit compression braking at night in residential areas. No dropping of materials from height, throwing of metal items and slamming of doors.</p>
Construction hours	<p>Where feasible and reasonable, construction should be carried out during the standard daytime working hours. Work generating high noise and/or vibration levels should be scheduled during less sensitive time periods.</p>
Equipment selection	<p>Use quieter construction methods where feasible and reasonable. Ensure plant including the silencer is well maintained. Plant noise levels will have an operating noise emission level compliant with Appendix F of the CNVG.</p>
Use and siting of plant	<p>The offset distance between noisy plant and adjacent sensitive receivers is to be maximised. Plant used intermittently to be throttled down or shut down. Noise-emitting plant to be directed away from sensitive receivers</p>
Plan worksites and activities to minimise noise and vibration.	<p>Locate compounds away from sensitive receivers and discourage access from local roads.</p> <p>Plan traffic flow, parking and loading/unloading areas to minimise reversing movements within the site.</p> <p>Where additional activities or plant may only result in a marginal noise increase and speed up works, consider limiting duration of impact by concentrating noisy activities at one location and move to another as quickly as possible.</p> <p>Very noise activities should be scheduled for normal working hours. If the work can not be undertaken during the day, it should be completed before 11:00pm.</p>

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	Where practicable, work should be scheduled to avoid major student examination periods when students are studying for examinations such as before or during Higher School Certificate and at the end of higher education semesters.
Non-tonal reverse alarms	Non-tonal reversing beepers (or an equivalent mechanism) must be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out of hours work.
Shield stationary noise sources	These should be enclosed or shielded where reasonable and feasible.

These controls will ensure compliance and allow for timely adjustments if required. These actions aim to maintain transparency, reduce noise impacts, and uphold best practice standards throughout the project.