EIS CONSISTENCY ASSESSMENT REPORT (MINOR) Overhead Wiring Site Investigations at Validation and Treatment Sites

A2I | Albury to Illabo

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Document Control

DOCUMENT TITLE	**EIS CONSISTENCY ASSESSMENT REPORT (MINOR) OVERHEAD WIRING SITE INVESTIGATIONS AT VALIDATION AND TREATMENT SITES**
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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.
AHD	Australian Height Datum
AltA	Alternative Accommodation
A2I	Albury to Illabo section of the Inland Rail Program
ARTC	Australian Rail Track Corporation
ASP1	Accredited Service Provider Level 1
ASS	Acid Sulfate Soils
CBD	Central Business District
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CBMP	Construction Biodiversity Management Plan
CNVIS	Construction Noise and Vibration Impact Statement
CNVMP	Construction Noise and Vibration Management Plan
CSWMP	Construction Soil and Water Management Plan
CTTAMP	Construction Traffic, Transport, and Access Management Plan
CWCHMMP	Construction Waste, Contamination and Hazardous Materials Management Plan
Change	Macquarie Dictionary: A variation, adjustment, alteration, deviation or transformation to the Project scope, construction methodology or design.
CoA	Condition(s) of Approval
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
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)
Compatible	Macquarie Dictionary: Capable of existing in harmony. Capable of orderly, efficient integration with other elements in a system.
DAWE	*Former* Australian Government Department of Agriculture, Water and Environment
DCP	Dynamic Cone Penetrometer test
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.
EAD	Environmental Assessment Documentation

EIS	Environmental Impact Statement
EPL	Environment Protection Licence
HNA	Highly Noise Affected
HV	Heavy Vehicle
IRPL	Inland Rail Pty Ltd (subsidiary of ARTC)
LEP	Local Environment Plan
LV	Light Vehicle
MR	Martinus Rail, the principal contractor appointed by IRPL to construct the A2I section of the Inland Rail program.
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.
PAD	Potential Archaeological Deposit
PIR	Preferred Infrastructure Report
PM10	Particles with a diameter of 10 micrometres or less
PM2.5	Particles with a diameter of 2.5 micrometres or less
PMST	Protected Matters Search Tool
Proposed Change	Construction work for the Albury to Illabo (A2I) section of the Inland Rail—program requires the relocation or adjustment of utilities due to conflicts with the location of infrastructure.
SHR	State Heritage Register
UMF	Utilities Management Framework (Appendix D of the EIS)
UMM	Updated Mitigation Measure(s)
WWCHA	Wagga Wagga Heritage Conservation Area

1 Introduction

1.1 Background

1.1.1 Division 5.2 approval

ARTC prepared an Environmental Impact Statement (EIS) for the Inland Rail – Albury to Illabo Project which was placed on public exhibition from 17 August 2022 to 28 September 2022. The EIS identified a range of environmental, social and planning issues associated with the construction and operation of the Albury to Illabo (A2I) Project and proposed measures to mitigate and manage those potential impacts.

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

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

- Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022);
- Albury to Illabo Response to Submissions (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023);
- Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024);
- Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024);
- Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);
- Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024);
- Albury to Illabo Kemp Street Bridge Enhancement Site Modification (June 2025);
- Albury to Illabo Kemp Street Bridge Enhancement Site Modification Clarification (July 2025); and
- Albury to Illabo Kemp Street Bridge Modification Noise and Vibration Impact Assessment (August 2025).

The Minister for Planning and Public Spaces approved the Albury to Illabo Project under section 5.19 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 8 October 2024. The approval incorporated the Minister's Conditions of Approval. The Modification was approved by the delegate of the NSW Minister for Planning and Public Spaces on 13 August 2025. The approval incorporated the Consolidated Minister's Conditions of Approval.

For the purposes of this consistency assessment (CA), the approval issued by the NSW Minister for Planning and Public Spaces for the A2I Project is referred to as the Division 5.2 approval.

1.1.2 EPBC Act referral

The A2I 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 for impacts on protected matters on 2 June 2020 (EPBC Referral No 202/8670). On 29 June 2020, the former Australian Government Department of Agriculture, Water and Environment (DAWE) notified that the proposal is not a controlled action, and hence approval under the EPBC Act is not required.

1.1.3 Project changes

The following modification has been prepared to support the undertaking of the Project:

- Kemp Street Bridge Enhancement Site Modification (Inland Rail June 2025) was prepared to revise the replacement road and pedestrian bridge arrangement over the railway line at the Kemp Street bridge enhancement site in Junee to now provide a single combined structure.

The following consistency assessments have been prepared to support the undertaking of the Project:

- EIS Consistency Assessment Report (Minor) Kildare Catholic College (MR, April 2025)
- EIS Consistency Assessment Report (Minor) Junee to Illabo Clearances (MR, April 2025)
- EIS Consistency Assessment Report (Minor) Cassidy Parade and Pearson Cassidy (MR, May 2025)
- EIS Consistency Review Small Scale (Minor) Traffic Diversion and Mitigation Measures (MR, May 2025)
- EIS Consistency Assessment Report (Minor) Edmondson Street Utilities Adjustments (MR, June 2025)
- EIS Consistency Assessment Report (Minor) Edmondson Street Bridge Stage B (MR, July 2025)
- EIS Consistency Assessment Report (Minor) Signalling Scope Stage B (MR, August 2025)
- EIS Consistency Assessment Report (Minor) Junee Precinct (MR, August 2025)
- EIS Consistency Assessment Report (Minor) Albury Precinct (MR, September 2025)
- EIS Consistency Assessment Report (Minor) Bomen Yard (MR, October 2025)

1.2 Purpose of consistency assessment

This consistency assessment has been prepared in accordance with the Inland Rail Pty Ltd (IRPL) specification for NSW Consistency Assessments (0-0000-902-EEC-00-SP-0001_1). The purpose of this consistency assessment is to:

- Describe the Proposed Change relative to the Division 5.2 approval.
- Assess the environmental impacts associated with the Proposed Change relative to the Division 5.2 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.

2 Proposed Change

2.1 Description of Proposed Change

Construction work for A2I requires the relocation or adjustment of utilities due to conflicts with the location of infrastructure. The Utilities Management Framework (UMF) (Appendix D of the EIS) describes the utility works that form part of the approved Project.

The Proposed Change relates to the construction footprint and additional works associated with the inspection and survey of 105 sites located along the existing rail alignment between Illabo to the north and Albury to the south. Whilst it is predicted that additional utility works will be required at a number of these sites as part of the A2I project the initial scope of works that are addressed through this assessment are limited to:

- Validation sites – works are limited to site inspections and non-intrusive survey; and
- Treatment sites – works will involve site inspections and DCP testing (using hand tools only).

Whilst the UMF describes and considers the general utility works associated with and required by the project, the overhead wire clearances which are the subject of the Proposed Change were not directly considered by the UMF. The UMF also states that due to ongoing consultation with utility providers and confirmation of the final treatment solutions during detailed design, there may be instances where a utility needs to be relocated outside of the construction boundary. So whilst the UMF does not directly address the scope of works for this Proposed Change, the Proposed Change is considered to be in accordance and therefore consistent with the UMF. A schedule of all of the treatment and validation sites which comprise the Proposed Change is provided in Appendix A. An example of a typical site layout is shown in Figure 2.1 below.

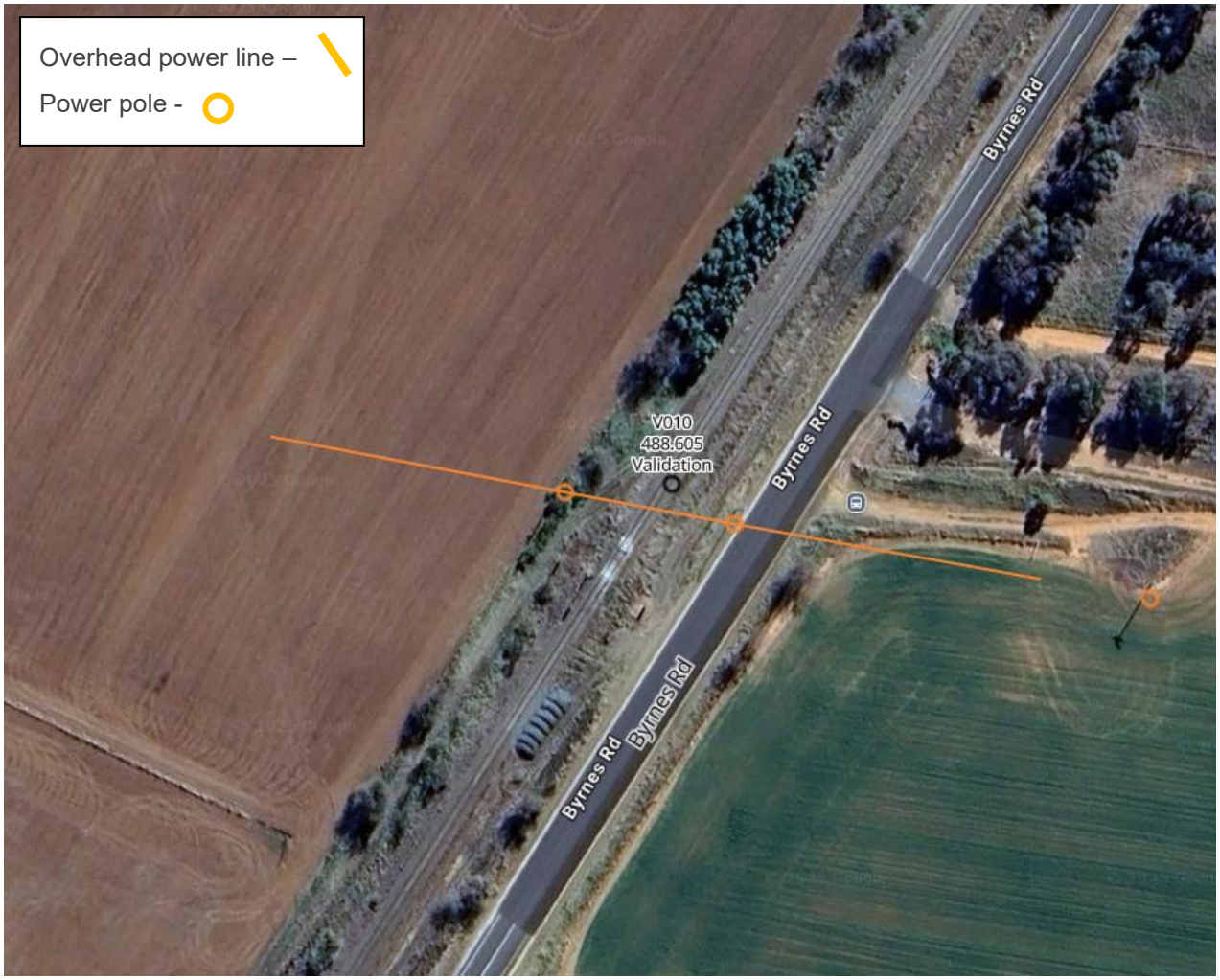

Figure 2.1: Example of a typical site layout for the Proposed Change

2.2 Methodology

Work Plan

The methodology for the treatment of utilities within the construction boundary was outlined in Attachment A of Appendix D of the EIS. Whilst it is predicted that additional utility works will be required at a number of these sites as part of the A2I project the initial works that are addressed through this assessment are limited to:

- Validation sites – works are limited to site inspections and non-intrusive survey; and
- Treatment sites – works will involve site inspections and DCP testing (using hand tools only).

Construction impact zone

Consultation with utility asset owners was initially undertaken by Inland Rail during preparation of the Environmental Assessment Documentation (EAD). These discussions identified indicative adjustment requirements for existing utilities to enable construction of the reference design considered by the EAD.

Further detailed design and consultation with utility owners has resulted in the variations outlined in Table 2.1 and the requirement to adjust the construction boundary. This is consistent with Section D.1 of the UMF which states “consultation with utility providers is ongoing and confirmation of the final treatment solution would occur during detailed design”.

Plant and equipment

Plant and equipment required for these works includes:

- Light vehicles (limited to accessing the site only)
- Hand tools (survey and DCP testing equipment)

2.3 Need

The UMF determined the location of utilities within the rail corridor, or that would cross the rail corridor, based on the concept design. The location was confirmed based on Dial Before You Dig plans, and third-party data and field observations.

The UMF states that these utility relocations and adjustments would generally be contained within the proposal site and were therefore considered as part of the environmental impact assessment undertaken, however, consultation with utility providers would be ongoing and confirmation of the final treatment solution would occur during detailed design. Therefore, there may be instances where a utility needs to be relocated outside of the construction boundary. Table 27-2 of Chapter 27 of the EIS lists utilities as an uncertainty that would be resolved during detailed design. It is stated that this uncertainty would be resolved by undertaking utilities investigations, including intrusive investigations, and consultation and agreement with service providers.

Detailed design undertaken since the preparation of the UMF has confirmed the type, location and method for treatment of the utilities described in Appendix D1 of the EIS. These design refinements respond to additional investigations and utility owner consultation as allowed for in Table 27-2 of the EIS.

Inspections and survey of the overhead wires crossing the corridor is required to ensure that the double stacked container trains will have sufficient clearance during operation along the rail line.

2.3.1 Utilities Management Framework

To identify potential impacts associated with works outside the approved construction boundary, the risk-based process contained in the UMF has been applied to the Proposed Change. This ensures consistency with the UMF approach, which contains the following steps:

1. Confirm utilities requiring relocation or protection works;

   Major utilities within the rail corridor were identified in the UMF as potentially requiring protection, adjustment or relocation works. During detailed design, further identification was undertaken to inform the assessment scope.

2. Confirm preferred approach and design refinement;

   The UMF outlines the need to confirm the treatment approach for each utility service impacted by the Project. The purpose of the Proposed Change is to enable site investigations and assessment to inform the preferred approach.

3. Detailed assessment;

   Following the completion of this scope of works, further consultation with the asset owners will be undertaken to confirm whether the proposed treatment approach is acceptable, or whether further refinement is required to meet the relevant utility owner’s specification.

4. Ongoing consultation with asset owners and relevant stakeholders;

As outlined in the steps above, consultation with asset owners has occurred to both determine a suitable potential design and to liaise on how future construction works with the potential to directly or indirectly impact utilities would be coordinated. Ongoing consultation with the utility asset owners has been undertaken since the EIS was prepared, and the final details of the utility scope in this area will be determined in consultation with the asset owners following these investigation works.

5. Construction management;

   Work activities, including utility works, would be managed in accordance with the Project approval and all applicable environmental documents developed for the Project.

2.4 Location and setting

The Proposed Changes are located along the A2I alignment between Albury to the south and Illabo to the north. The specific locations of sites are provided in Appendix A.

2.5 Construction hours

The works associated with the Proposed Change will be timetabled to be carried out during the approved standard construction hours as per the Project's Environment Protection Licence #21984 (EPL), where possible. The standard construction hours are as follow:

- 7:00am to 6:00pm Monday to Friday, inclusive;
- 8:00am to 6:00pm Saturday and
- At no time on Sundays or public holidays.

The Proposed Change activities may occur outside of standard construction hours and the hours approved as part of CoA E69 and EPL L4 condition. Any out-of-hours works (OOHW) within the extended CIZ would be implemented in accordance with CoA E71 and EPL L4 condition.

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.

As considered above, Martinus Rail has undertaken ongoing consultation with asset and/or property owners in relation to determining a suitable design and to coordinate construction impacts on existing operational utilities.

Consultation with each affected landowner or asset owner where works are proposed outside the construction boundary will be undertaken prior to commencement of works. This will include engagement around land access and construction impacts.

The community would be notified in accordance with Section 7.1 of the Community Communication Strategy (IRPL, 2024), including where works may be required outside of the approved construction hours for A2I, prior to commencement of works. Any complaints, feedback or enquiries would be handled in accordance with Section 8 of the Community Communication Strategy.

4 Environmental Assessment

4.1 Environmental risk review

An environmental risk review of the proposed activities has been undertaken, including consideration of the UMF, and is provided below in Table 4.1. Assessments of potential impacts are provided in greater detail for:

- Traffic and transport (Section 4.2)
- Noise and vibration (Section 4.3)
- Non-Aboriginal heritage (Section 4.4)
- Aboriginal heritage (Section 4.5)
- Biodiversity (Section 4.6)
- Flood risk (Section 4.7)
- Soils and contamination (Section 4.8)
- Air quality (Section 4.9)
- Landscape and visual (Section 4.10)

Table 4.1: Consistency assessment review

ISSUE	Y/N	NOTES
Are works required outside the IR property acquisition boundary, or land not previously impact on by Project works?	Y	Where works will occur on road reserve these will be carried out through the relevant councils (S138 process). For works occurring outside of the IRPL acquisition boundary, Land Access and Licence Agreements are currently being developed to address this.
Will the works result in any changes to form or functionality of the approved Project?	N	The Proposed Change would not impact on the form of functionality of the approved Project. The utility works are an essential component of the broader A2I Project as they are required to ensure that there is adequate vertical clearance between the overhead wiring and the double stacked container trains.
Are there any potential impacts on traffic and transport associated with the works?	Y	The Proposed Change would result in minimal and short-term traffic and transport impacts. These impacts are therefore considered in greater detail in Section 4.2.
Are there any potential noise and vibration impacts associated with the works?	Y	The Proposed Change would result in potential short-term noise impacts. These impacts are considered in greater detail in Section 4.3.
Are there any potential impacts on known Aboriginal heritage items or sites located in the vicinity of the works?	N	The Proposed Change has been assessed to avoid all AHIMS sites in proximity to the work areas. Refer to Appendix C for the Aboriginal Heritage Information Management System (AHIMS) basic search results.
Are there any potential impacts on non-Aboriginal heritage items or sites located in the vicinity of the works?	Y	The Proposed Change is located in proximity to known non-Aboriginal heritage items and sites. These impacts are therefore considered in greater detail in Section 4.4.
Are the works within 50m of an EEC or threatened species?	Y	The Proposed Change includes potential locations where several threatened species have been sighted. These impacts are therefore considered in greater detail in Section 4.6.
Do the works require clearing of native vegetation or habitat trees?	N	No trimming or clearing of vegetation is required within the scope of works for the Proposed Change. The impacts associated with works are considered in greater detail in Section 4.6.

Are the works within 40m of a waterway or water body?	N	No intrusive works are proposed within 40m of a waterway or body of water as a result of the Proposed Change.
Are the works located on flood prone land?	Y	The Proposed Change is located in flood prone land. The impacts associated with flooding risk, are discussed in greater detail in Section 4.7.
Are the works located on bushfire prone land?	Y	The Proposed Change is located on bushfire prone land.
Do the works involve ground disturbance of more than 2 hectares?	N	The additional construction impact zone required as part of the Proposed Change is under 2 hectares. The extent of ground disturbance required for the Proposed Change would be less than the proposed construction impact zone.
Are the works in an area of known salinity hazard risk?	Y	The Proposed Change is located in areas of low and moderate salinity hazard. The impacts associated with salinity are discussed in greater detail in Section 4.8.
Are the works in an area of known acid sulfate soil risk?	Y	The Proposed Change is located in an area of a low probability for acid sulfate soils occurrence. The impacts associated with acid sulfate soils are discussed in greater detail in Section 4.8.
Will works require temporary or permanent placement of surplus spoil material?	N	The Proposed Change will not require temporary placement of surplus spoil material.
Are the works in an area of known contamination risk?	Y	The Proposed Change is located in an area noted as a general contamination risk. The impacts associated with contamination are discussed in greater detail in Section 4.8.
Are there any potential air quality impacts associated with the works?	N	The Proposed Change would not result in potential minor and short-term air quality impacts. These impacts are discussed in greater detail in Section 4.9.
Are there any potential landscape and visual impacts associated with the works?	N	The Proposed Change would not result in minor and short-term landscape and visual impacts. These impacts are discussed in greater detail in Section 4.10.
Will works result in any operational impacts further to those detailed in the approved Project?	N	The Proposed Change relates to required adjustment of utilities designed in consultation with the parties responsible for maintenance of the respective assets. The Proposed Change would not represent an increase in operational impact to what was assessed in the approved Project.

4.2 Traffic and transport

4.2.1 Existing environment

As noted in Section 2.4, the Proposed Change is located along the A2I alignment between Illabo and North Albury.

The validation and treatment sites which are the subject of the Proposed Change are located throughout a mix of agricultural and farming areas through to regional town centres along the A2I alignment. Corresponding with these varying land uses, the existing traffic and pedestrian conditions vary significantly across the sites with higher traffic and pedestrian volumes in regional centres compared to much lower volumes in agricultural areas with the exception of sites located directly adjacent to Olympic Highway and Byrnes Road.

4.2.2 Impact assessment

The works which form the Proposed Change will require the use of light vehicles to access site to undertake inspections and undertake geotechnical investigations and as such are not expected to increase the traffic and transport impacts.

Sites will primarily be accessed using existing roads although in some circumstances access may be via paddocks and previously disturbed farmland/paddocks (subject to landowner agreement), by a maximum of four (4) light vehicles for the proposed works, therefore, no increase in construction traffic is anticipated as a result of the Proposed Change. Works are anticipated to be completed within a few hours at each site meaning that any impacts on parking will be short term.

4.2.3 Conclusion

The Proposed Changes are not anticipated to increase traffic associated with construction activities. The impacts would be generally in accordance with the impacts considered as part of the EAD and would be managed in accordance with traffic management as part of the broader A2I Project and in accordance with the Infrastructure Approval.

All applicable mitigation measures in the Conditions of Approval (CoAs) and Updated Mitigation Measures (UMMs) will be implemented, with any identified additional mitigation measures outlined in Table 4.9.

4.3 Noise and vibration

4.3.1 Existing environment

Common noise and vibration sources in the subject area are train movements along the operational rail corridor, major road traffic and local traffic. Potentially sensitive receivers are those that may be affected by changes in noise and vibration levels within the work area. Consistent with the adopted standards and guidelines, sensitive receivers in the work areas include residential dwellings, schools and education institutions, places of worship, childcare centres, medical facilities, commercial property and industrial premises.

The existing vibration environment in close proximity to the railway line includes vibration from existing freight train movements on the alignment. Additional sources of vibration may be associated with operation of industrial premises, road traffic operations and construction activities typical of the environment. Adjacent heritage structures are considered as vibration sensitive receivers due to the potential for cosmetic damage; however, a heritage structure should not be assumed to be more sensitive to vibration, unless it is structurally unsound.

4.3.2 Impact assessment

Noise catchment areas

Noise catchment areas (NCA) were defined in the EIS to classify groups of sensitive receivers that are likely to have a similar existing noise environment and experience similar impacts from construction of the Project. These were determined through reference to aerial imagery and land use maps and verified during background noise monitoring.

To support this assessment, a noise assessment was completed including the activities associated with the Proposed Change. This assessment is presented in Appendix G. Due to limitations with the noise modelling inputs and following consultation with the Acoustic Advisor, noise modelling was undertaken using light vehicles (x4) and a hand auger to simulate the activities that are proposed under the Proposed Change.

The Proposed Change area is surrounded by a variety of different receivers types and the work areas for the Proposed Change are spread across several different NCAs. As a conservative approach, the output from the noise assessment has been compared against two noise management levels (NMLs) representing both urban and rural receiver environments across the project. Refer to Table 4.2 below.

Table 4.2: Noise management levels

Receiver Type	Assumed Daytime Background Noise Level RBL (dBA)	Noise Management Level (RBL+10dB) LAeq(15 minute) dBA	Example Receiver Areas
Urban	40	50	Larger regional cities such as Albury and Wagga Wagga
Rural	35	45	Rural areas with scattered residences and smaller regional towns such as Harefield and Yerong Creek

The noise assessment modelled the predicted noise level at a variety of distances from the area of works. The predicted noise levels and exceedances at these distances are shown in Table 4.3 below.

Table 4.3: Predicted Noise Levels

Distance from Works (m)	Noise Management Level (RBL+10dB) LAeq (15 minute) dBA		Noise Management Level (RBL+10dB) LAeq (15 minute) dBA	Exceedance (dB)	
	Urban	Rural		Urban	Rural
5	50	45	68	18	23
10			62	12	17
15			58	8	13
20			56	6	11
25			53	3	8
30			52	2	7
35			50	0	5
40			49	0	4
45			48	0	3
50			47	0	2
55			46	0	1
>60m			<45	0	0

The above assessment indicates that for the proposed DCP works, exceedances are not likely at residences situated ≥35 m from the work location in urban areas and ≥60 m from the work location in rural areas.

4.3.3 Construction hours

Construction hours for the Proposed Change are as discussed in Section 2.5, works are anticipated to be undertaken during standard construction hours. Any out-of-hours works (OOHW) would be implemented in accordance with CoA E71 and EPL L4 condition.

Predicted noise levels

A summary of the predicted worst-case noise levels for the Proposed Change has been provided by the noise assessment included in Appendix G. Based on the noise assessment and the nature of the activities which are predominantly limited to site inspections, the works are not anticipated to impact on any sensitive receivers.

Ground-borne noise

Ground-borne construction noise impacts are not anticipated as no vibration intensive work is included in the scope of work from the Proposed Change.

Vibration impacts

Vibration impacts are not anticipated as no vibration intensive work is included in the scope of work from the Proposed Change.

4.3.4 Conclusion

Feasible and reasonable management and mitigation measures will be implemented as required to minimise noise, vibration and cumulative impacts for the scope of works as per the Proposed Change.

Albeit no noise impacts are anticipated from the Proposed Change, all applicable mitigation measures in the CoAs and UMMs will be implemented, with any identified additional mitigation measures outlined in Table 4.9.

4.4 Non-Aboriginal heritage

4.4.1 Existing environment

Potential non-Aboriginal heritage impacts were assessed within Chapter 11 of the EIS, Technical Paper 3 (Non-Aboriginal heritage) and the Desktop Aboriginal and non-Aboriginal Heritage Consistency Assessment Report: A2I Overhead Wires works (Appendix C).

The study area for EIS Technical Paper 3 (Non-Aboriginal heritage) included the length of the existing railway corridor from Albury to Illabo, with a specific focus on the 14 enhancement sites, including heritage items and conservation areas within and in the vicinity of the enhancement sites that could be directly or indirectly impacted by the Project.

The Proposed Change intersects or is adjacent to the curtilage for the heritage items listed in Table 4.3. Refer to Appendix C for the relevant figures.

Table 4.4: Heritage items that intersect or are adjacent to the Proposed Change

NAME	HERITAGE LISTING	DISTANCE FROM PROPOSED CHANGE
Henty Railway Station and yard group (SHR 01169) Henty Railway Station and yard group (I78)	Local and State	Within curtilage
Culcairn Railway Station and yard group (SHR 01126) Culcairn Railway Station and Yard Group (I44)	Local and State	Adjacent
Street Trees (I54)	Local	Within
Gerogery Railway Station group (SHR 01148)	State	Within
Yerong Creek Urban Conservation Area (C3)	Local	Within curtilage
The Rock Station and yard group (SHR 01268) Rock Station and Yard (I10)	Local and State	Within curtilage
The Rock: Conservation Area – General (C2)	Local	Within curtilage
Junee Railway Station, yard, locomotive depot (SHR 01173) Junee Railway Station, moveable relics (I9)	Local and State	Adjacent
Shepherds concrete silos (I28)	Local	Within curtilage
Robertson Oval gates and ticket boxes (I265)	Local	Adjacent

Railway Station (I98)		

4.4.2 Impact assessment

An impact assessment of the Proposed Change was completed as part of the Desktop Aboriginal and non-Aboriginal Heritage Consistency Assessment Report: A2I Overhead Wires works. Details of the anticipated impacts to non-aboriginal heritage are outlined in Table 4.4 below.

Table 4.5: Potential impacts at the site from the Proposed Change

NAME	HERITAGE LISTING	POTENTIAL IMPACT	POTENTIAL IMPACT
Henty Railway Station and yard group (SHR 01169) Henty Railway Station and yard group (I78)	Local and State	Within curtilage	The proposed works will avoid all Heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic qualities. As such the visual amenity of the Station and yard will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.
Culcairn Railway Station and yard group (SHR 01126) Culcairn Railway Station and Yard Group (I44)	Local and State	Adjacent	The proposed works will avoid all heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic values. As such the visual amenity and landmark qualities of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item
Street Trees (I54)	Local	Within	The proposed works will avoid all tree vegetation and will not result in any physical traces that will permanently or temporarily alter the aesthetic qualities. As such the visual amenity of the item will not be impacted. It is determined that there will be negligible impact to the heritage item.
Gerogery Railway Station group (SHR 01148)	State	Within	The proposed works will avoid all heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic values. As such the visual amenity and landmark qualities of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item
Yerong Creek Urban Conservation Area (C3)	Local	Within curtilage	The proposed works will not result in any physical traces that will permanently or temporarily alter the visual amenity of the conservation area. It is determined that there will be negligible impact to the heritage item.
The Rock Station and yard group (SHR 01268) Rock Station and Yard (I10)	Local and State	Within curtilage	The proposed works will avoid all heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic values. As such the visual amenity and landmark qualities of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.

The Rock: Conservation Area – General (C2)	Local	Within curtilage	The proposed works will not result in any physical traces that will permanently or temporarily alter the visual amenity of the conservation area. It is determined that there will be negligible impact to the heritage item.
Junee Railway Station, yard, locomotive depot (SHR 01173) Junee Railway Station, moveable relics (I9)	Local and State	Adjacent	The proposed works will avoid all heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic values. As such the visual amenity and landmark qualities of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.
Shepherds concrete silos (I28)	Local	Within curtilage	The proposed works will avoid all heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic values. As such the visual amenity and landmark qualities of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.
Robertson Oval gates and ticket boxes (I265)	Local	Adjacent	The proposed works will not result in any physical traces that will permanently or temporarily alter the visual amenity of the conservation area. It is determined that there will be negligible impact to the heritage item.
Wagga Wagga Railway Station and yard group (SHR 01279) **Railway Station (I98)**	Local and State	Adjacent	The proposed works will avoid all heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic values. As such the visual amenity and landmark qualities of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.

4.4.3 Conclusion

The Proposed Change involves only extremely limited disturbance of the ground through DCP testing.

The proposed works will avoid all LEP and SHR listed significant buildings and structures identified as contributing to the significance of the heritage items. Further, no areas of subsurface potential area have been identified within the study area.

Therefore, the Proposed Change scope of works would not result in an increase on the level of impact assessed as part of the A2I EAD and would not impact the Project's ability to comply with relevant conditions of approval or updated management measures.

The Desktop Aboriginal and non-Aboriginal Heritage Consistency Assessment Report: A2I Overhead Wires works makes recommendations to be adhered to during the construction works. All applicable mitigation measures in the CoAs and UMMs will be implemented, with any identified additional mitigation measures outlined in Table 4.9.

4.5 Aboriginal heritage

4.5.1 Existing environment

Potential Aboriginal heritage impacts were assessed within Chapter 10 of the EIS, Technical Paper 2 (Aboriginal heritage) and the Desktop Aboriginal and non-Aboriginal Heritage Consistency Assessment Report: A2I Overhead Wires works (Appendix C).

The study area for EIS Technical Paper 3 (Aboriginal heritage) included the length of the existing railway corridor from Albury to Illabo, with a specific focus on the 14 enhancement sites, including Aboriginal objects and places within and in the vicinity of the enhancement sites that could be directly or indirectly impacted by the Project.

Table 4.6: AHIMS sites identified within the search area for the Proposed Change

PROPOSAL SITE ID	CLOSEST AHIMS SITE ID	DISTANCE (M)	DIRECTION	SITE TYPE
T011	56-1-0723 (Biirimul 004)	60	Northeast	Modified Tree (Carved or Scarred)
T016	56-1-0773 (A2I-1 Yerong Creek IF)	350	Southwest	Isolated find
T017	56-1-0773 (A2I-1 Yerong Creek IF	195	Southwest	Isolated find
T018	56-4-0355 (Henty Gov Dam 2)	480	Southwest	Modified Tree (Carved or Scarred)
T019	56-4-0355 (Henty Gov Dam 1)	500	Northwest	Modified Tree (Carved or Scarred)
T022	55-6-0072 (ARTC 13)	80	North	Artefact
	55-6-0299 (Albury to Culcairn IF01)	80	North	Isolated find
T023	60-3-0006 (One Tree Hill;Ettamogah Sanctuary;T/58;)	80	Northwest	Modified Tree (Carved or Scarred)
	60-3-0007 (One Tree Hill;Ettamogah Sanctuary;T/59;)	80	Northwest	Modified Tree (Carved or Scarred)
	60-3-0008 (One Tree Hill;Ettamogah Sanctuary;TS10;)	80	Northwest	Modified Tree (Carved or Scarred)
V013	56-1-0120 (APA36)	680	Southeast	Artefact
V014	56-1-0462 (Bomen RIFL AS3)	200	Northwest	Artefact
V016	56-1-0033 (BOM-1;)	220	South	Artefact
V017	56-1-0081 (WW110)	370	Northwest	Artefact
V018	56-1-0544 (Marrambidya Wagga 534384)	530	Northeast	Modified Tree (Carved or Scarred)
V025	(56-1-0723 (Biirimul 004)	90	South	Modified Tree (Carved or Scarred)
V026	56-1-0385 (Gabuga Tank 20)	65	Northwest	Resource and Gathering

V027	56-1-0383 (Gabuga Tank 9)	50	Northwest	Modified Tree (Carved or Scarred)
V028	56-1-0382 (Gabuga Tank 11)	35	Northwest	Modified Tree (Carved or Scarred)
	56-1-0129 (Kapooka Pump Station ST 1)	66	Northeast	Modified Tree (Carved or Scarred)
	56-1-0378 (Gabuga Tank 2)	70	Northeast	Modified Tree (Carved or Scarred)
V038	56-1-0490 (The Rock Rd Side Scar Tree 1)	465	Southwest	Modified Tree (Carved or Scarred)
V039	56-4-0011 (Burkes Creek;)	500	Northeast	Artefact
V044	56-1-0773 (A2I-1 Yerong Creek IF)	150	North	Isolated find
V052	61-1-0008 (Thurgoona Park;Mitta Junction;)	270	North	Modified Tree (Carved or Scarred)
	56-4-0207 (ARTC 7)	340	East	Artefact
V053	56-4-0003 (Ashley Park Scarred Tree VI)	470	South	Modified Tree (Carved or Scarred)
V054	56-4-0204 (ARTC 4)	280	Northwest	Artefact
V059	55-6-0072 (ARTC 13)	60	South	Artefact
	55-6-0299 (Albury to Culcairn IF01)	60	South	Isolated find
V060	55-6-0072 (ARTC 13)	115	North	Artefact
	55-6-0299 (Albury to Culcairn IF01)	115	North	Isolated find
V062	56-4-0230 (TT 5 (Table Top Creek - Hume Hwy))	470	Northwest	Artefact
V063	56-4-0202 (mod tree 7)	360	Southeast	Modified Tree (Carved or Scarred)
V064	60-3-0019 (M12)	360	East	Artefact
V065	55-6-0267 (Albury RJP PAD 06)	240	Southeast	PAD
V066	55-6-0267 (Albury RJP PAD 06)	120	East	PAD
V067	55-6-0267 (Albury RJP PAD 06)	130	East	PAD
V068	60-3-0076 (AWH 7 PAD 4)	300	Northwest	Artefact with PAD
V080	56-1-0519 (Kings Own 502)	500	Northeast	Modified Tree (Carved or Scarred)

4.5.2 Impact assessment

An impact assessment of the Proposed Change was completed as part of the Desktop Aboriginal and non-Aboriginal Heritage Consistency Assessment Report: A2I Overhead Wires works. Following a review of the

Proposed Change, it was identified that five of the sites (T011, T023, V026, V027 and V028) where the proposed works could have the potential to harm previously recorded Aboriginal sites; either artefact sites or culturally modified trees. The possible impact relates primarily to the proximity of the identified Aboriginal sites to access tracks, which may be used by the client to reach the OHW sites.

4.5.3 Conclusion

The Proposed Change involves only minimal disturbance of the ground through DCP testing.

The works will avoid all AHIMS sites in proximity to the Proposed Change work areas. The desktop assessment determined that due to previous land use disturbance, there is a low likelihood of intact, subsurface archaeological deposits being present within the study area

The Desktop Aboriginal and non-Aboriginal Heritage Consistency Assessment Report: A2I Overhead Wires works makes recommendations to be adhered to during the construction works. All applicable mitigation measures in the CoAs and UMMs will be implemented, with any identified additional mitigation measures outlined in Table 4.9.

4.6 Biodiversity

4.6.1 Existing environment

The subject area is located in the NSW South-western Slopes bioregion, including the Lower slopes and Inland slopes subregions. The Proposed Change is located within or adjacent to the existing rail corridor in areas that have been predominantly cleared. The landscape in the area surrounding the proposal has been heavily fragmented by development and agriculture.

Native vegetation in NSW is classified using the Plant Community Type (PCT) classification system, approved by the NSW Plant Community Type Control Panel and described in the BioNet Vegetation Classification Database (DPIE, 2021).

Vegetation

The Proposed Change extends along the entire A2I alignment and so is located on or adjacent to each of the three PCT types that were identified by the EAD and are outlined below:

- Miscellaneous Ecosystems – ‘Highly Disturbed areas with no or limited Native Vegetation’ (MEHD)
  - Comprised of no or limited native species and is dominated by exotic species, and provides limited ecological function (WSP, 2024). Highly Disturbed areas with no or limited native vegetation includes areas that are not consistent with the definition of a PCT and are not required to be assessed for ecosystem credits, per Section 9.3 of the BAM (DPIE, 2020a).
- River red gum herbaceous-grassy very tall open forest wetland on inner floodplains (PCT 5)
  - Occurs on silty-sandy loam-clay soils on levees or other raised landform elements adjacent to rivers and wetlands. Two vegetation integrity plots (Q1 and Q3) were undertaken within this PCT. Overstorey is dominated by River Red Gum with a groundcover consisting of Small Spike-rush, Common Nardoo (Marsilea drummondii) and Juncus australis. Goosegrass (Galium aparine), Wild Oats (Avena fatua), Browntop Bent (Agrostis capillaris), Great Brome (Bromus diandrus), Prairie Grass (Bromus catharticus) and Rye Grass (Lolium rigidum) are all common. While highly disturbed, the vegetation occurs along the Murray River and associated inner floodplains with a canopy dominated by River Red Gum and a grassy understory aligning it with PCT 5.
- Blakely’s red gum – Yellow box grassy tall woodland of the NSW South Western Slopes Bioregion (PCT 277)

- This vegetation type was recorded on fertile deep, loam or clay soils on flats, foot slopes and hillslopes mainly east of Wagga Wagga. Twelve (12) vegetation integrity plots were undertaken within this PCT. The overstorey was dominated by Blakely's Red Gum and Yellow Box with a groundcover consisting of Corrugated Sida, Red Grass, Austrostipa bigeniculata, Speargrass, Windmill Grass and Vittadinia cuneata.

4.6.2 Impact assessment

A desktop review of the Proposed Change scope of works was undertaken by East Coast Ecology (Refer to Appendix B). As no trimming or clearing is required as part of the Proposed Change it was determined that no threatened flora or fauna are likely to be significantly impacted by the scope of works.

4.6.3 Conclusion

There would be no impacts to threatened species, populations or ecological communities are expected as a result of the Proposed Change. Although outside the assessed construction boundary for the Project, the biodiversity impacts are considered consistent with the initial assessment (WSP, 2023), and no further offsets (ecosystem or species) would be required subject to the implementation of the mitigation measures outlined in the CoA and RTS Appendix B Updated Mitigation Measures.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any identified additional mitigation measures outlined in Table 4.9.

4.7 Flood risk

4.7.1 Existing environment

The Proposed Change area is located within both the Murray and Murrumbidgee catchments. The majority of watercourses crossed by the proposal are non-perennial, with water ceasing to flow for weeks or months at a time (intermittent watercourses) or flowing only for short durations following rainfall (ephemeral watercourses). The Proposed Change is partially located on flood-prone land.

The frequency of flood events is generally referred to in terms of their annual exceedance probability (AEP). For example, for a 5% AEP flood, there is a five per cent probability (or a one in 20 chance) that there would be floods of a greater magnitude in any given year. For a 1% AEP flood, there is a one per cent probability (or a one in 100 chance) that there would be floods of greater magnitude each year. The probable maximum flood (PMF) is the largest flood that could be expected to occur at a particular location, usually estimated from probable maximum precipitation.

4.7.2 Impact assessment

The Proposed Change areas are partially located within flood prone land. Considering the limited duration and scope of the works no significant impacts to flood behaviour are anticipated as a result of the Proposed Change.

4.7.3 Conclusion

Construction activities at the Proposed Change areas would be short term and would be prepared with consideration of flooding behaviour. No significant impacts to flood behaviour are anticipated as a result of the Proposed Change which is consistent with the flood risk/behaviour of the approved works.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any identified additional mitigation measures outlined in Table 4.9.

4.8 Soils and contamination

4.8.1 Existing environment

The EAD identified the presence of dispersive soils or soils prone to high erosion hazard at several sites including Table Top Yard clearances, Billy Hughes bridge, Culcairn pedestrian bridge and Culcairn Yard clearances, The Rock Yard clearances, Pearson Street bridge, Wagga Wagga Station and surrounds, and enhancement sites within the Junee precinct. The presence of dispersive soils creates an increased potential for erosion impacts which would be minimised by implementing standard best-practice soil erosion control measures during construction.

Saline soils

Salinity is known to occur in the proposal site though is not anticipated to be impacted due to the nature of the Proposed Change.

Acid sulfate soils

The Proposed Change area is located within areas described as low probability of acid sulfate soils (ASS).

Contamination

The Proposed Change area is located within and adjacent to the existing rail corridor, which is considered to contain a general level of risk associated with contamination from historical development and activities associated with its operation. A range of sites adjacent to the rail corridor that would be considered to have associated contaminated risk were identified, including agricultural land.

The sources for these general contamination risks include:

- fill used in construction of the existing rail line, which may be contaminated
- weed-suppression activities
- buildings potentially containing hazardous materials
- rail line ballast potentially containing heavy metals and other contaminants
- contamination from maintenance activities undertaken at sidings and near silos or other areas
- use of chemicals on agricultural land
- machinery storage and maintenance, refuelling and spray rig filling, agricultural sheds and silos

4.8.2 Impact assessment

As no clearing of ground cover or excavation is required as part of the Proposed Change no impact to soils or contamination is anticipated.

4.8.3 Conclusion

Construction activities at the Proposed Change area are not anticipated to impact soils and contamination.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any identified additional mitigation measures outlined in Table 4.9.

4.9 Air quality

4.9.1 Existing environment

Regional air quality is mainly influenced by rural activities, industrial activities, vehicle emissions, railway operations, power generation, waste management and extraction activities. Dust from paved and unpaved roads, and domestic solid and liquid fuel burning in the region, also contribute to the local air shed.

As noted in the EIS (Chapter 22), air quality data has been sourced from the Wagga Wagga North monitoring station, with the results summarised in Table 4.7 below, alongside the air quality impact assessment criterion for each pollutant specified in the *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales* (NSW EPA, 2016).

Table 4.7: Background air quality (2016 to 2020)

MONITORING STATION	POLLUTANT	AVERAGING PERIOD	AIR QUALITY IMPACT ASSESSMENT CRITERIA	YEAR*				
				2016	2017	2018	2019	2020
Wagga Wagga North	PM_{10} (g/m^3)	Maximum 24-hour average	50	114.7	171.6	127.2	251.7	259.4
		Annual average	25	20.7	20.4	26.9	34.7	21.9
	$PM_{2.5}$ (g/m^3)	Maximum 24-hour average	25	Not available	40.8	90.2	129.4	559.5
		Annual average	8	Not available	8.5	8.9	11.0	12.9

Exceedances of the air quality impact assessment criteria as shown in **bold.*

4.9.2 Impact assessment

Dust emissions

The following activities have the potential to generate dust during construction:

- dirt, mud, or other materials tracked onto a paved public roadway by a vehicle leaving a construction site (generally referred to as egress)
- erosion of unsealed surfaces
- vehicle movements on unsealed roads/surfaces

The UMMs outlined in the EAD will be implemented to minimise the risk of impacts to air quality during the Proposed Change.

4.9.3 Conclusion

The Proposed Change impacts to air quality have been deemed as negligible to high prior to any mitigation measure implementation (EIS, Chapter 22). Following the implementation of appropriate mitigation measures, the residual air quality impacts would be reduced to negligible to low risk and short-term.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any identified additional mitigation measures outlined in Table 4.9.

4.10 Landscape and visual

4.10.1 Existing environment

The Proposed Change generally follows the existing Main South Line that runs between Albury and Sydney, through the Riverina region of NSW. This includes enhancement sites between the Murray River bridge in Albury to the Billabong Creek north-east of Illabo, passing through the Albury, Greater Hume, Lockhart, Wagga Wagga and Junee local government areas (LGAs).

The Riverina region of NSW is generally an agricultural area, characterised by flat, low-lying rural plains associated with the catchments of the Murray and Murrumbidgee rivers and their tributaries, including Sandy Creek and Billabong creeks. The landscapes across the study area vary between urban centres at Albury and Wagga Wagga, regional towns and rural areas.

The Proposed Change is located at the boundary of the upper and lower slopes of the South Western Bioregion, which are characterised:

- for the upper slopes: steep, hilly and undulating ranges and granite basins, with open forests and woodlands. This area generally includes Albury, The Rock, Uranquinty, Wagga Wagga and Junee
- for the lower slopes: undulating and hilly ranges, and isolated peaks set in wide valleys at the peaks of the Riverina alluvial fans. This area generally includes Culcairn, Henty and Yerong Creek, as well as between Bomen and Harefield.

A common feature of the landscape and visual catchment across all precincts is the operational rail corridor of the Main South Line. This corridor has been largely cleared of native vegetation and generally consists of grassland with a few scattered trees. Station precincts of state heritage significance are located along the rail line, as described in Chapter 11: Non-Aboriginal heritage. Some stations remain in operation for passenger services; however, stations at Yerong Creek, Bomen, Harefield and Illabo are no longer used.

4.10.2 Impact assessment

As the works are limited to survey and geotechnical investigations no impact to landscape or visual amenity is anticipated as a result of the Proposed Change.

4.10.3 Conclusion

Impacts to landscape character (excluding non-Aboriginal heritage) and viewpoints are considered to be short-term and minor with the implementation of appropriate mitigation measures as outlined in the CoA and UMMs.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any identified additional mitigation measures outlined in Table 4.9.

4.11 Matters of national environmental significance

As discussed in Section 1.1, the A2I Project was referred to the Australian Government Minister for the Environment under the EPBC Act due to potential for impacts on protected matters on 2 June 2020 (EPBC Referral No 202/8670). On 29 June 2020, DAWE notified that the proposal is not a controlled action, and hence approval under the EPBC Act is not required.

The Proposed Change is considered against matters of national environmental significance and impacts on Commonwealth land in accordance with the EPBC Act in Table 4.8, which determined that there would be no impacts on matters of national environmental significance and no referral is required.

Table 4.8: Matters of national environmental significance

FACTOR	IMPACT (YES/NO)	IMPACT DESCRIPTION
Any impact on a World Heritage property?	No	The Proposed Change would not have a direct or indirect impact on any World Heritage property.
Any impact on a National Heritage place?	No	The Proposed Change would not have a direct or indirect impact on any National Heritage place.
Any impact on a wetland of international importance?	No	The Proposed Change would not have a direct or indirect impact on any wetlands of national importance.
Any impact on a listed threatened species or communities?	No	The Proposed Change would not have a direct or indirect impact on listed threatened species or communities as no clearing or trimming of vegetation is proposed as part of the Proposed Change.
Any impacts on listed migratory species?	No	The Proposed Change would not have a direct or indirect impact on any listed migratory species.
Any impact on a Commonwealth marine area?	No	The Proposed Change would not have a direct or indirect impact on a Commonwealth marine area.
Does the proposal involve a nuclear action (including uranium mining)?	No	The Proposed Change does not relate to a nuclear action.
Additionally, any impact (direct or indirect) on Commonwealth land?	No	The Proposed Change is not located in proximity to and would not have any direct or indirect impact on, any Commonwealth land, as per a review of the publicly available 'Commonwealth Owned Land' dataset provided by the Commonwealth Department of Finance (dated 27 August 2024).

4.12 Environmental management measures

The UMF (Table D-5) specifies a number of example mitigation measures. These mitigation measures have been superseded by the Project CoAs and UMMs. Table 4.9 outlines any changes to relevant CoAs and UMMs, called EMMs in this document, that will be implemented as additional management measures for the Proposed Change.

Table 4.9: Additional Mitigation Measures

ASPECT	NATURE AND EXTENT OF IMPACTS (NEGATIVE AND POSITIVE) DURING CONSTRUCTION (IF CONTROL MEASURES IMPLEMENTED) OF THE PROPOSED CHANGE, RELATIVE TO THE APPROVED PROJECT	PROPOSED CONTROL MEASURES IN ADDITION TO PROJECT COA AND UMM	MINIMAL IMPACT YES/NO	ENDORSED	
				Yes/No	Comments
Traffic and transport	The Proposed Change's scope of works would not result in an increase in the level of impact assessed as part of the A2I EAD and would not impact on the Project's ability to comply with relevant CoAs and UMMs.	No additional mitigation measures required.	Yes		
Noise and vibration	The Proposed Change scope of works would not result in an increase on the level of impact assessed as part of the A2I EAD and would not impact on the Project's ability to comply with relevant CoAs and UMMs.	No additional mitigation measures required.	Yes		

Aboriginal heritage	Following implementation of all relevant CoAs and UMMs, the Proposed Change will not inadvertently impact Aboriginal heritage.	1. CA NAH1 - All light vehicle movements to and from the OHW sites must use existing tracks where possible. 2. CA NAH2 - All ground disturbance activities should be confined to the areas immediately surrounding the existing OHW poles. 3. CA NAH3 - Only the proposed works outlined in this document are to be undertaken. If ground disturbance works beyond what is described in Section 1.2 is proposed, then further assessment would be required. 4. CA NAH4 - All contractors should be aware of the location of previously recorded AHIMS sites near to T011, T023, V026, V027 and V028 to ensure they are avoided when utilising access tracks. If unavoidable, alternate routes should be located.	Yes		
Non-Aboriginal heritage	Following implementation of all relevant CoAs and UMMs, the Proposed Change will not inadvertently impact non-Aboriginal heritage.	1. CA NAH1 - All light vehicle movements to and from the OHW sites must use existing tracks where possible. 2. CA NAH2 - All ground disturbance activities should be confined to the areas immediately surrounding the existing OHW poles. 3. CA NAH3 - Only the proposed works outlined in this document are to be undertaken. If ground disturbance works beyond what is described in Section 1.2 is	Yes		

		proposed, then further assessment would be required.			
Biodiversity	There would be no impacts to threatened species, populations or ecological communities are expected as a result of the Proposed Change. Although outside the assessed construction boundary for the Project, the biodiversity impacts are considered consistent with the initial assessment (WSP, 2023), and no further offsets (ecosystem or species) would be required subject to the implementation of the mitigation measures outlined in the CoA and RTS Appendix B Updated Mitigation Measures.	No additional mitigation measures required.	Yes		
Flood risk	No significant impacts to flood behaviour are anticipated for events up to and including the 1% AEP.	No additional mitigation measures required.	Yes		
Soils and contamination	No changes from approved project.	No additional mitigation measures required.	Yes		
Air quality	The residual air quality impacts would be negligible to low risk and short-term.	No additional mitigation measures required.	Yes		
Landscape and visual	Impacts to landscape character, viewpoints, and night-time visuals are considered to be short-term and minor.	No additional mitigation measures required.	Yes		

5 Consistency Assessment

Table 5.1 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 5.1: 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?	As considered throughout this document, the Proposed Change is being carried out in accordance with the EAD, particularly the UMF, which involves adjustment and relocation of utilities.	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.	The Proposed Change does not constitute a modification, is not a radical transformation of the Project as a whole and is not an entirely new Project.	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.	The Proposed Change, as considered in Chapter 2 is considered "consistent with" the Infrastructure Approval. The Proposed Change is considered to be consistent with the impacts contemplated by the EAD outlined in CoA 1 of the Infrastructure Approval.	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?	The Proposed Change is considered "consistent with" the Project, including any potential cumulative impacts and the EIS Consistency Assessment Report (Minor) Edmondson Street Utility Adjustments (MR, January 2025). Any subsequent consistency assessments would be subject separate consideration for potential cumulative impacts.	Yes

6 Monitoring and Reporting

There are no further monitoring or reporting required as a result of the Proposed Change.

7 Conclusion

Based on the consistency assessment in this report, the Proposed Change is considered:

☒ Consistent with the Ministers Conditions of Approval, and the Updated Mitigation Measures.

☐ ~~Not consistent with the Ministers Conditions of Approval, and the 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 – Albury to Illabo Project.

Name:	**Signature:**
Simon Fisher	
Position:	**Date:**
Environment Lead (A2I)	3/02/2026
Organisation:	
Martinus	

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.

Name: Susan Kay	**Signature:** 
Position: Principal Environment Advisor	**Date:** 6/2/26
Organisation: Inland Rail	

Name: Malcolm Clark	**Signature:** 
Position: Project Director (Manager)	Date: Mr Malcolm Clark - Australian Rail Track Corporation
Organisation: Inland Rail	Feb 6, 2026, 11:02 AM GMT+11:00

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. I consider that the proposal is consistent with the Division 5.2 approval.

I agree / ~~do not agree~~ with the recommendations of the [I~~nsert~~ above signatory ~~e.g. PEL~~] and approve / d~~o not approve~~ of the carrying out the Proposed Change in accordance with those recommendations.

Appendix A Site Locations and Scope

SITE ID	SCOPE	LATITUDE	LONGITUDE
T001	Treatment	-34.8089	147.75367
V001	Validation	-34.8148	147.74164
V002	Validation	-34.8162	147.73869
V003	Validation	-34.8323	147.70502
T002	Treatment	-34.8399	147.65684
V004	Validation	-34.8483	147.63846
V005	Validation	-34.853	147.616
T003	Treatment	-34.8528	147.59047
V006	Validation	-34.8528	147.59047
V007	Validation	-34.8528	147.59047
T004	Treatment	-34.8568	147.58689
V008	Validation	-34.8796	147.5817
V009	Validation	-34.8886	147.57837
T005	Treatment	-34.8886	147.57837
V010	Validation	-34.8955	147.57302
V011	Validation	-34.9204	147.55426
V012	Validation	-34.9485	147.53272
T006	Treatment	-34.959	147.52206
T007	Treatment	-35.008	147.46799
V013	Validation	-35.0555	147.42784
V014	Validation	-35.0613	147.42471
V015	Validation	-35.0801	147.40686
V016	Validation	-35.0839	147.40017
V017	Validation	-35.0966	147.39248
V018	Validation	-35.1164	147.38195
T008	Treatment	-35.1199	147.37783
V019	Validation	-35.1202	147.36692
V020	Validation	-35.12	147.3654
V021	Validation	-35.1219	147.35583
T009	Treatment	-35.1219	147.35583
V022	Validation	-35.1222	147.35514
V023	Validation	-35.1255	147.34505
T010	Treatment	-35.1294	147.3332
V024	Validation	-35.1308	147.32904
V025	Validation	-35.1414	147.3119
T011	Treatment	-35.1427	147.31163
V026	Validation	-35.1561	147.30541

V027	Validation	-35.1666	147.29335
V028	Validation	-35.1684	147.28162
V029	Validation	-35.184	147.25808
V030	Validation	-35.184	147.25808
V031	Validation	-35.184	147.25808
V032	Validation	-35.1914	147.24709
V033	Validation	-35.1926	147.2453
V034	Validation	-35.198	147.23736
V035	Validation	-35.2112	147.21775
T012	Treatment	-35.2195	147.20535
V036	Validation	-35.2224	147.20106
V037	Validation	-35.2431	147.17013
T013	Treatment	-35.2471	147.16419
V038	Validation	-35.2502	147.15958
V039	Validation	-35.2592	147.14615
V040	Validation	-35.2713	147.12047
T014	Treatment	-35.2715	147.11929
V041	Validation	-35.287	147.09046
V042	Validation	-35.3159	147.08586
V043	Validation	-35.3644	147.06564
T015	Treatment	-35.3821	147.06093
T016	Treatment	-35.3876	147.05948
T017	Treatment	-35.3889	147.05915
V044	Validation	-35.3919	147.05837
V045	Validation	-35.4136	147.05255
V046	Validation	-35.4349	147.042
V047	Validation	-35.4529	147.03081
V048	Validation	-35.4899	147.03298
T018	Treatment	-35.51	147.03462
T019	Treatment	-35.5188	147.03535
V049	Validation	-35.5431	147.03734
V050	Validation	-35.5548	147.0383
V051	Validation	-35.5697	147.03953
V052	Validation	-35.6002	147.04203
V053	Validation	-35.629	147.04436
V054	Validation	-35.6366	147.04404
V055	Validation	-35.6565	147.04008
T020	Treatment	-35.6675	147.03788

T021	Treatment	-35.6687	147.03764
V056	Validation	-35.6807	147.03523
V057	Validation	-35.759	147.01388
V058	Validation	-35.7926	146.99915
V059	Validation	-35.8351	146.99506
T022	Treatment	-35.8363	146.99515
V060	Validation	-35.8367	146.99517
V061	Validation	-35.8635	146.99714
V062	Validation	-35.9213	147.00139
V063	Validation	-35.9629	147.00441
V064	Validation	-35.9847	146.99783
V065	Validation	-35.9918	146.99443
V066	Validation	-35.9946	146.99312
V067	Validation	-35.9949	146.99296
T023	Treatment	-36.0108	146.98536
V068	Validation	-36.0394	146.97137
V069	Validation	-36.0537	146.95565
V070	Validation	-36.0543	146.95482
V071	Validation	-34.8148	147.7417
V072	Validation	-34.8702	147.58387
V073	Validation	-34.8723	147.5834
V074	Validation	-34.8738	147.58301
V075	Validation	-34.8829	147.58096
V076	Validation	-34.8849	147.58042
V077	Validation	-34.961	147.52002
V078	Validation	-34.9668	147.51401
V079	Validation	-35.1859	147.25529
V080	Validation	-35.2709	147.12184
V081	Validation	-35.2738	147.10942
V082	Validation	-35.5201	147.03545
V083	Validation	-35.1463	147.3106

Appendix B East Coast Ecology Biodiversity Assessment

Outlook

RE: A2I OHW Consistency Assessment Biodiversity Support

From Alex Graham <alex.graham@ececology.com.au>
Date Wed 2025-10-29 8:20 PM
To Simon Fisher <simon.fisher@martinus.com.au>

Hi Simon,

It is my opinion that the works described below will not impact biodiversity values.

Access to these areas should be via existing vehicle tracks, and on foot. Parking must also be in existing cleared areas.

Please feel free to call or email if you have any further questions.

Many thanks,

Alex Graham
Principal Ecologist | Director
Accredited Assessor (BAAS19040)
East Coast Ecology Pty Ltd
M: 0491 684 624
E: alex.graham@ececology.com.au
W: www.ececology.com.au

From: Simon Fisher <simon.fisher@martinus.com.au>
Sent: Wednesday, 29 October 2025 1:24 PM
To: Alex Graham <alex.graham@ececology.com.au>
Subject: Re: A2I OHW Consistency Assessment Biodiversity Support

Hi Alex,

An email should be sufficient based on the scope and limited impacts.

Regards,

Simon Fisher
Design and Approvals Support
Inland Rail - A2P

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martinus.com.au
Australia | New Zealand | Chile | USA

SAVE CONTACT

From: Alex Graham <alex.graham@ececology.com.au>
Sent: Wednesday, 29 October 2025 1:20 PM
To: Simon Fisher <simon.fisher@martinus.com.au>
Subject: RE: A2I OHW Consistency Assessment Biodiversity Support

Hi Simon,

Would you like a BAR Memo similar to those prepared for the CAs? Or would an email suffice?

With no impacts predicted, we can only offer mitigation measures for your consideration.

There should be no issue with consistency from a biodiversity perspective.

Many thanks,

Alex

Alex Graham
Principal Ecologist | Director
Accredited Assessor (BAAS19040)
East Coast Ecology Pty Ltd
M: 0491 684 624
E: alex.graham@ececology.com.au
W: www.ececology.com.au

From: Simon Fisher <simon.fisher@martinus.com.au>
Sent: Wednesday, 29 October 2025 11:14 AM
To: Alex Graham <alex.graham@ececology.com.au>
Subject: Re: A2I OHW Consistency Assessment Biodiversity Support

Hi Alex,

Just wanting to follow up on the below and confirm that no site inspection would be required to support the development of the memo?

Additionally are you able to provide an indication of when you will be able to provide a draft for review?

Regards,

Simon Fisher
Design and Approvals Support
Inland Rail - A2P

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Australia | New Zealand | Chile | USA

SAVE CONTACT

From: Simon Fisher <simon.fisher@martinus.com.au>
Sent: Monday, 27 October 2025 9:04 AM
To: Alex Graham <alex.graham@ececology.com.au>
Subject: Re: A2I OHW Consistency Assessment Biodiversity Support

Hi Alex,

Confirming that no vegetation clearing will be undertaken to the facilitate access or the DCP testing.

Regards,

Simon Fisher
Design and Approvals Support
Inland Rail - A2P

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Australia | New Zealand | Chile | USA

SAVE CONTACT

From: Alex Graham <alex.graham@ececology.com.au>
Sent: Friday, 24 October 2025 4:16 PM
To: Simon Fisher <simon.fisher@martinus.com.au>
Subject: RE: A2I OHW Consistency Assessment Biodiversity Support

Hi Simon,

Can you confirm whether any vegetation clearing will be required for access or DCP testing?

Many thanks,

Alex

East Coast Ecology

Alex Graham
Principal Ecologist | Director
Accredited Assessor (BAAS19040)
East Coast Ecology Pty Ltd
M: 0491 684 624
E: alex.graham@ececology.com.au
W: www.ececology.com.au

From: Simon Fisher <simon.fisher@martinus.com.au>
Sent: Wednesday, 22 October 2025 10:00 AM
To: Alex Graham <alex.graham@ececology.com.au>
Subject: A2I OHW Consistency Assessment Biodiversity Support

Good morning Alex,

As part of our scope of works to deliver the A2I project, Martinus is now required to undertake a review of the overhead wiring clearances at multiple locations along the A2I alignment. As this new scope of works will require works outside the current project CIZ, Martinus is in the process of developing a Consistency Assessment to support the works.

A total of 105 sites will require a review of the overhead wire clearances as part of this scope. The initial scope of works which is the subject of the proposed consistency assessment will involve two different scope of works as outlined below:

i. Validation sites – works at these sites will be limited to non-intrusive survey with sites being accessed by light vehicles.
ii. Treatment sites - works at treatment sites will include to non-intrusive survey with sites being accessed by light vehicles and geotechnical investigations in the form of Dynamic Cone Penetrometer (DCP) testing within close proximity to the existing power poles.

Attached to this email is:

a. An excel spreadsheet which includes the references to all of the sites and denominates whether the site is a treatment or validation site via the naming convention (sites starting with T are treatment sites, sites starting with a V are validation sites) including the locations of the site; and
b. GIS Shapefile to assist with site identification and location.

To support the development of the consistency assessment Martinus is seeking an ecological assessment/memo to support the initial phase of works as described above. Based on the limited nature of the works we do not envisage that a site inspection is required however happy to discuss this further if you have a different opinion.

If you can please advise if you're able to assist, also happy to discuss any questions regarding the approach.

Regards,

Simon Fisher
Design and Approvals Support
Inland Rail - A2P

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Appendix C Desktop Aboriginal and non-Aboriginal Heritage Consistency Assessment Report: A2I Overhead Wires works

ABORIGINAL HERITAGE AND NON-ABORIGINAL HERITAGE DESKTOP CONSISTENCY ASSESSMENT REPORT

INLAND RAIL: A2I OVERHEAD WIRES WORKS

ALBURY, GREATER HUME, JUNEE, LOCKHART AND WAGGA WAGGA LOCAL GOVERNMENT AREAS

NOVEMBER 2025

Report prepared by

OzArk Environment & Heritage

for Australian Rail Track Corporation (ARTC)

OzArk
Environment & Heritage

145 Wingewarra St
(PO Box 2069)
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DOCUMENT CONTROLS

Proponent	Australian Rail Track Corporation (ARTC)
Client	Martinus
Document Description	*Aboriginal and non-Aboriginal Heritage Consistency Assessment Report: A2I Overhead Wires works*
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Document Status: V2.0	Date: 19 November 2025
Draft V1: OzArk internal edits	V1.0 ITC authors 13/11/2025 V1.1 BD reviews 18/11/2025
Draft V2: OzArk and client edits	V2.0 BD finalises and sends to client 19/11/25
Final V3: Final document	

Prepared for	Prepared by
Simon Fisher Design and Approvals Support Martinus Simon.fisher@martinus.com.au	Imogen Crome Project Archaeologist OzArk Environment & Heritage 145 Wingewarra Street (PO Box 2069) Dubbo NSW 2830 P: 02 6882 0118 imogen@ozarkehm.com.au

Acknowledgement

OzArk acknowledge the traditional custodians of the area on which this assessment took place and pay respect to their beliefs, cultural heritage, and continuing connection with the land. We also acknowledge and pay respect to the post-contact experiences of Aboriginal people with attachment to the area and to the Elders, past and present, as the next generation of role models and vessels for memories, traditions, culture and hopes of local Aboriginal people.

CONTENTS

FIGURES

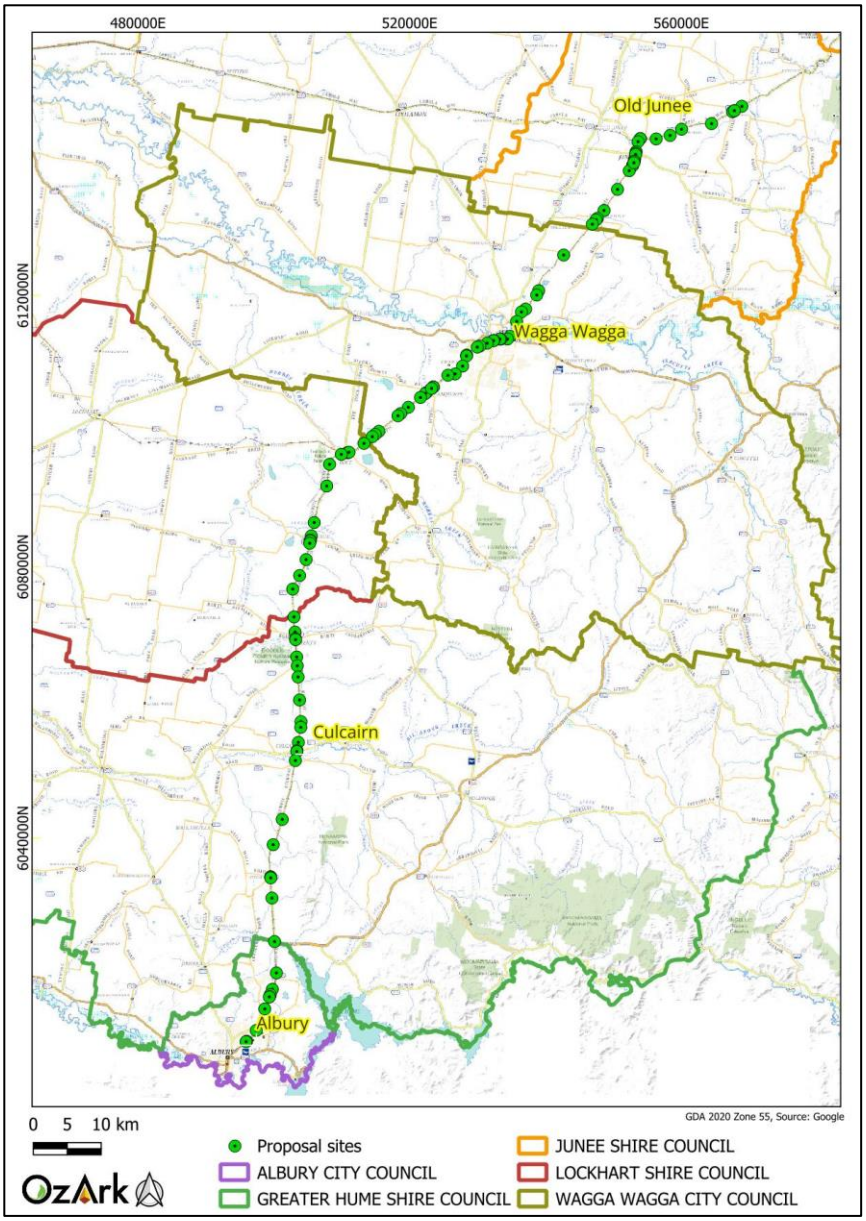
TABLES

1 INTRODUCTION

1.1 BRIEF DESCRIPTION OF THE PROPOSAL

OzArk Environment & Heritage (OzArk) has been engaged by Martinus Rail (MR, the client), on behalf of Australian Rail Track Corporation (ARTC, the proponent), to complete an Aboriginal Heritage and non-Aboriginal Heritage Desktop Consistency Assessment Report following a revision to the scope of works at 105 sites across southern New South Wales (NSW) outside the approved Inland Rail Albury to Illabo (A2I) Construction Impact Zones (CIZ), where overhead wire (OHW) clearances require review (the proposal). These works were not part of the original assessment covered by the Environmental Impact Statement (EIS). The proposal transects the Albury, Greater Hume, Junee, Lockhart and Wagga Wagga Local Government Areas (LGAs) (**Figure 1-1**).

Figure 1-1. Map showing the location of the proposal.



BACKGROUND

The A2I section of the Inland Rail project is Critical State Significant Infrastructure (CSSI) and was approved on 8 October 2024 (Infrastructure Approval). The approval covered all proposed works within the CIZ at that time.

1.1.1 Previous assessment / other documentation

In 2022, GML prepared a *Statement of Heritage Impact* and an *Aboriginal Cultural Heritage Assessment Report* for the Albury to Illabo (A2I) section of the Inland Rail project to enable the required modification of the existing track and associated overhead structures to a sufficient height and width to support the safe running of double-stacked freight trains. This study assessed all then known potential impacts; however, it did not discuss clearances of overhead wires along the A2I rail corridor.

As per Condition of Approval (CoA) A15 for the A2I project, ancillary facilities not specifically listed in the A2I EIS and associated documentation (as listed in CoA A1) can be established, as long as, “they have no impacts on heritage items (including areas of archaeological sensitivity)” (A15(c)).

The following report will assess whether CoA A15 can be met in terms of the proposed works outlined below.

1.2 PROPOSED WORKS

A total of 105 sites require a review of overhead wires to ensure they allow sufficient clearance for the double stacked freight trains associated with the Inland Rail project. The initial phase of the proposal, which is the subject of this consistency assessment, will involve two different scopes of works as outlined below:

- Validation sites (82) - works at these sites will be limited to non-intrusive survey with sites being accessed by light vehicles.
- Treatment sites (23) - works at treatment sites will include to non-intrusive survey with sites being accessed by light vehicles and geotechnical investigations in the form of Dynamic Cone Penetrometer (DCP) testing using hand-held tools within close proximity to the existing power poles.

As no ground disturbing works are proposed at the 82 Validation sites (identified by the prefix V), they are considered to be of very low impact. The only minor impact likely to occur at these sites would be through light vehicular transit along existing access tracks. The 23 Treatment sites (identified by the prefix T) include ground disturbing works and more potential to harm Aboriginal objects and/or historic heritage items should they be present (**Figure** 1-2 toFigure 1-4Error! Reference source not found.).Therefore, the Treatment sites are the primary focus of this report.

Figure 1-2: Aerial showing the OHW site locations (image 1).

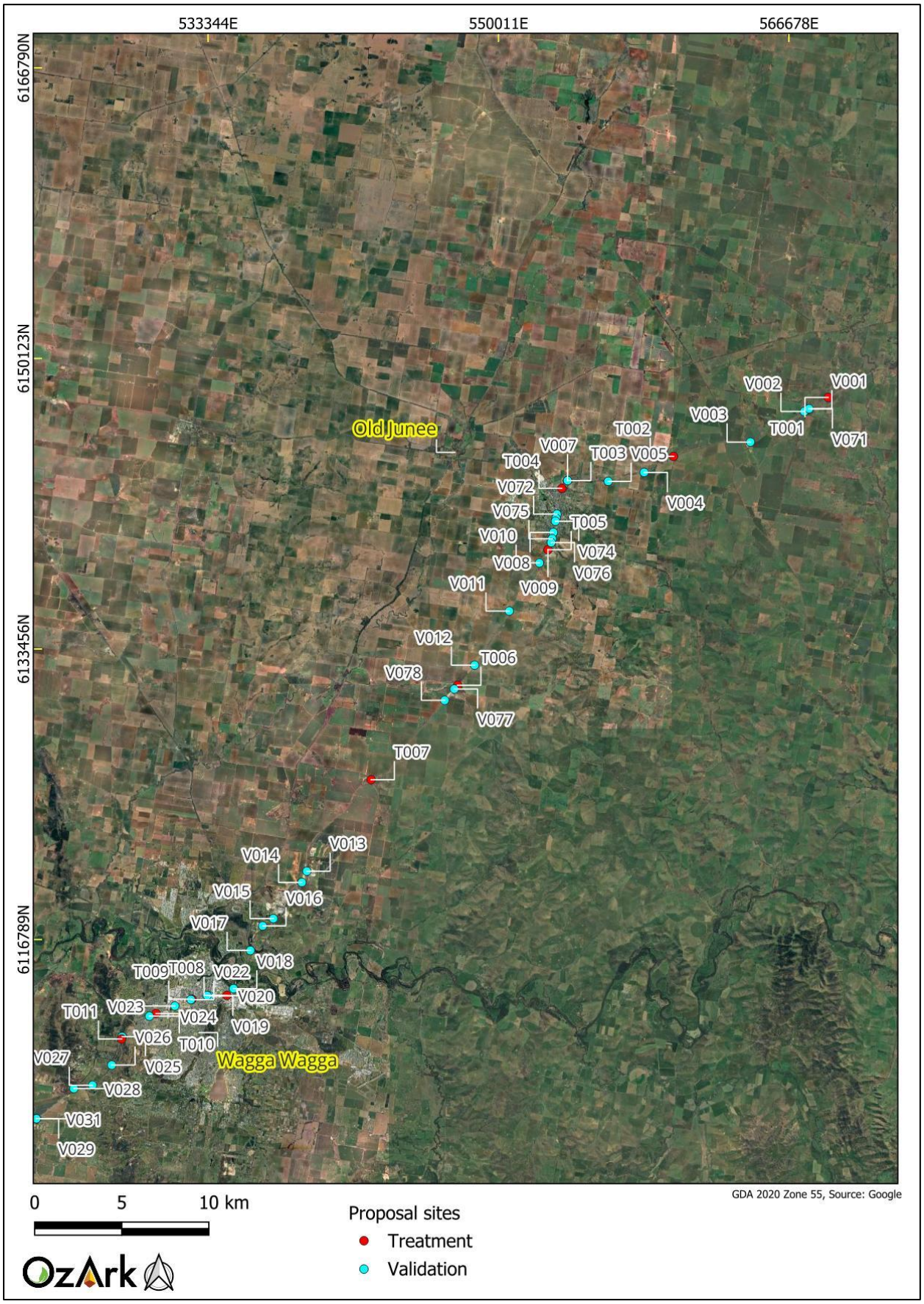


Figure 1-3: Aerial showing the OHW site locations (image 2).

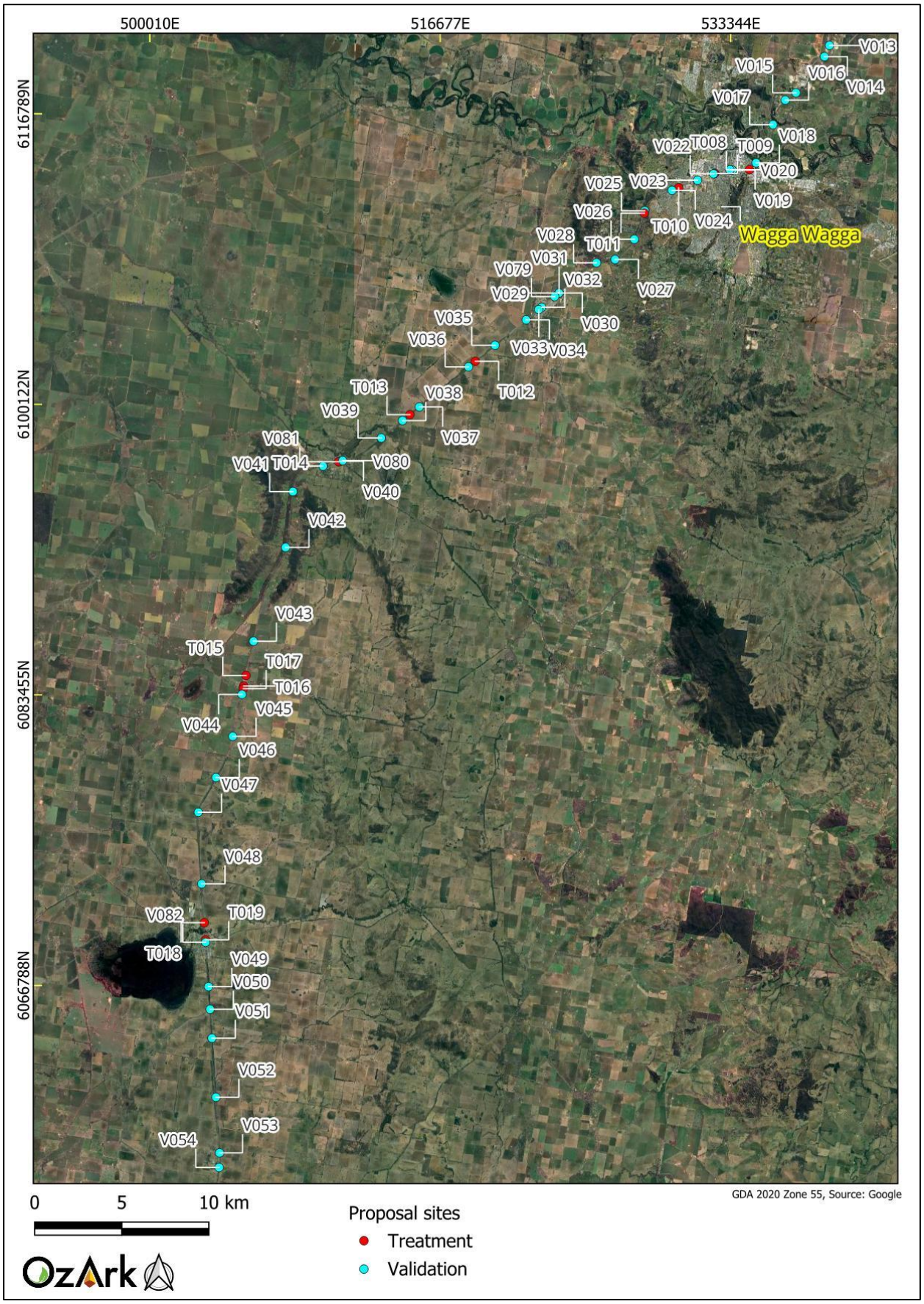
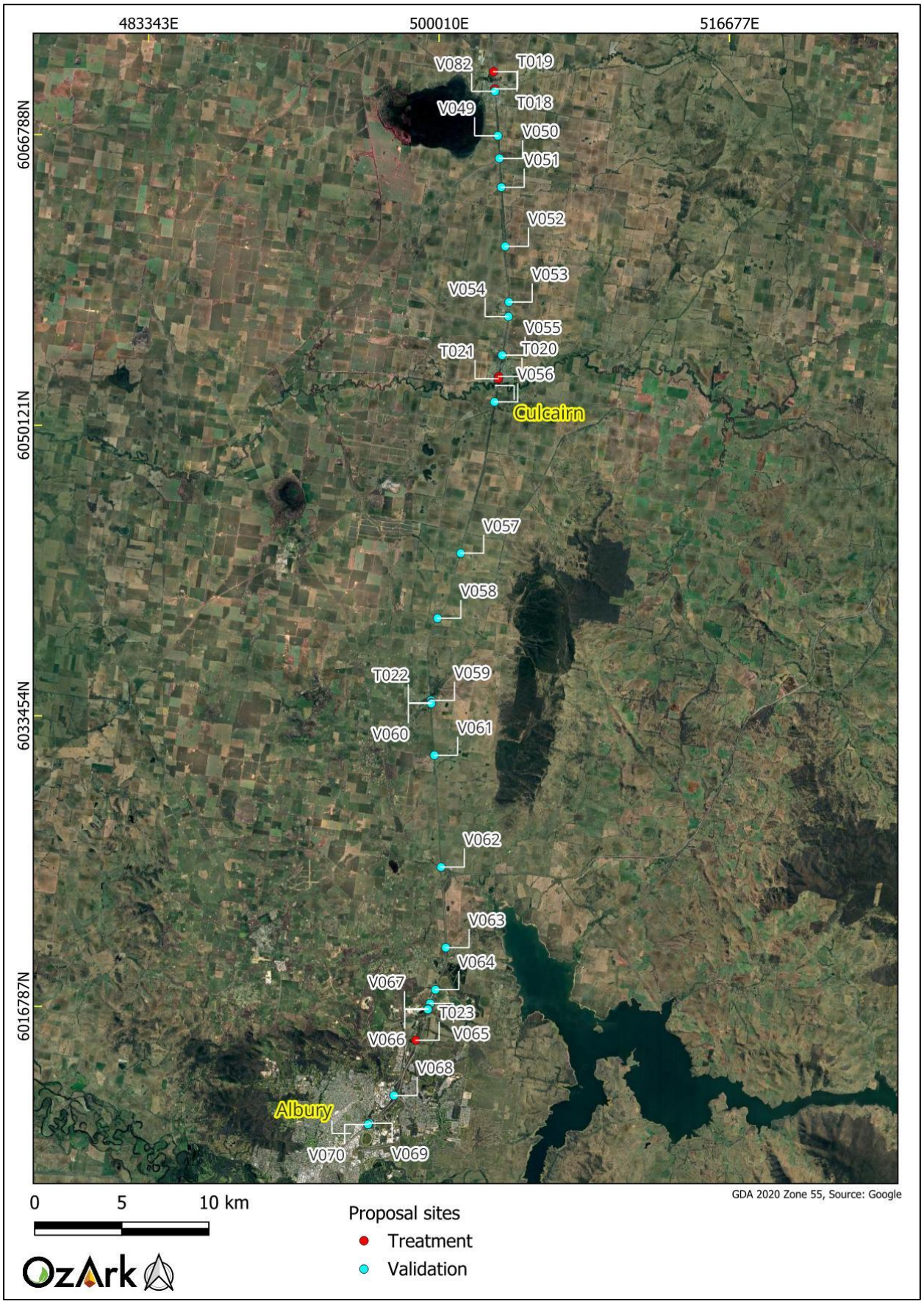


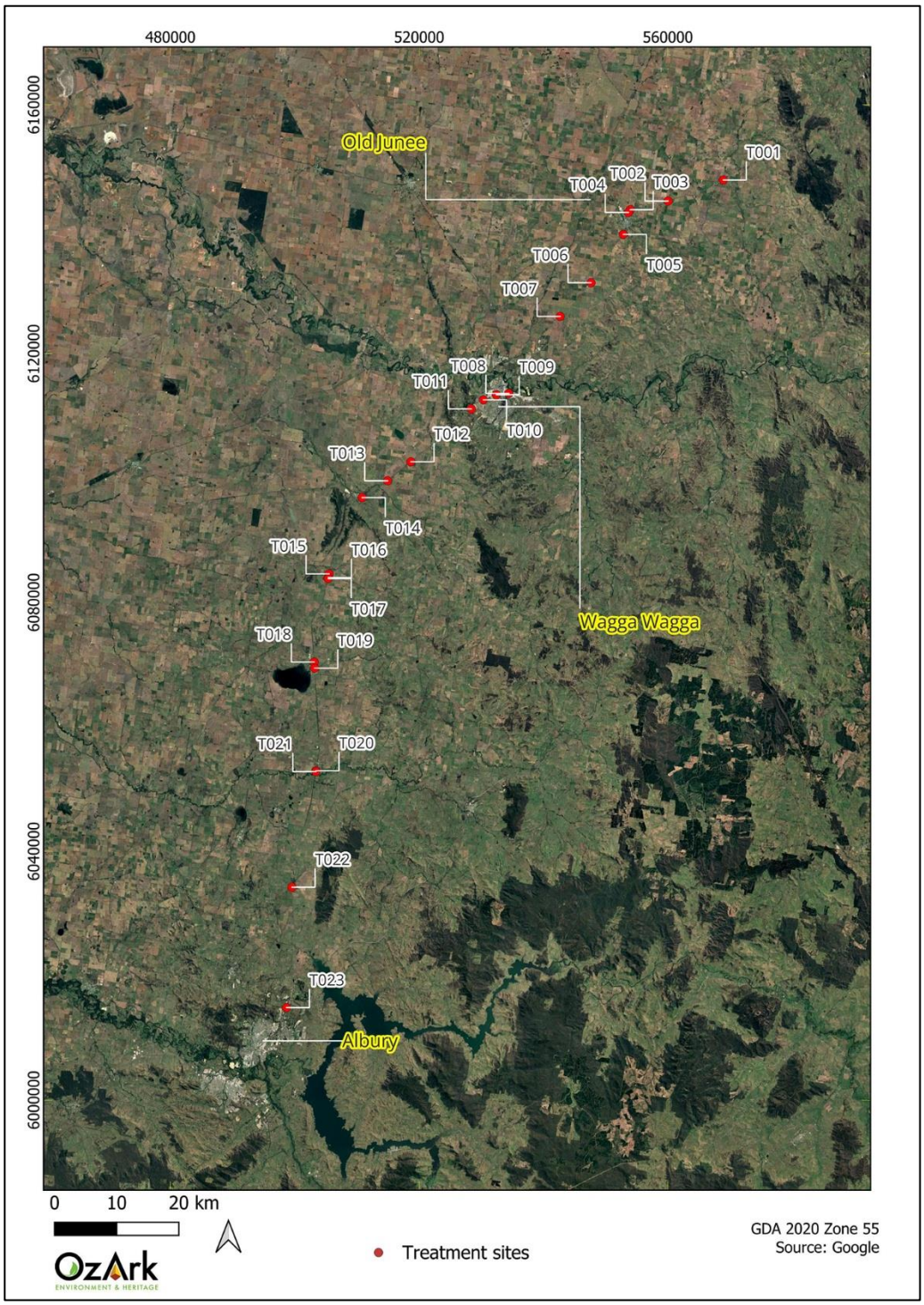
Figure 1-4: Aerial showing the OHW site locations (image 3).



1.3 STUDY AREA

It has been identified by the client that DCP testing will occur directly adjacent to the existing overhead wire poles, as close as possible, and will be predominantly located in previously disturbed areas. As such, the study area focuses primarily on the areas immediately surrounding the existing poles at each of the 23 Treatment sites where DCP will be completed (**Figure 1-5**). In addition, the access tracks in the immediate vicinity of all OHW sites will be included in the assessment.

Figure 1-5: Location of the 23 Treatment Sites where ground disturbance will occur.



1.4 APPROACH

OzArk has prepared this report with reference to the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (Due Diligence Code, DECCW 2010), Heritage Council's *Investigating Heritage Significance, A guide to identifying and examining heritage items in NSW* and the *Historical Archaeology Code of Practice* to assess whether Aboriginal objects or items of historic significance may be harmed by the proposed works. This report will inform a Consistency Assessment as per CoA A15.

2 ABORIGINAL DUE DILIGENCE ASSESSMENT

2.1 AHIMS SEARCH

On 13 November 2025, a search of the Aboriginal Heritage Information Management System (AHIMS) was undertaken over a 500 metre (m) x 500 m search area centred on each OHW site. OHW sites where no previously recorded AHIMS sites were identified within the search areas are listed in Error! Reference source not found..

Table 2-1: OHW sites where no AHIMS sites were identified within search area.

Proposal site ID	Proposal site ID	Proposal site ID	Proposal site ID	Proposal site ID
T001	T021	V020	V041	V069
T002	V001	V021	V042	V070
T003	V002	V022	V043	V071
T004	V003	V023	V045	V072
T005	V004	V024	V046	V073
T006	V005	V029	V047	V074
T007	V006	V030	V048	V075
T008	V007	V031	V049	V076
T009	V008	V032	V050	V077
T010	V009	V033	V051	V078
T012	V010	V034	V055	V079
T013	V011	V035	V056	V081
T014	V012	V036	V057	V082
T015	V015	V037	V058	
T020	V019	V040	V061	

OHW sites where AHIMS sites were identified within the search areas are presented in Error! Reference source not found..

Table 2-2: OHW sites where AHIMS sites were identified within the search area.

Proposal site ID	Closest AHIMS site ID	Distance (m)	Direction	Site type
T011	56-1-0723 (Biirimul 004)	60	Northeast	Modified Tree (Carved or Scarred)
T016	56-1-0773 (A2I-1 Yerong Creek IF)	350	Southwest	Isolated find
T017	56-1-0773 (A2I-1 Yerong Creek IF	195	Southwest	Isolated find
T018	56-4-0355 (Henty Gov Dam 2)	480	Southwest	Modified Tree (Carved or Scarred)
T019	56-4-0355 (Henty Gov Dam 1)	500	Northwest	Modified Tree (Carved or Scarred)
T022	55-6-0072 (ARTC 13)	80	North	Artefact
	55-6-0299 (Albury to Culcairn IF01)	80	North	Isolated find

Proposal site ID	Closest AHIMS site ID	Distance (m)	Direction	Site type
T023	60-3-0006 (One Tree Hill;Ettamogah Sanctuary;T/58;)	80	Northwest	Modified Tree (Carved or Scarred)
	60-3-0007 (One Tree Hill;Ettamogah Sanctuary;T/59;)	80	Northwest	Modified Tree (Carved or Scarred)
	60-3-0008 (One Tree Hill;Ettamogah Sanctuary;TS10;)	80	Northwest	Modified Tree (Carved or Scarred)
V013	56-1-0120 (APA36)	680	Southeast	Artefact
V014	56-1-0462 (Bomen RIFL AS3)	200	Northwest	Artefact
V016	56-1-0033 (BOM-1;)	220	South	Artefact
V017	56-1-0081 (WW110)	370	Northwest	Artefact
V018	56-1-0544 (Marrambidya Wagga 534384)	530	Northeast	Modified Tree (Carved or Scarred)
V025	(56-1-0723 (Biirimul 004)	90	South	Modified Tree (Carved or Scarred)
V026	56-1-0385 (Gabuga Tank 20)	65	Northwest	Resource and Gathering
V027	56-1-0383 (Gabuga Tank 9)	50	Northwest	Modified Tree (Carved or Scarred)
V028	56-1-0382 (Gabuga Tank 11)	35	Northwest	Modified Tree (Carved or Scarred)
	56-1-0129 (Kapooka Pump Station ST 1)	66	Northeast	Modified Tree (Carved or Scarred)
	56-1-0378 (Gabuga Tank 2)	70	Northeast	Modified Tree (Carved or Scarred)
V038	56-1-0490 (The Rock Rd Side Scar Tree 1)	465	Southwest	Modified Tree (Carved or Scarred)
V039	56-4-0011 (Burkes Creek;)	500	Northeast	Artefact
V044	56-1-0773 (A2I-1 Yerong Creek IF)	150	North	Isolated find
V052	61-1-0008 (Thurgoona Park;Mitta Junction;)	270	North	Modified Tree (Carved or Scarred)
	56-4-0207 (ARTC 7)	340	East	Artefact
V053	56-4-0003 (Ashley Park Scarred Tree VI)	470	South	Modified Tree (Carved or Scarred)
V054	56-4-0204 (ARTC 4)	280	Northwest	Artefact
V059	55-6-0072 (ARTC 13)	60	South	Artefact
	55-6-0299 (Albury to Culcairn IF01)	60	South	Isolated find
V060	55-6-0072 (ARTC 13)	115	North	Artefact
	55-6-0299 (Albury to Culcairn IF01)	115	North	Isolated find
V062	56-4-0230 (TT 5 (Table Top Creek - Hume Hwy)))	470	Northwest	Artefact
V063	56-4-0202 (mod tree 7)	360	Southeast	Modified Tree (Carved or Scarred)

Proposal site ID	Closest AHIMS site ID	Distance (m)	Direction	Site type
V064	60-3-0019 (M12;)	360	East	Artefact
V065	55-6-0267 (Albury RJP PAD 06)	240	Southeast	PAD[1]
V066	55-6-0267 (Albury RJP PAD 06)	120	East	PAD
V067	55-6-0267 (Albury RJP PAD 06)	130	East	PAD
V068	60-3-0076 (AWH 7 PAD 4)	300	Northwest	Artefact with PAD
V080	56-1-0519 (Kings Own 502)	500	Northeast	Modified Tree (Carved or Scarred)

Overall, it is assessed that there are five OHW sites (T011, T023, V026, V027 and V028) where the proposed works outlined in **Section 1.2** have the potential to harm previously recorded Aboriginal sites; either artefact sites or culturally modified trees. The possible impact relates primarily to the proximity of the identified Aboriginal sites to access tracks, which may be used by the client to reach the OHW sites. The OHW sites with the potential to impact nearby AHIMS sites are presented with further detail below.

[1] Potential Archaeological Deposit.

2.1.1.1 OHW site T011

AHIMS registered site, 56-1-0723 (Biirimul 004: Modified tree – Carved or scarred), is situated approximately 60 m northeast of OHW site T011. The potential impact to the AHIMS site by the proposal relates specifically to the access route chosen for inspection (**Figure 2-1**).

Figure 2-1: OHW site T011 in relation to AHIMS site 56-1-0723.

2.1.1.2 OHW site T023

AHIMS registered sites, 60-3-006, 60-3-007 and 60-3-3008 (Modified trees – Carved or scarred), are situated approximately 80 m northwest of OHW site T023. Further site card examination of AHIMS sites 60-3-0006 (One Tree Hill; Ettamogah Sanctuary;T/58;), 60-3-0007 (One Tree Hill; Ettamogah Sanctuary;T/59;) and 60-3-0008 (One Tree Hill; Ettamogah Sanctuary;TS10;) registered in proximity to T023, indicate that the coordinates for these sites are incorrect.

Site 60-3-0008's described location is on the east side of a lagoon approximately 230 m south of its registered location. Site 60-3-0006 (One Tree Hill;Ettamogah Sanctuary;T/58;) is recorded as 75 m west of 60-3-0008 on north side of the lagoon approximately 220 m southwest of its AHIMS location.

The true location of 60-3-0006 (One Tree Hill;Ettamogah Sanctuary;T/58;) cannot be derived from its site card which describes the site as 75 m south of the Ettamogah reception building which is in close proximity to the western T023 pole location (**Figure 2-2)**.

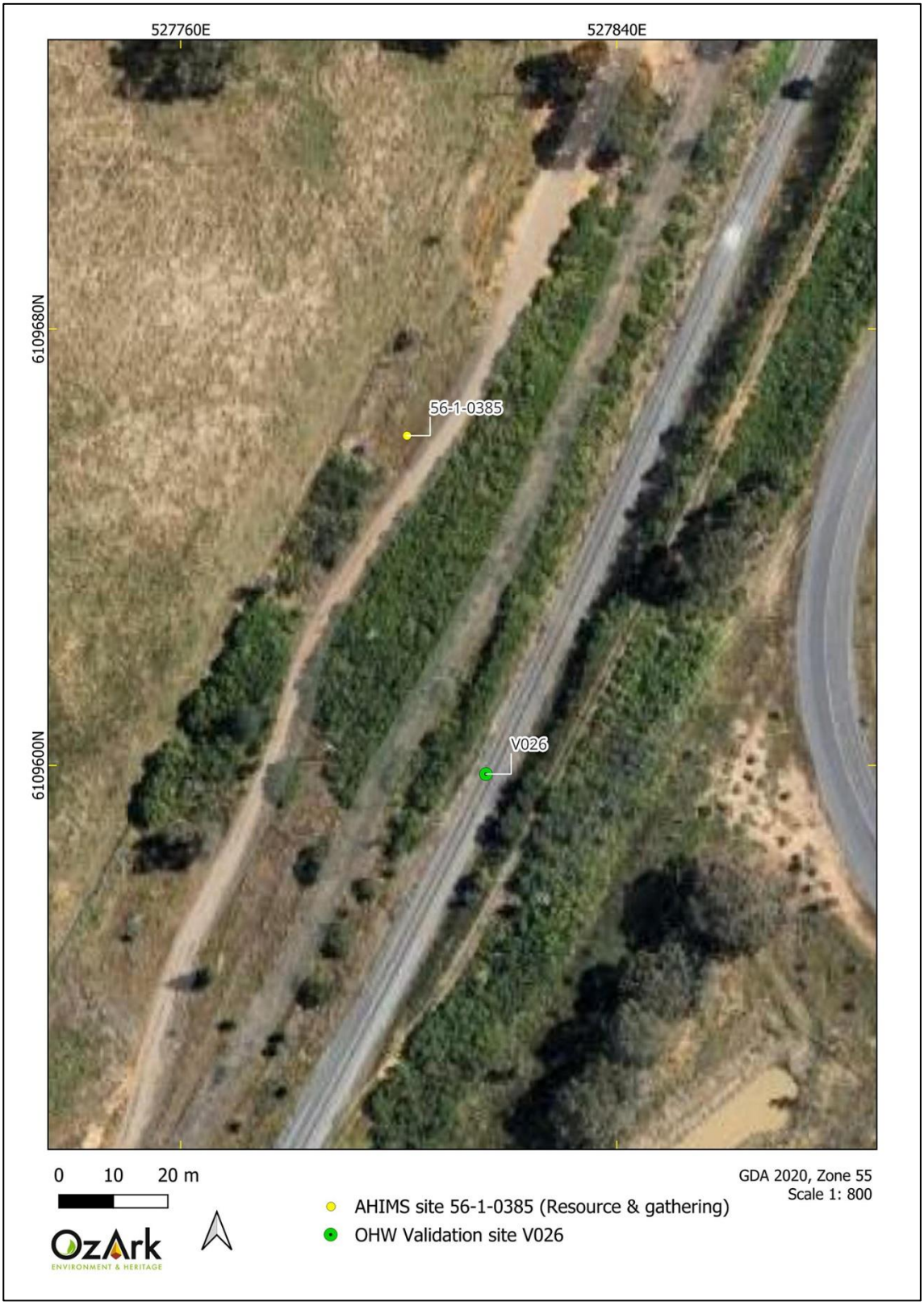
The potential impact to these sites by the proposal relates specifically to the access route chosen for inspection.

Figure 2-2: OHW site T023 in relation to AHIMS site 60-3-0007.

2.1.1.3 *OHW site V026*

AHIMS registered site, 56-1-0385 (Gabuga Tank 20: Resource and gathering), is situated approximately 65 m northwest of OHW site V026. The potential impact to this site by the proposal relates specifically to the access route chosen for inspection (**Figure 2-3**).

Figure 2-3: OHW Validation site V026 in relation to AHIMS site 56-1-0385.



2.1.1.4 OHW site V027

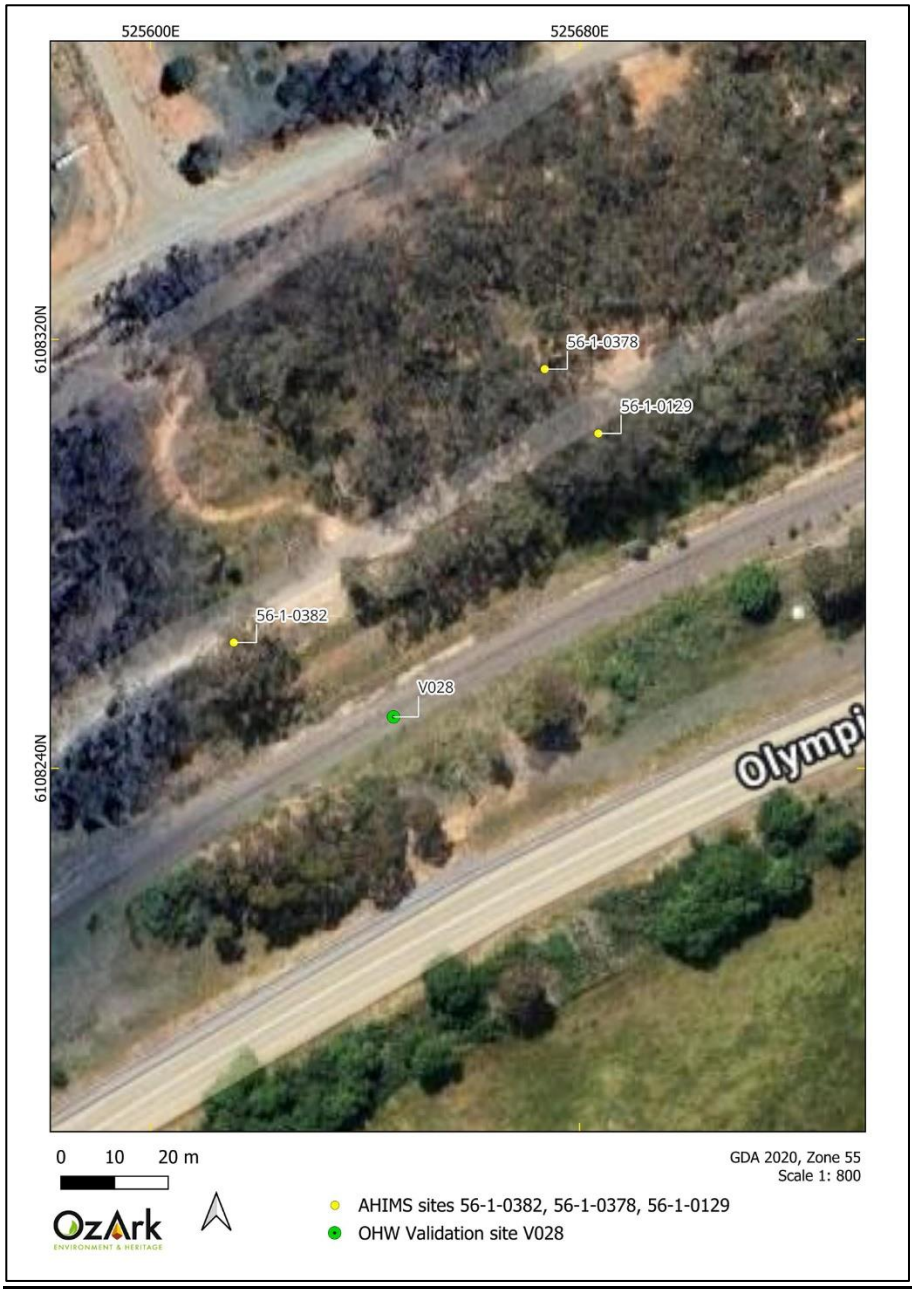
AHIMS registered site, 56-1-0383 (Gabuga Tank 9: Modified Tree: Carved or Scarred), is situated approximately 50 m northwest of OHW site V027. The potential impact to this site by the proposal relates specifically to the access route chosen for inspection (**Figure 2-4**).

Figure 2-4: OHW site V027 in relation to AHIMS site 56-1-0383.

2.1.1.5 OHW site V028

AHIMS registered site, 56-1-0382 (Gabuga Tank 11: Modified Tree (Carved or Scarred)) is located approximately 35 m northwest of OHW site V028; AHIMS registered site, 56-1-0129 (Kapooka Pump Station ST 1: Modified Tree (Carved or Scarred)) is located approximately 66 m northeast of OHW site V028; and AHIMS registered site, 56-1-0378 (Gabuga Tank 2: Modified Tree (Carved or Scarred)) is located approximately 70 m northeast of OHW site V028. The potential impact to these sites by the proposal relates specifically to the access route chosen for inspection (**Figure 2-5)**.

Figure 2-5: OHW site V028 in relation to AHIMS sites.



There are no other sources of information to indicate that Aboriginal objects are likely in the study area.

2.2 LANDFORMS

The *Due Diligence Code of Practice* (DECCW 2010) specifies several landscape features which are determined to be most associated with the potential presence of Aboriginal objects and which therefore require further assessment if present. These landscape features are areas that are:

- Within 200m of waters
- Located within a sand dune system
- Located on a ridge top, ridge line or headland
- Located within 200 m below or above a cliff face;
- Within 20 m of or in a cave, rock shelter or cave mouth.

As the proposed works only require ground disturbance at the 23 Treatment sites, the location of the Treatment sites in relation to sensitive landforms is outlined in **Table 2-3.** It is considered that assessment of the 82 Validation sites is not required, given that no ground disturbing works will occur at those sites.

Table 2-3: Sensitive landforms within the study area.

Treatment site ID	Sensitive landforms determination
T001	Approximately 500 north of Jeralgambeth Creek. No sensitive landforms present.
T002	Within 200 m of an ephemeral drainage line which is not considered a sensitive landform under the Code of Practice. No sensitive landforms present.
T003	Northernmost pole location 160 m south of an unnamed gully and therefore, is within 200 m of 'waters'.
T004	Approximately 500 m north of an unnamed gully. No sensitive landforms present.
T005	Approximately 520 m west of Butlers Gully. No sensitive landforms present.
T006	Approximately 90 m north of Bucks Creek and therefore, is within 200 m of 'waters'.
T007	Approximately 300 m northwest of an ephemeral drainage depression. Not within sensitive landforms.
T008	Approximately 670 m southwest of the Murrumbidgee River. No sensitive landforms present.
T009	Approximately 1600 m southeast of Flowerdale Lagoon. No sensitive landforms present.
T010	Approximately 3400 m southwest of the Murrumbidgee River. No sensitive landforms present.
T011	Within 200 m of an ephemeral tributary line of the Murrumbidgee River and therefore, is within 200 m of 'waters'.
T012	Within 200 m of an ephemeral drainage line which is not considered a sensitive landform under the Code of Practice. No sensitive landforms present.
T013	Approximately 1700 m north of Burkes Creek. No sensitive landforms present.
T014	Approximately 380 m south of Burkes Creek. No sensitive landforms present.
T015	Approximately 1050 m north of Sandy Creek. No sensitive landforms present.
T016	Approximately 400 m north of Sandy Creek. No sensitive landforms present.

Treatment site ID	Sensitive landforms determination
T017	Approximately 400 m north of Sandy Creek. No sensitive landforms present.
T018	Approximately 430 m north of Buckargingah Creek. No sensitive landforms present.
T019	Approximately 550 m south of Buckargingah Creek. No sensitive landforms present.
T020	Approximately 370 m north of Billabong Creek. No sensitive landforms present.
T021	Approximately 240 m north of Billabong Creek. No sensitive landforms present.
T022	Approximately 355 m south of an ephemeral drainage line which is not considered a sensitive landform under the Code of Practice. No sensitive landforms present.
T023	Approximately 300 m northeast of Seven Mile Creek. No sensitive landforms present.

Treatment sites T003, T006 and T011 are located near reliable or semi-reliable watercourses and are therefore located within sensitive landforms as described within the Code of Practice.

2.3 DESKTOP ASSESSMENT

Given the very limited area required for the DCP testing; the levels of previous infrastructure related disturbance; and distance to reliable water for most treatment sites, a desktop level examination of the study area has been deemed appropriate in this case.

Three treatment sites (T003, T006 and T011) are located near non-perennial watercourses, however, the proposed DCP testing will be completed immediately adjacent to the existing poles where the ground has previously been disturbed by construction activities. DCP testing does not involve the use of heavy machinery or ground excavation, rather it involves pushing a small (20 mm) cone-shaped penetrometer into the ground, resulting in minor ground disturbance.

Additionally, works at the Validation sites only require use of light vehicles which is considered low impact to the ground surface, and as such, a visual inspection is not required.

Furthermore, the access tracks to sites T011, V026, V027 and V028 are located near registered AHIMS sites (Error! Reference source not found.**, Section 2.1**). The AHIMS sites at T011, V027 and V028 can be avoided, and no ground disturbance activities will be completed in proximity to the sites. Resource and gathering site 56-1-038 is near to V026. While the site extent is likely greater than the point recorded, the proposed works will not involve ground disturbance utilising only the existing established vehicle track and as such, the proposed works will avoid all harm to the sites natural resources and potential intangible cultural value.

The western-most pole location at Treatment site T023 may be near the modified tree site 60-3-0007, however the DCP testing will not require the removal of vegetation. If the true location of the modified tree is identified as being near the proposed works, the site will nevertheless avoid

any indirect harm by the DCP testing. Considering the minimal ground disturbance required by the proposed works, it is determined that site 60-3-0007 is at low risk of harm and can be avoided.

Previously recorded sites 60-3-0006 and 60-3-0008 are located adjacent to the lagoon south of the study area, at a sufficient distance as to be avoided by the proposed works.

2.3.1 Archaeological potential

Areas of archaeological sensitivity identified in **Section 2.2** at the desktop level, are considered to have very low archaeological potential owing to the existing high level of disturbance from the establishment of the railway, road and urban infrastructure.

2.4 CONCLUSION

It is assessed that the proposed works will avoid harm to all AHIMS sites in proximity to the OHW Validation and Treatment sites. Further, it was determined at a desktop level that due to previous land use disturbance, there is a low likelihood of intact, subsurface archaeological deposits being present within the study area. The desktop assessment for Aboriginal heritage using the Due Diligence Code has determined that the proposed works have a low likelihood of harming Aboriginal objects or landscape features with archaeological sensitivity (see **Table 2-4**).

Therefore, the works may proceed with caution and in the unlikely event that Aboriginal objects are encountered, refer to the Cultural Heritage Unexpected Find Procedure in Appendix B of the *Inland Rail A2P Albury to Illabo Construction Management Plan*.

Table 2-4: Due Diligence Code of Practice application.

Step	Reasoning	Answer
Step 1 Will the activity disturb the ground surface or any culturally modified trees?	The proposed works will disturb the ground surface through DCP testing. The proposal will not impact mature, native vegetation and therefore will not harm culturally modified trees.	Yes
If the answer to Step 1 is 'yes', proceed to Step 2		
Step 2a Are there any relevant records of Aboriginal heritage on AHIMS to indicate presence of Aboriginal objects?	AHIMS indicates that there are Aboriginal sites within proximity to the study area.	Yes
Step 2b Are there other sources of information to indicate presence of Aboriginal objects?	There are no other sources of information to indicate that Aboriginal objects are likely in the study area.	No
Step 2c Will the activity impact landforms with archaeological sensitivity as defined by the Due Diligence Code?	Landforms with identified archaeological sensitivity are present in the study area.	Yes
If the answer to any stage of Step 2 is 'yes', proceed to Step 3		
Step 3 Can harm to Aboriginal objects listed on AHIMS or identified by other sources of information and/or can the carrying out of the activity at the relevant landscape features be avoided?	The proposal will avoid harm to known Aboriginal sites. Some areas of proposed works will be completed in highly disturbed areas within wider archaeologically sensitive landforms where potential for Aboriginal objects or subsurface deposits is low. All other areas of works are not located within archaeologically sensitive landforms. Visual inspection of the study area not required. Works may proceed with caution.	No.
Conclusion		
AHIP not necessary. Proceed with caution.		

3 HISTORIC HERITAGE ASSESSMENT: BACKGROUND

3.1 INTRODUCTION

The current assessment will apply the Heritage Council's *Investigating Heritage Significance. A guide to identifying and examining heritage items in NSW* (Heritage Council 2021) and the International Council on Monuments and Sites' *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* (Burra Charter) in the completion of a historical heritage assessment on a desktop level.

As no ground disturbance activities will be required at the 82 Validations sites, the risk to heritage items in proximity to these sites is deemed negligible and as such, the below sections will discuss the potential impacts to the 23 Treatment sites only.

3.1.1 Desktop search

A desktop search was conducted on the following databases to identify any potential previously recorded heritage within the study area. The results of this search are summarised in **Table 3-1**.

Table 3-1: Historic heritage: desktop-database search results.

Name of Database Searched	Date of Search	Type of Search	Comment
National and Commonwealth Heritage Listings	13 November 2025	Albury, Greater Hume, Junee, Lockhart and Wagga Wagga LGA's	No sites within CIZ extension.
State Heritage Listings	13 November 2025	NSW	Three State Heritage Register (SHR) sites overlap the study area and two are adjacent to the study area.
Local Environment Plan (LEP)	13 November 2025	Albury LEP 2010 Greater Hume LEP 2012 Junee LEP 2012 Lockhart LEP 2012 Wagga Wagga LEP 2010	Seven LEP items overlap the study area and three LEP items are adjacent to the study area.

A search of the Heritage Council of NSW administered heritage databases and the Albury, Greater Hume, Junee, Lockhart and Wagga Wagga LEP's returned 13 records for historical heritage sites within the designated search areas. **Table 3-2** lists the heritage items that either abut or overlap the study area and **Figure 3-1** and **Figure 3-8** shows these items.

Table 3-2: Heritage items in proximity to the study area.

Treatment site ID	Heritage curtilage	Item name	Within or adjacent?
T001	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T002	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T003	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T004	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T005	SHR	• Junee Railway Station, yard, locomotive depot (SHR 01173)	Adjacent
	LEP	• Junee Railway Station, moveable relics (I9)	Adjacent
T006	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T007	LEP	• Shepherds concrete silos (I28)	Within
T008	LEP	• Robertson Oval gates & ticket boxes (I265) • Railway Station (I98)	Adjacent
	SHR	• Wagga Wagga Railway Station and yard group (SHR 01279)	Adjacent
T009	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T010	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T011	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T012	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T013	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T014	SHR	• The Rock Station and yard group (SHR 01268)	Within
	LEP	• Conservation Area – General (C2) • Rock Station and Yard (I10)	Within
T015	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T016	LEP	• Yerong Creek Urban Conservation Area (C3)	Within
T017	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T018	No Commonwealth, State or Local heritage curtilages present.	NA	NA
T019	SHR	• Henty Railway Station and yard group (SHR 01169)	Within
	LEP	• Henty Railway Station and yard group (I78)	Within
T020	SHR	• Culcairn Railway Station and yard group (SHR 01126)	Adjacent
	LEP	• Street Trees (I54) • Culcairn Railway Station and Yard Group (I44)	Within
T021	LEP	• Culcairn Railway Station and Yard Group (I44)	Within
T022	SHR	• Gerogery Railway Station group (SHR 01148)	Within

T023	No Commonwealth, State or Local heritage curtilages present.	NA	NA

Figure 3-1: LEP and SHR items near to T005

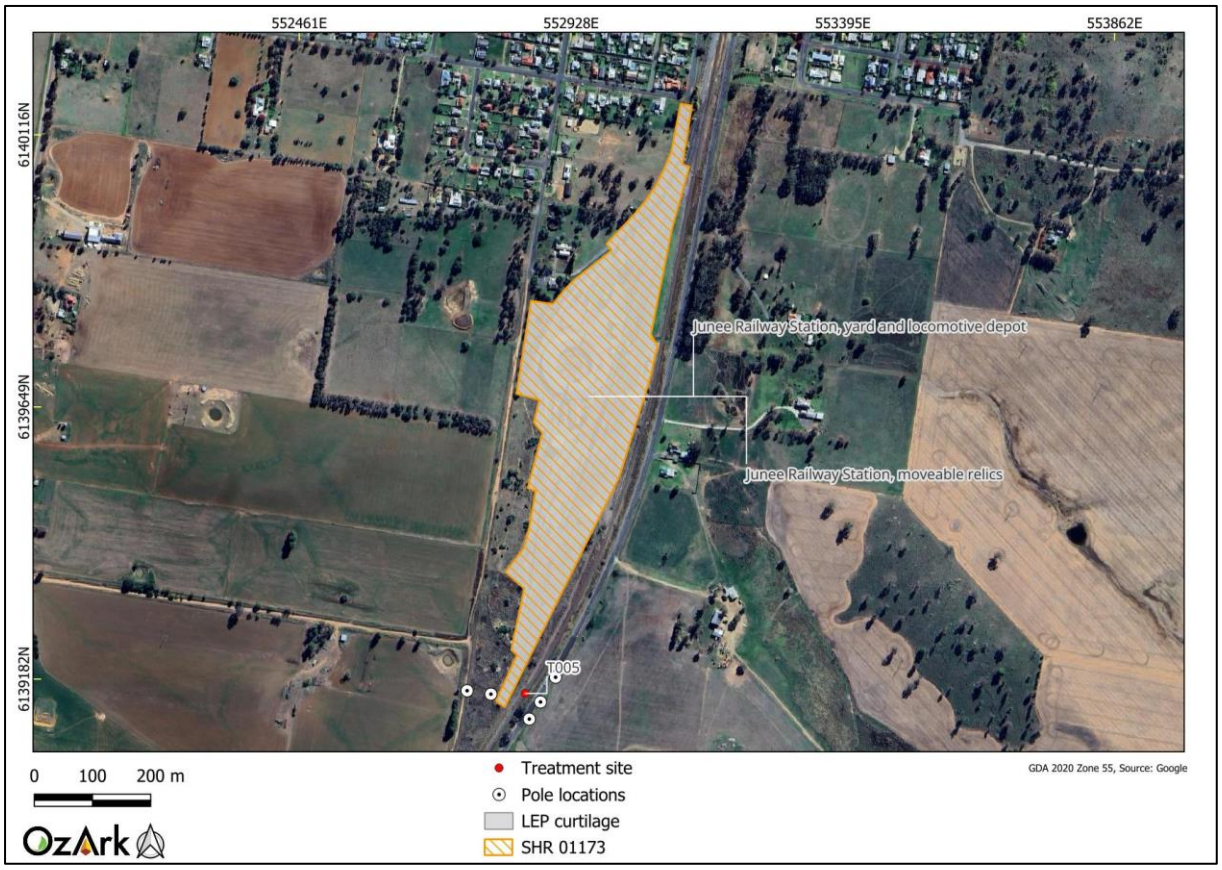


Figure 3-2: LEP item near T007

Figure 3-3: LEP and SHR items near T008

Figure 3-4: LEP and SHR items near T014

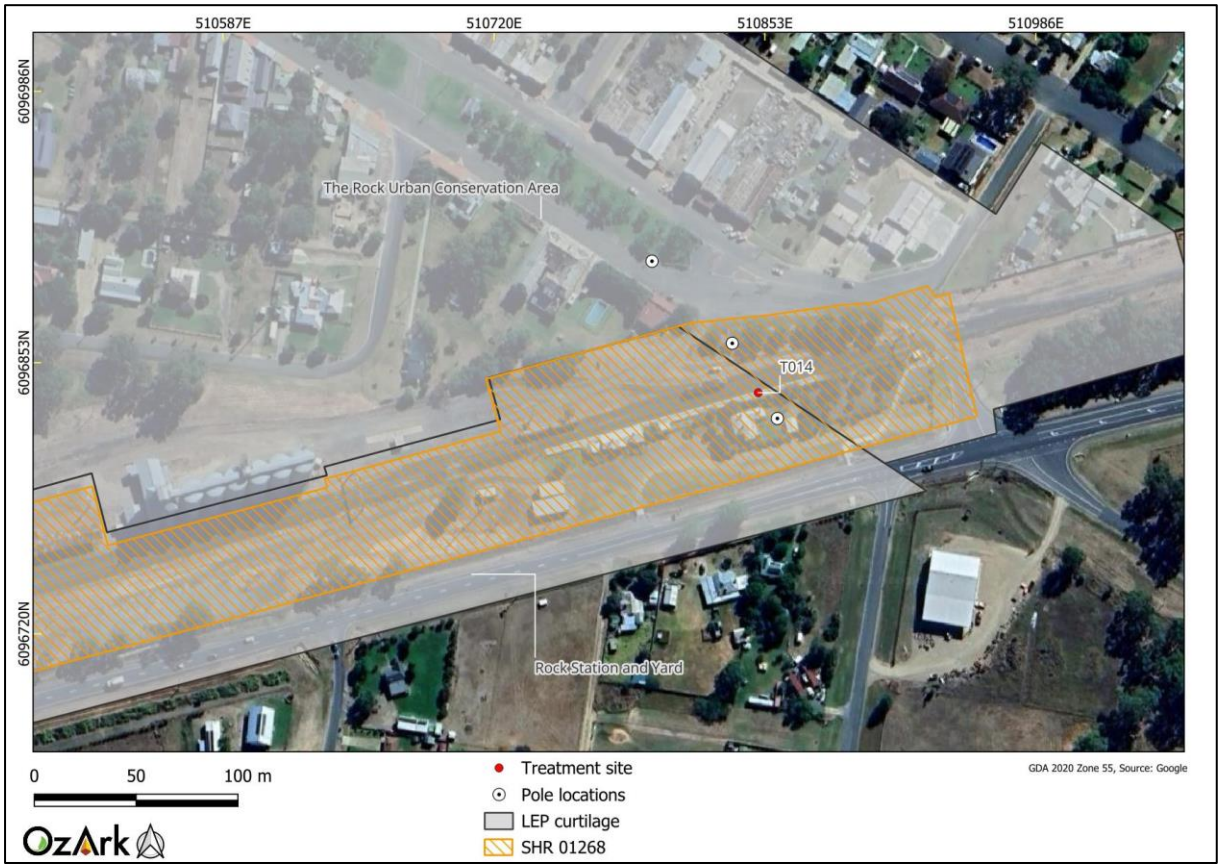


Figure 3-5: LEP item near T016

Figure 3-6: LEP and SHR items near T019

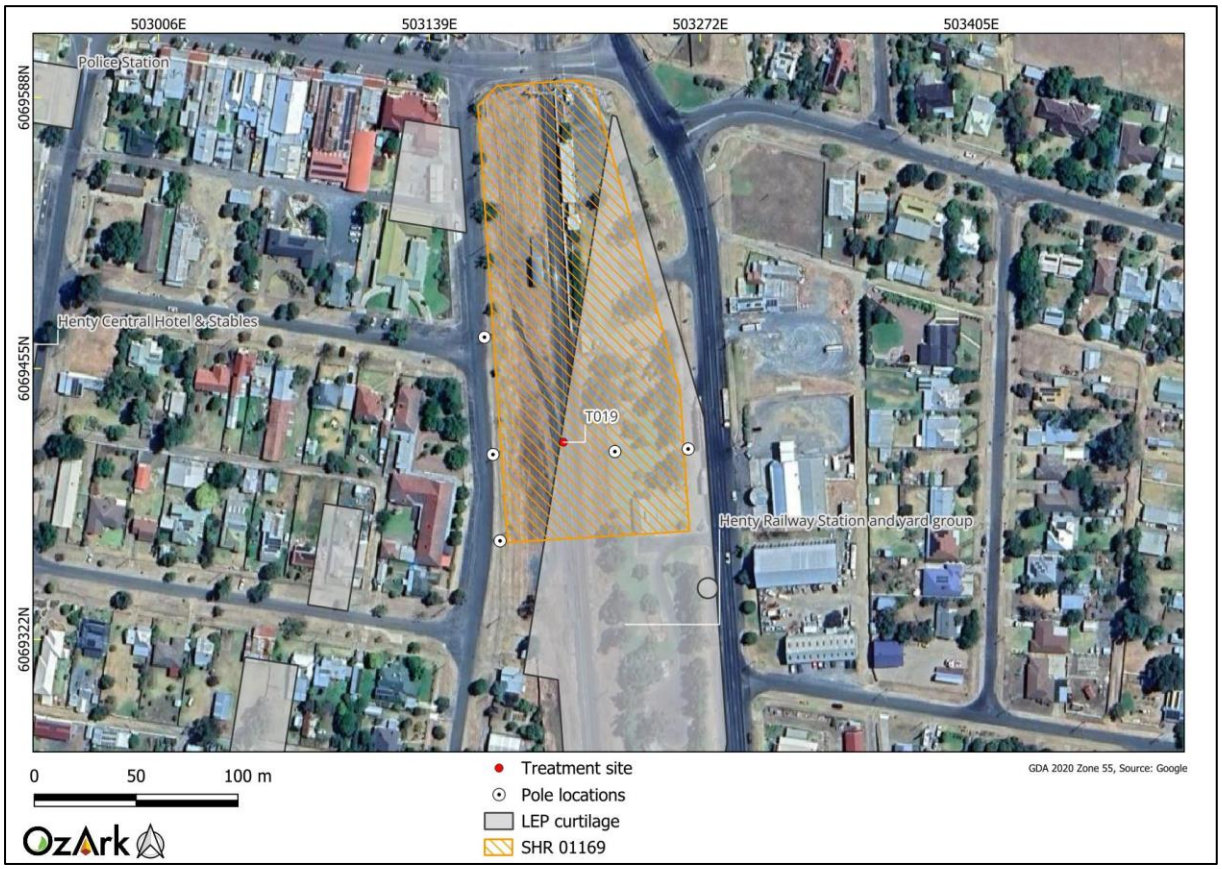


Figure 3-7: LEP and SHR items near T020 and T021.

Figure 3-8: LEP and SHR items near T022.

3.2 SUMMARY OF SIGNIFICANCE

Table 3-3 summarises the significance of the relevant historic heritage items as described in the State Heritage Inventory (SHI).

Table 3-3: Historic heritage: assessment of significance.

Site name	Summary of significance	Level of significance
Henty Railway Station and yard group (SHR 01169) Henty Railway Station and yard group (I78)	This site contains a range of items not often found together comprising a simple skillion roof timber station building with a rare, curved roof goods shed, one of the few remaining and an early gatehouse of which several are found on that section of line. Individually the goods shed is of high significance and together they form an important group of buildings. They are also prominent in the centre of the small town of Henty on the main street.	Local and State
Culcairn Railway Station and yard group (SHR 01126) Culcairn Railway Station and Yard Group (I44)	Culcairn is an excellent example of an early timber roadside station building with a major residence (no longer owned by State Rail) and good platform and details surviving. The station building is a large structure with simplified detail but without the form of the grander brick buildings. The residence is similar to several constructed on the southern line and is interesting as it is out of scale with other development on the site, although reflecting the expected importance of the freight traffic on the line. The site is also unusual in having a footbridge across the tracks not associated with the station but at a level crossing, indicating the high level of traffic and activity at the town conflicting with main line and shunting movements. The second platform and building and much of the infrastructure for the yard and passenger use has been removed but the remaining structures are an important surviving relic which make an important contribution to the townscape of Culcairn with its location in the centre of the town.	Local and State
Street Trees (I54)	The street trees along Balfour Street have historic and aesthetic contribution to Culcairn's overall historic late-19th and early 20th century streetscape.	Local
Gerogery Railway Station group (SHR 01148)	Gerogery is a small intact site in the far south of the state that clearly illustrates the importance of the railway to the rural development of the state and the intense rivalries between states for trade. The relative importance of the buildings, particularly the former station master's residence (no longer owned by State Rail), indicates the importance that was attached to a small centre. At its peak the site appears to have been a major freight centre as evidenced by the size of the now abandoned yard. The group of buildings is also of particular significance with the combination of substantial brick residences with a modest timber station building, showing the relative importance of freight and passenger traffic at the location. The station building has its own significance for the unusual design of the detached toilet block and the non-standard design of the station building. The platform is also a rare surviving timber faced platform of low height.	State
Yerong Creek Urban Conservation Area (C3)	The conservation area encompasses structures that were part of the original development of the village to preserve the villages character and streetscape. The Local heritage significance of the Yerong Creek Urban Conservation Area relates specifically to the area's visual amenity and streetscape.	Local
The Rock Station and yard group (SHR 01268) Rock Station and Yard (I10)	The State Heritage Inventory (SHI) describes the significance of the Station as a tangible reminder of the growth and prosperity of The Rock during NSW's railway expansion program into regional agricultural areas during the late 19th Century. The Station is in good condition with late Victorian railway architecture and a weatherboard 'third class' station building. The Station and Yard is an enduring landmark with a prominent position on the main street. Overall, the Station has been previously assessed as holding high aesthetic, historical, research and social significance with strong representativeness and integrity.	Local and State
The Rock: Conservation Area – General (C2)	The Rock Urban Conservation Area encompasses structures with unique architectural, historical and/or cultural value important to the urban townscape and affords protection to historical buildings within the township. The Local heritage significance of The Rock Urban Conservation Area relates specifically to the area's visual amenity and streetscape.	Local
Junee Railway Station, yard, locomotive depot (SHR 01173)	Junee Railway Station is of architectural significance and interest and the station is very important historically in the town. Junee owed its rapid growth and prosperity late last century to its development into a major rail centre.	Local and State

Junee Railway Station, moveable relics (I9)	The station, dating from 1885, is of social importance to the community on account of its lengthy association with rail travel at Junee. The Railway Station is a key element in the streetscape of Junee, as it plays an important role in creating the historic qualities of central Junee."	
Shepherds concrete silos (I28)	Concrete silos such as these, which are commonly found dotted along railway lines, were the first structures associated with large-scale grain handling in the region and have a landmark quality.	Local
Robertson Oval gates and ticket boxes (I265)	The gates to Robertson Oval are of architectural significance for their fine Art Deco detailing. Simply detailed, rendered masonry gateposts and a pair of rendered masonry ticket boxes are brought to life by the exuberance of the wrought iron vehicle and pedestrian gates at the entrance to Robertson Oval. The gates are surmounted by the name of the oval in metal.	Local
Wagga Wagga Railway Station and yard group (SHR 01279) Railway Station (I98)	Wagga Wagga Railway Precinct is of state significance as a major 19th century railway location on the Main Southern Line as evidenced by the quality and scale of extant buildings. The Wagga Wagga station building has aesthetic significance as a fine and large 'first class' building designed in the Victorian Free Classical style. The building remains largely intact and displays many original decorative features including a cast iron verandah, rusticated quoins and stucco mouldings. Combined with the landscaped forecourt and adjacent Station Master's residence, the precinct forms a cohesive group of 19th century railway items. The station remains as a prominent landmark at the end of Wagga Wagga's main street and is an important townscape feature.	Local and State

3.3 DESKTOP ASSESSMENT

3.3.1 Likely impacts to historic heritage from the proposal

Table 3-4 details the anticipated impacts to historic heritage from the proposal.

Table 3-4: Historic heritage: impact assessment.

Site names	Potential impacts
Henty Railway Station and yard group (SHR 01169) Henty Railway Station and yard group (I78)	The proposed works will avoid all Heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic qualities. As such the visual amenity of the Station and yard will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.
Culcairn Railway Station and yard group (SHR 01126) Culcairn Railway Station and Yard Group (I44)	The proposed works will avoid all heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic values. As such the visual amenity and landmark qualities of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.
Street Trees (I54)	The proposed works will avoid all tree vegetation and will not result in any physical traces that will permanently or temporarily alter the aesthetic qualities. As such the visual amenity of the item will not be impacted. It is determined that there will be negligible impact to the heritage item.
Gerogery Railway Station group (SHR 01148)	The proposed works will avoid all heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic values. As such the visual amenity and landmark qualities of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.
Yerong Creek Urban Conservation Area (C3)	The proposed works will not result in any physical traces that will permanently or temporarily alter the visual amenity of the conservation area. It is determined that there will be negligible impact to the heritage item.
The Rock Station and yard group (SHR 01268) Rock Station and Yard (I10)	The proposed works will avoid all heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic values. As such the visual amenity and landmark qualities of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.
The Rock: Conservation Area – General (C2)	The proposed works will not result in any physical traces that will permanently or temporarily alter the visual amenity of the conservation area. It is determined that there will be negligible impact to the heritage item.
Junee Railway Station, yard, locomotive depot (SHR 01173) Junee Railway Station, moveable relics (I9)	The proposed works will avoid all heritage fabric and moveable relics. Further DCP testing method will not result in any physical traces that will permanently or temporarily alter the aesthetic qualities. As such the visual amenity of the item will not be impacted. There will be no alteration to the heritage item's function as works will avoid the heritage curtilage. It is determined that there will be negligible impact to heritage item.
Shepherds concrete silos (I28)	The proposed works will avoid all heritage fabric of the silos and will not result in any physical traces that will permanently or temporarily alter the aesthetic and landmark qualities. As such the visual amenity of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.
Robertson Oval gates and ticket boxes (I265)	The proposed works will avoid all architectural elements of the oval and ticket boxes. As such, the aesthetic values of the item will not be impacted. It is determined that there will be negligible impact to the heritage item.
Wagga Wagga Railway Station and yard group (SHR 01279) Railway Station (I98)	The proposed works will avoid all heritage fabric and will not result in any physical traces that will permanently or temporarily alter the aesthetic values. As such the visual amenity and landmark qualities of the item will not be impacted. There will be no alteration to the heritage item's function. It is determined that there will be negligible impact to the heritage item.

3.3.2 Archaeological potential

Aerial examination of OHW sites T007, T008, T014, T016, T020, T021 and T022 show low subsurface potential due to their locations within the previous disturbance footprint of the existing rail corridor.

OHW site T005 is located outside of the SHR and LEP curtilages and all areas of identified subsurface potential within the Junee Railway Yard LEP curtilages will be avoided (**Figure 3-1**).

Further, as the DCP testing will require very minor ground disturbance within areas previously disturbed by the existing poles, it is considered that there is a low likelihood for any unidentified heritage elements to be present.

3.4 CONCLUSION

The proposed works will avoid all LEP and SHR listed significant buildings and structures identified as contributing to the significance of the heritage items listed in **Table 3-2**. Further, no areas of subsurface potential area have been identified within the study area.

In the unlikely event that historic objects are encountered, refer to the Cultural Heritage Unexpected Find Procedure in Appendix B of the *Inland Rail A2P Albury to Illabo Construction Management Plan*.

4 MANAGEMENT RECOMMENDATIONS

To ensure the proposed works do not inadvertently impact Aboriginal or non-Aboriginal heritage, the following recommendations should be adhered to:

1. All light vehicle movements to and from the OHW sites must use existing tracks where possible.
2. All contractors should be aware of the location of previously recorded AHIMS sites near to T011, T023, V026, V027 and V028 to ensure they are avoided when utilising access tracks. If unavoidable, alternate routes should be located.
3. All ground disturbance activities should be confined to the areas immediately surrounding the existing OHW poles.
4. Only the proposed works outlined in this document are to be undertaken. If ground disturbance works beyond what is described in **Section 1.2** is proposed, then further assessment would be required to ensure that the provisions of CoA 15 (c) can be met.
5. In the unlikely event that unexpected Aboriginal objects or historic items are encountered, refer to the Cultural Heritage Unexpected Find Procedure in Appendix B of the *Inland Rail A2P Albury to Illabo Construction Management Plan*.
6. Other provisions as outlined in the *Construction Cultural Heritage Management Plan*, specifically regarding heritage inductions for work crews and vibration measures, should be followed.

REFERENCES

DECCW 2010 — *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW*. Department of Environment, Climate Change and Water. 2010.

OEH 2011 — *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in New South Wales.* Office of Environment and Heritage. 2011.

DPE2023 — Department of Planning and Environment 2023. *Assessing heritage significance. Guidelines for assessing places and objects against the Heritage Council of NSW criteria*.

GML 2022a — GML Heritage 2022. *Inland Rail – Albury to Illabo, Aboriginal Cultural Heritage Assessment Report*. Report prepared for ARTC.

GML 2022b — GML Heritage 2022. *Inland Rail – Albury to Illabo, Non-Aboriginal Heritage*, *Statement of Heritage Impact*. Report prepared for ARTC.

Heritage Council 2006 — NSW Heritage Council 2006. *Historical Archaeology Code of Practice.* Department of Planning and Environment, Sydney.

APPENDIX 1: AHIMS SEARCH RESULTS

Site ID	Site name	Longitude	Latitude	Site validity	Feature type
56-1-0033	BOM-1;	147.4005526	-35.08566127	Valid	Artefact
56-1-0081	WW110	147.3962109	-35.0952338	Valid	Artefact
60-3-0076	AWH 7 PAD 4	146.9737136	-36.03764329	Valid	Artefact
56-4-0202	mod tree 7	147.004769	-35.96617671	Valid	Modified Tree (Carved or Scarred)
56-4-0204	ARTC 4	147.0445426	-35.63315354	Valid	Artefact
56-4-0207	ARTC 7	147.0420501	-35.59781869	Valid	Artefact
55-6-0072	ARTC 13	146.9950286	-35.8356507	Valid	Artefact
56-4-0230	TT 5 (Table Top Creek - Hume Hwy)	147.0040238	-35.92431532	Valid	Artefact
56-1-0120	APA36	147.4331168	-35.05975096	Valid	Artefact
56-1-0121	Kapooka Bridge Scarred Tree 1	147.3051017	-35.1534599	Valid	Modified Tree (Carved or Scarred)
56-1-0127	Kapooka Water Tank ST 1	147.2790809	-35.16950104	Valid	Modified Tree (Carved or Scarred)
56-1-0129	Kapooka Pump Station ST 1	147.2820293	-35.16789818	Valid	Modified Tree (Carved or Scarred)
56-1-0373	Gabuga Water Tank 1	147.2802539	-35.16893025	Valid	Modified Tree (Carved or Scarred)
56-1-0374	Gabuga Water Tank 3	147.2790369	-35.16947409	Valid	Modified Tree (Carved or Scarred)
56-1-0375	Gabuga Water Tank 4	147.2835104	-35.16749797	Valid	Modified Tree (Carved or Scarred)
56-1-0376	Gabuga Water Tank 5	147.2899533	-35.16666216	Valid	Modified Tree (Carved or Scarred)
56-1-0378	Gabuga Tank 2	147.2819192	-35.16779023	Valid	Modified Tree (Carved or Scarred)
56-1-0380	Gabuga Tank 8	147.2978372	-35.16351408	Valid	Modified Tree (Carved or Scarred)
56-1-0381	Gabuga Tank 10	147.2910078	-35.1667498	Valid	Modified Tree (Carved or Scarred)
56-1-0382	Gabuga Tank 11	147.2812838	-35.16825158	Valid	Modified Tree (Carved or Scarred)
56-1-0343	The Rock TSR Scar Tree 29	147.1265134	-35.26651003	Valid	Modified Tree (Carved or Scarred)
56-1-0385	Gabuga Tank 20	147.3052414	-35.15559662	Valid	Aboriginal Resource and Gathering
56-1-0386	Mark Saddler Gabuga 1	147.2979468	-35.1634597	Valid	Modified Tree (Carved or Scarred)
56-1-0387	Gabuga Tank 13	147.2848372	-35.16693579	Valid	Modified Tree (Carved or Scarred)
56-1-0388	Gabuga Tank 14	147.2784781	-35.1698541	Valid	Modified Tree (Carved or Scarred)
56-1-0389	Gabuga Tank 15	147.276461	-35.17088667	Valid	Modified Tree (Carved or Scarred)
56-1-0390	Gabuga Tank 16	147.2776778	-35.17023466	Valid	Modified Tree (Carved or Scarred)
56-1-0391	Gabuga Tank 17	147.2769429	-35.17050685	Valid	Modified Tree (Carved or Scarred)
56-1-0383	Gabuga Tank 9	147.2929172	-35.16637549	Valid	Modified Tree (Carved or Scarred)
56-1-0490	The Rock Rd Side Scar Tree 1	147.1559969	-35.25314842	Valid	Modified Tree (Carved or Scarred)
56-1-0462	Bomen RIFL AS3	147.4236751	-35.05984743	Valid	Artefact
56-1-0463	Bomen RIFL AS4	147.4195712	-35.05939279	Valid	Artefact
56-1-0434	Bomen RIFL IF3	147.4196152	-35.06155679	Valid	Artefact
56-1-0580	L-AFT-1	147.3147235	-35.13741176	Valid	Artefact
56-1-0544	Marrambidya Wagga 534384	147.3773261	-35.11374324	Valid	Modified Tree (Carved or Scarred)
56-1-0570	Lloyd 528729 (Not an	147.3153655	-35.1387807	Valid	Modified Tree (Carved or Scarred)

	Aboriginal Object)				
56-1-0519	Kings Own 502	147.1264685	-35.27300234	Valid	Modified Tree (Carved or Scarred)
56-4-0354	Henty Gov Dam 1	147.0327649	-35.5150493	Valid	Modified Tree (Carved or Scarred)
56-4-0355	Henty Gov Dam 2	147.0324336	-35.51383214	Valid	Modified Tree (Carved or Scarred)
55-6-0267	Albury RJP PAD 06	146.9951627	-35.99453215	Valid	Potential Archaeological Deposit (PAD)
60-3-0181	Albury RJP PAD 07	146.9975923	-35.9988689	Valid	Potential Archaeological Deposit (PAD)
55-6-0263	Albury RJP CMT 03	146.9973483	-35.99716488	Valid	Modified Tree (Carved or Scarred)
60-3-0175	Albury RJP AS 05	146.9981027	-35.99905824	Valid	Artefact
56-1-0719	HS SF AFT 2	147.3998562	-35.086953	Valid	Artefact
56-1-0720	HS SF AFT 3	147.403521	-35.08487591	Valid	Artefact
56-1-0723	Biirimul 004	147.3118989	-35.14222522	Valid	Modified Tree (Carved or Scarred)
56-1-0773	A2I-1 Yerong Creek IF	147.0585801	-35.39061719	Valid	Artefact
50-5-0292	A2I-2 Junee IF	147.5861025	-34.85858967	Valid	Artefact
55-6-0299	Albury to Culcairn IF01	146.9950174	-35.83565994	Valid	Artefact
56-4-0003	Ashley Park Scarred Tree VI	147.043019	-35.63423607	Valid	Modified Tree (Carved or Scarred)
56-4-0011	Burkes Creek;	147.1507495	-35.25665357	Valid	Artefact
60-3-0006	One Tree Hill;Ettamogah Sanctuary;T/58;	146.9840429	-36.00968677	Valid	Modified Tree (Carved or Scarred)
60-3-0007	One Tree Hill;Ettamogah Sanctuary;T/59;	146.9840429	-36.00968677	Valid	Modified Tree (Carved or Scarred)
60-3-0008	One Tree Hill;Ettamogah Sanctuary;TS10;	146.9840429	-36.00968677	Valid	Modified Tree (Carved or Scarred)
60-3-0009	One Tree Hill;TS6;	146.9799708	-36.00807231	Valid	Modified Tree (Carved or Scarred)
60-3-0019	M12;	147.0018082	-35.98410958	Valid	Artefact
60-3-0028	M9;	146.9952624	-35.9972728	Valid	Modified Tree (Carved or Scarred)
60-3-0029	M10;	146.9979252	-35.99790399	Valid	Artefact
60-3-0030	M11	146.9991457	-35.98978965	Valid	Modified Tree (Carved or Scarred)
61-1-0008	Thurgoona Park;Mitta Junction;	147.0455405	-35.60100026	Valid	Modified Tree (Carved or Scarred)

Appendix D Unexpected Finds Procedure (Heritage and Human Remains)

MARTINUS INLAND RAIL

UNEXPECTED HERITAGE FINDS AND HUMAN REMAINS PROCEDURE

A2I | Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER: 6-0052-210-PES-00-PR-0004

Document Control

DOCUMENT TITLE:	Unexpected Heritage Finds and Human Remains Procedure			
DOCUMENT OWNER:	Martinus Rail Environmental Approvals Team			
PREPARED BY:	Simon Fisher	**TITLE:**	Environmental Lead – A2I	
SIGNATURE:			**DATE:**	11/11/2024
REVIEWED BY:	Chris Standing	**TITLE:**	Environment and Sustainability Manager	
SIGNATURE:			**DATE:**	11/11/2024

Approved by

NAME	TITLE	SIGNATURE	DATE
Chris Standing	Environment and Sustainability Manager		11/11/2024

Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
0	11/11/2024	For Use	14/11/2024

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GLOSSARY

TERM	DEFINITION
AHIMS	Aboriginal Heritage Information Management System
ARTC	Australian Rail Track Corporation
ACHAR	Aboriginal Cultural Heritage Assessment Report
CCS	Community Communication Strategy
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CHMP	Construction Cultural Heritage Management Plan (this Plan)
CNVMP	Construction Noise and Vibration Management Plan
CoA	Conditions of Approval
Construction	Includes work required to construct the CSSI as defined in the Project Description described in the documents listed in Condition A1 including commissioning trials of equipment and temporary use of any part of the CSSI but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
Construction boundary	The area physically affected by work as defined in the Project Description as described in the documents listed in Condition A1.
CSSI	Critical State Significant Infrastructure
DCCEEW	Department of Climate Change, Energy, the Environment and Water
Division 5.2 Approval	Approval issued by the NSW Minister for Planning for the Albury to Illabo project
DPE	NSW Department of Planning and Environment
DPHI	Department of Planning, Housing and Infrastructure
EAD	Environmental Assessment Documentation that includes: • Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); • Albury to Illabo Response to Submissions (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); • Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); • Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); • Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024).
EHG	Environment and Heritage Group (a part of NSW DPE)
EIS	Environmental Impact Statement

TERM	DEFINITION
Environmental aspect	Defined by AS/NZS ISO 14001:2015 as an element of an organisation's activities, products or services that can interact with the environment.
Environmental impact	Defined by AS/NZS ISO 14001:2015 as any change to the environment, whether adverse or beneficial, wholly or partially resulting from an organisation's environmental aspects.
Environmental incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance.
Environmental objective	Defined by AS/NZS ISO 14001:2015 as an overall environmental goal, consistent with the environmental policy, that an organisation sets itself to achieve.
EPA	Environmental Protection Authority (NSW)
EPBC Act	*Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (Federal)
EPL	Environment Protection Licence
Environmental Representative (ER)	The Environmental Representative(s) for the CSSI approved by the Planning Secretary
km	Kilometre
LEP	Local Environment Plan
LALC	Local Aboriginal Land Council
m	metre
MR	Martinus Rail
MR ESM	Martinus Rail Environment, Approvals and Sustainability Manager
NSW	New South Wales
PAD	Potential Archaeological Deposit
Planning Secretary	Secretary of the NSW Department of Infrastructure, Housing and Infrastructure, or delegate
PIR	Preferred Infrastructure Report
Primary CoA/UMM	CoA and/or UMMs that are specific to the development of this Plan
RAP	Registered Aboriginal Party
SAP	Sensitive Area Plan
TfNSW	Transport for New South Wales (formerly Roads and Maritime Services)
UMM	Updated Mitigation Measures
Unexpected heritage finds	An object or place that is discovered during the carrying out of the CSSI and which may be a heritage item but was not identified in the documents listed in Condition A1 or suspected to be present. An unexpected heritage find does not include human remains

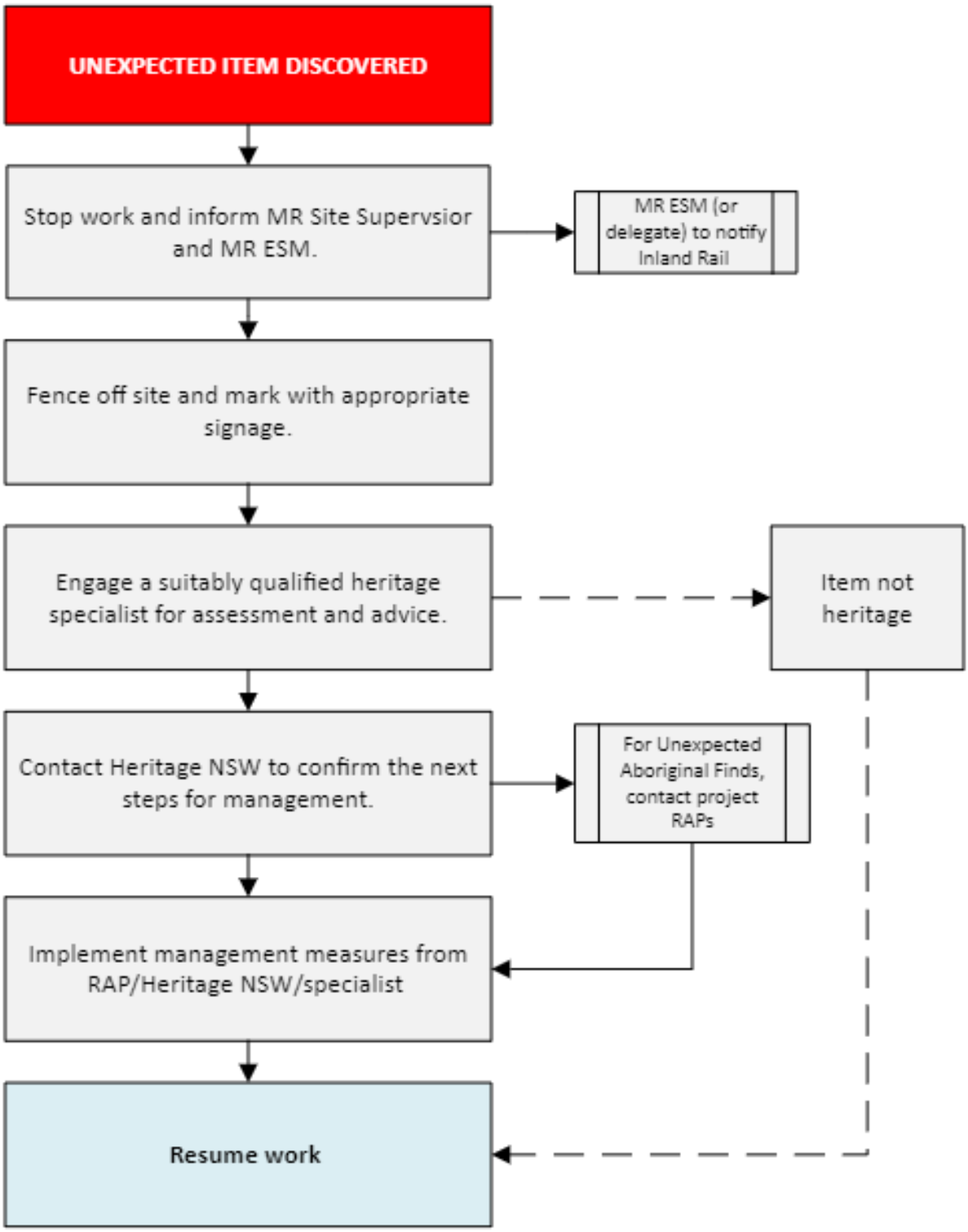
1.1 Aboriginal and Non-Aboriginal Heritage: Unexpected Finds Procedure

An Aboriginal artefact is anything that is the result of past Aboriginal activity. This includes stone (artefacts, rock engravings etc.), plant (culturally scarred trees) and animal bone (if showing signs of modification; i.e. smoothing, use). Human bone (skeletal remains) may also be uncovered while onsite.

A historic artefact is anything that is the result of past activity not related to Aboriginal occupation. This includes pottery, wood, glass and metal objects as well as the built remains of structures, sometimes heavily ruined.

In the event of an unexpected heritage find, the following protocol will apply:

1. All ground-disturbance work in the vicinity of the find must cease immediately. The Site Supervisor is to be made aware of the object(s) and is to notify the MR Construction Manager and MR ESM. The MR ESM (or delegate) will notify the relevant Inland Rail (IR) representative.
2. The find will be temporarily fenced off as quickly as possible to ensure no damage/further damage to the object(s). Signage on the fencing is to state that the area is subject to environmental protection, that no ground disturbance is allowed, and should include relevant contact details for the MR ESM.
3. The MR ESM (or delegate) will contact a suitably qualified heritage specialist to assess the find. The heritage specialist will then determine the need for further investigation or management. The heritage specialists assessment may be able to be undertaken using good quality images, with a scale and several angles, however, if photographic evidence does not allow for certainty, then a site visit from the suitably qualified heritage specialist will be required.
4. If the find is an Aboriginal object, the MR ESM (or delegate) and/or heritage specialist will contact the RAPs to attend the site to inspect the find and to determine, in consultation, the next steps for management. These measures will include registration of the object in the Aboriginal Heritage Information Management System within a reasonable time.
5. The MR ESM (or delegate) and/or heritage specialist will also contact Heritage NSW to confirm the next steps for management.
6. Ground disturbance work in the vicinity of the find can only continue under supervision of a suitably qualified heritage specialist, having regard to any advice from Heritage NSW and RAPs.



Flow Chart: Unexpected heritage finds

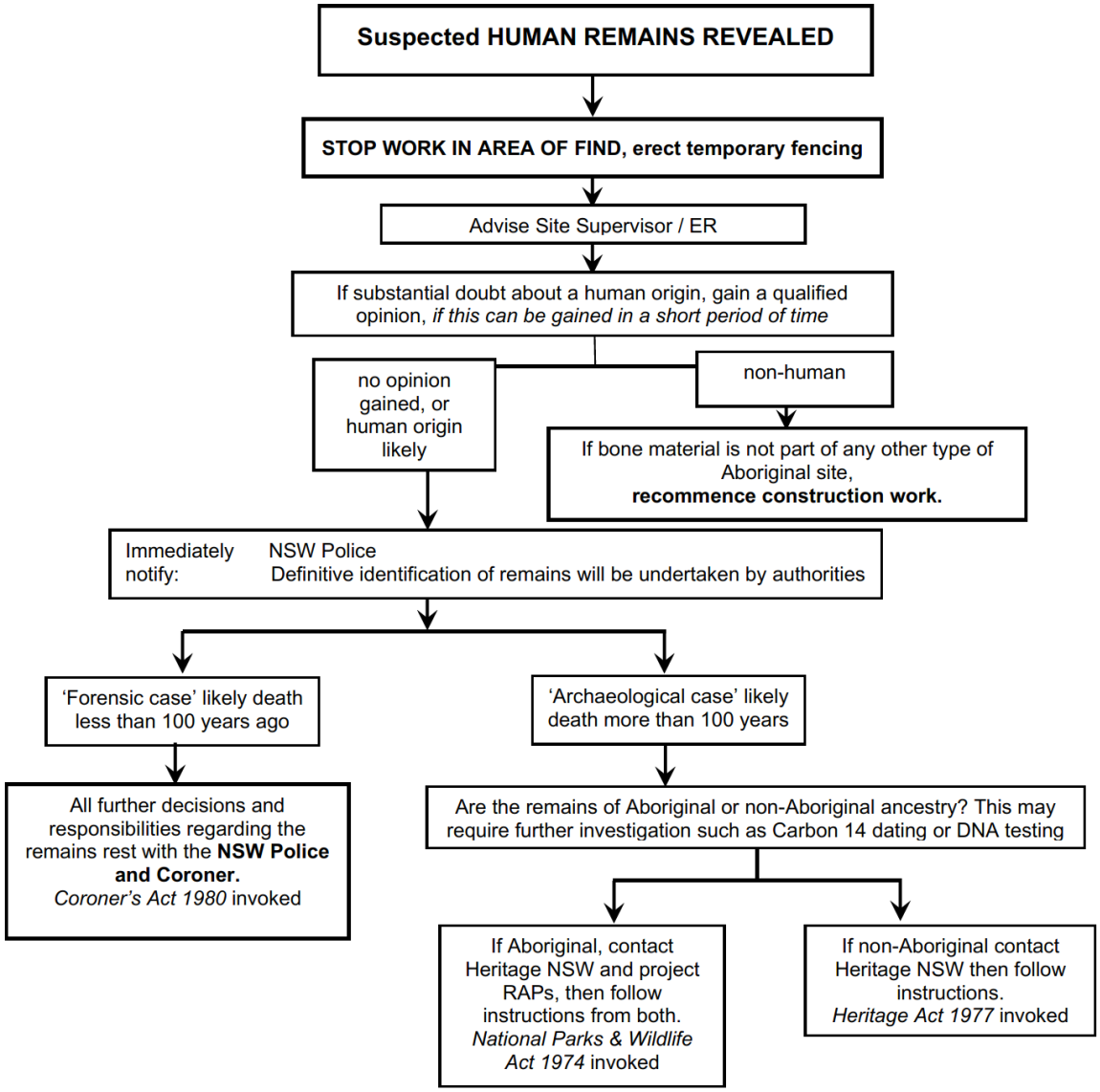
1.2 Unexpected Human Remains Procedure

The procedure related to the discovery of suspected human skeletal material is based on Requirement 25 of the *Code of Practice for Archaeological Investigation of Aboriginal objects in NSW* (DECCW 2010b) and the *Skeletal Remains: Guidelines for the management of human skeletal remains under Heritage Act 1977* (NSW Heritage Office1998). A flow chart is supplied below.

If known, or suspected skeletal remains are encountered during the construction and/or operation of the project, the following procedure will be followed:

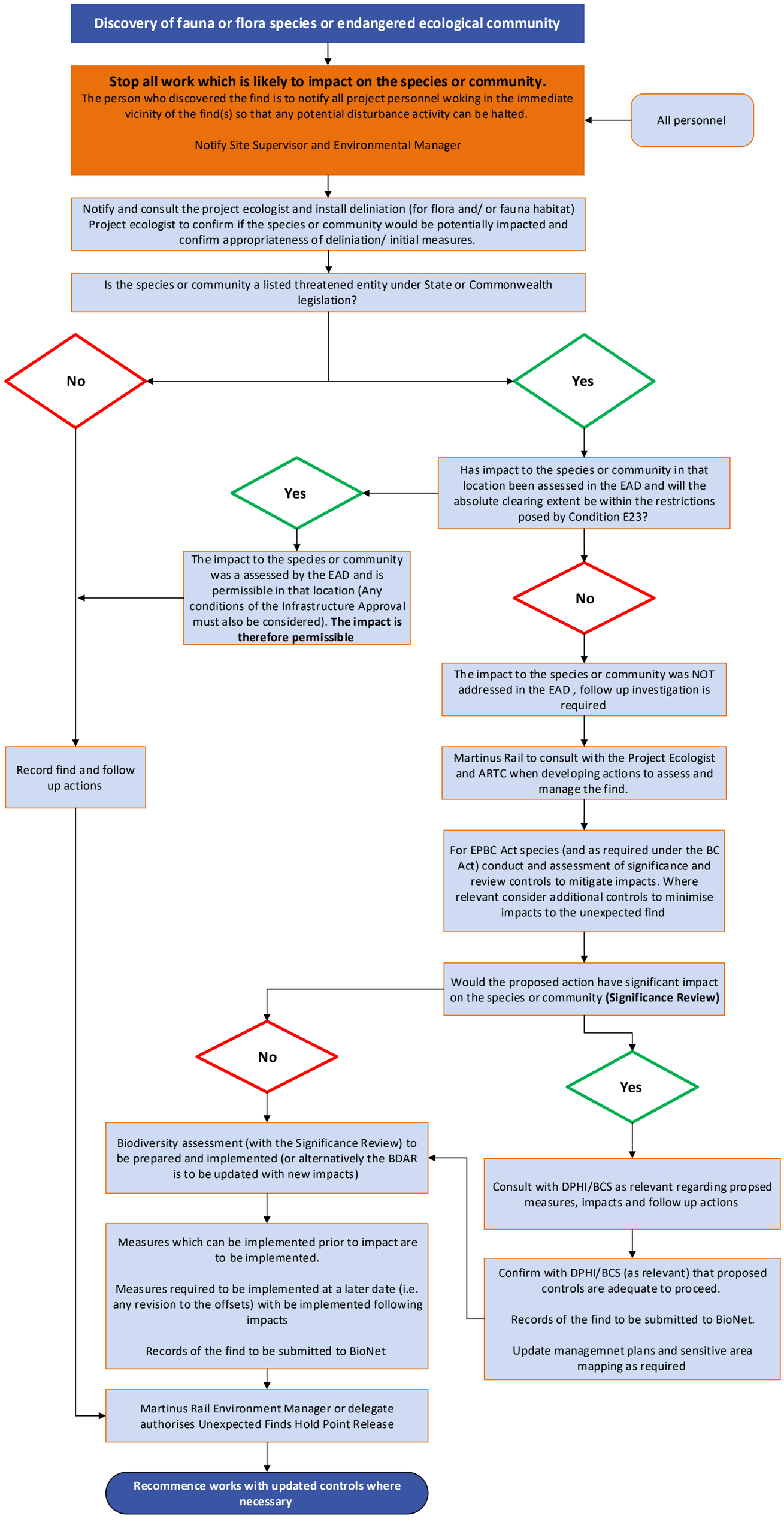
1. The area will be temporarily fenced immediately to ensure no damage/further damage to skeletal material. No skeletal material that remains in place should be disturbed from its location;
2. Works in the vicinity are to be stopped immediately;
3. The Site Supervisor is to be made aware of the skeletal material and is to notify the MR Environmental Manager and MR Construction Manager. Inland Rail Representatives are to be contacted at this stage;
4. Attempt to determine if the bones are animal or human. May require photos of the bones to be sent to the MR Heritage Consultant to determine if the remains are likely to be human or not;
5. If a qualified opinion concludes the bones are not human in origin and are unlikely to be part of an archaeological site works may recommence;
6. If no qualified opinion can be gained or the bones are suspected of being human, undertake the following:
    i) MR will contact Police, allowing Police to conduct an assessment to determine if the remains are part of a forensic case (less than 100 years old), or are archaeological (more than 100 years old);
    ii) If the remains are assessed as ‘archaeological’, there then needs to be an attempt to determine if they are Aboriginal or non-Aboriginal;
    iii) Inland Rail will contact the relevant stakeholders, including Heritage NSW and RAPs (if the remains are Aboriginal);
    iv) All further activities will be determined by Heritage NSW and the RAPs (if the remains are Aboriginal);
    v) No work may recommence in the area of the find until Heritage NSW provides the approval to do so.

Flow Chart: Suspected Human remains



MARTINUS

Appendix E Unexpected Finds Procedure (Flora and Fauna)


Discovery of fauna or flora species or endangered ecological community
Stop all work which is likely to impact on the species or community.
The person who discovered the find is to notify all project personnel woking in the immediate vicinity of the find(s) so that any potential disturbance activity can be halted.
Notify Site Supervisor and Environmental Manager
All personnel
Notify and consult the project ecologist and install deliniation (for flora and/ or fauna habitat)
Project ecologist to confirm if the species or community would be potentially impacted and confirm appropriateness of deliniation/ initial measures.
Is the species or community a listed threatened entity under State or Commonwealth legislation?
No
Yes
Has impact to the species or community in that location been assessed in the EAD and will the absolute clearing extent be within the restrictions posed by Condition E23?
Yes
The impact to the species or community was a assessed by the EAD and is permissible in that location (Any conditions of the Infrastructure Approval must also be considered). The impact is therefore permissible
No
The impact to the species or community was NOT addressed in the EAD , follow up investigation is required
Record find and follow up actions
Martinus Rail to consult with the Project Ecologist and ARTC when developing actions to assess and manage the find.
For EPBC Act species (and as required under the BC Act) conduct and assessment of significance and review controls to mitigate impacts. Where relevant consider additional controls to minimise impacts to the unexpected find
Would the proposed action have significant impact on the species or community (Significance Review)
No
Yes
Biodiversity assessment (with the Significance Review) to be prepared and implemented (or alternatively the BDAR is to be updated with new impacts)
Consult with DPHI/BCS as relevant regarding propsed measures, impacts and follow up actions
Measures which can be implemented prior to impact are to be implemented.
Measures required to be implemented at a later date (i.e. any revision to the offsets) with be implemented following impacts
Records of the find to be submitted to BioNet
Confirm with DPHI/BCS (as relevant) that proposed controls are adequate to proceed.
Records of the find to be submitted to BioNet.
Update managemnet plans and sensitive area mapping as required
Martinus Rail Environment Manager or delegate authorises Unexpected Finds Hold Point Release
Recommence works with updated controls where necessary

Appendix F Unexpected Finds Procedure (Contamination)

UNEXPECTED FINDS PROCEDURE FOR CONTAMINATION

MANAGEMENT AND RESPONSIBILITY

INDUCTION/ TOOLBOX TALKS
All personnel are to receive Project/ Site Inductions and on-going training via Toolbox Talks

All personnel

EVIDENCE OF CONTAMINATION OBSERVED

STOP ALL WORK IN THE AREA IMMEDIATELY AND

PREVENT FURTHER ACTIVITY IN THE AREA.

NOTIFY THE SITE SUPERVISOR AND SAFETY MANAGER , ENVIRONMENT MANAGER AND CORDON OFF AREA.

Site Supervisor
Project Manager
Lead Safety Manager
Environment Manager

- Do not touch or disturb the item/ material
- Delineate the find from the rest of the worksite
- Inform the Environment Manager regarding the potential contamination find. The following detail should be provided:
  - The location of the potential contamination
  - Visual appearance
  - Odour (if any)
  - Depth
  - Surrounding material and works being undertaken at the time of discovering the material
- WHS and EM to determine immediate actions to prevent WHS and ENV issues
- EM to notify IR of Unexpected Find

ASSESSMENT

Contamination Consultant to assess and classify the unexpected find in accordance with the NSW regulatory requirements, including sampling and laboratory analysis.

Contamination Consultant

MANAGEMENT STRATEGY

- Contamination Consultant to develop a provide a plan for managing and/or remediating the material
- IR/ARTC to review and accept the proposed strategy

Environment Manager
Contamination Consultant
IR/ARTC

STRATEGY IMPLEMENTATION

- Implement the approved management and/or remediation as per the Contamination consultants direction
- IR/ARTC to review and accept the proposed strategy (if required)

Contamination Consultant
Site Supervisor
Environment Manager

Once the contamination find has been mitigated and clearance report received from the contamination consultant. EM is to notify Project Manager who is to approve re-commencement of works in the vicinity of the remediation site. IR/ARTC will review clearance report and must provide approval/acceptance prior to recommencing works

Environment Manager
Project Manager
IR/ARTC

Recommence works

Asbestos

An unexpected find occurs when Asbestos Containing Material (ACM) not identified in the Asbestos Register is found on site. In the event of an unexpected find the below steps are to be followed:

1. The area is to be demarcated, works in the area to cease and workers notified
2. Notify the Site Supervisor first. Site Supervisor will then notify the Project Manager, Safety Manager and Environment Manager.
3. Notify IR/ARTC within five (5) business days after the discovery.
4. Control dust by with dust suppression
5. A certified occupational hygienist is to be engaged to provide recommendations to manage the area
6. Occupational hygienist arrange for testing of the suspected ACM and monitoring of the area (if required)
7. The area is to be made safe as per the certified

Contamination Consultant

Works undertaken in relation to Contamination to investigate, assess, remediate or validate remediation or land use suitability shall be undertaken by a suitably qualified person holding valid 'Site Contamination' certification under the Certified Environment Practitioners Scheme (CEnvP) - Environment Institute of Australia and New Zealand or Certified Professional Soil Scientist – Contaminated Site Assessment and Management under the Soil Science Australia Certification Scheme.

With relevant qualifications and experience in keeping with the National Environmental Protection (Assessment of Site Contamination) Measure 1999 Amendment 2013 (ASC NEPM 2013).

Procedure

1) Potential contaminated soil/material encountered during construction activities. STOP ALL WORK AND NOTIFY IMMEDIATELY
2) Undertake a site/area contamination investigation. The Environment Manager (EM) is to assess the situation and if considered necessary, commission a suitably qualified contamination specialist to undertake a contamination investigation in the area of the find.
3) The consultation specialists in consultation with the EM will determine the appropriate management measures to be implemented. This may include leaving contamination undisturbed if it does not pose unacceptable risks to human health or the environment, capping of contamination, treatment or offsite disposal. If the material is to be disposed of offsite, ensure the waste facility is appropriately licensed. Contaminated material requiring off-site disposal is to be classified in accordance with the Waste Classification Guidelines – Part 1: Classification of Waste, NSW EPA 2014. Maintain records to demonstrate waste material was appropriately managed
4) If the material is determined to be Acid Sulfate Soil (ASS) or Potential Acid Sulfate Soil (PASS), an Acid Sulfate Soil Management Plan would be prepared and implemented in accordance with the Acid Sulfate Soil Manual (Acid Sulfate Soil Management Advisory Committee, August 1998).
5) Prior to any contamination investigation, management or remediation activities appropriate work method documentation encompassing safety and environmental risk management will be prepared for review and approval by the EM and IR
6) If required a Remedial Action Plan (RAP) will be prepared in accordance with legislative requirements
7) If material is to be treated and reused or left in situ ensure appropriate records are maintained and location of material (survey) is undertaken and provided to IR
8) Once the contamination find has been mitigated and clearance report received from the contamination consultant. This report is to be submitted to IR/ARTC for acceptance prior to recommencement of work
9) EM is to notify Project Manager who is to approve re-commencement of works in the vicinity of the remediation site.

Appendix G Noise Assessment

Technical Memorandum

To:	Martinus Rail Pty Ltd	**From:**	**SLR Consulting Australia**
cc:		**Date:**	19 January 2026
		Project No.	610.031317.00001

RE: A2I | Albury to Illabo
DCP Testing – Noise Assessment

1.0 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been engaged by Martinus Rail (MR) to prepare a noise assessment of the Dynamic Cone Penetrometer (DCP) testing along the Albury to Illabo (A2I) rail alignment (the 'Project'). This assessment has been prepared with reference to the Construction Noise and Vibration Management Plan (CNVMP) for the Project.

This assessment aims at determining the minimum distances from the work areas where project-related communication measures would be applicable at residential receivers.

1.1 Description of Works

Dynamic Cone Penetrometer (DCP) testing is being undertaken as a geotechnical assessment to understand the properties of the soil at various locations along the project alignment.

DCP testing involves the use of the following equipment:

- Hand tools
- Light vehicles

The proposed works would occur only during the daytime.

2.0 Noise Criteria

The nominated $L_{Aeq(15\ minute)}$ Noise Management Levels (NML) for the proposed DCP testing are presented in **Table 1**.

Table 1 Noise Management Levels

Receiver Type	Assumed Daytime Background Noise Level RBL (dBA)	Noise Management Level (RBL + 10 dB) $L_{Aeq(15minute)}$ dBA	Example Receiver Areas
Urban	40	50	Larger regional cities such as Albury and Wagga Wagga
Rural	35	45	Rural areas with scattered residences and smaller regional towns such as Harefield and Yerong Creek

3.0 Work Scenario and Sound Power Levels

Based on information provided by MR, the equipment sound power levels for the assumed worst-case DCP testing work scenario are described in **Table 2**.

Table 2 Work Scenario Description

Equipment	Equipment Sound Power Level L_W (dBA)	Number of Units in Operation	Assumed Operational Time[1]	Total Sound Power Level (L_W)
Hand tools	102	1	1 minute	93
Light vehicles	95	4	1 minute	

Note 1: In a 15-minute assessment period.

4.0 Predicted Noise Levels

The predicted noise levels, at 5 m intervals, and a comparison to the nominated NMLs are presented in **Table 3**.

The noise levels have been predicted using the ISO 9613-2024 algorithm using the following assumptions:

- Ground Factor - 0.7
- Temp – 10°C
- Humidity – 70%

Table 3 Predicted Noise Levels

Distance from Works (m)	Noise Management Level (RBL + 10 dB) $L_{Aeq(15minute)}$ dBA		Predicted Noise Levels $L_{Aeq(15minute)}$	Exceedance (dB)	
	Urban	Rural		Urban	Rural
5	50	45	68	18	23
10			62	12	17
15			58	8	13
20			56	6	11
25			53	3	8
30			52	2	7
35			50	0	5
40			49	0	4
45			48	0	3
50			47	0	2
55			46	0	1
≥60			≤45	0	0

The above assessment indicates that for the proposed DCP works, exceedances are not likely at residences situated ≥35 m from the work location in urban areas and ≥60 m from the work location in rural areas.

5.0 Minimum Working Distances

Based on the predicted exceedances of the nominated urban and rural NMLs for daytime DCP testing works (see **Table 3**), the minimum distances to residential receivers the where the project-related communication measures would be applicable are shown in **Table 4.**

These communication measures have been adopted based on the Additional Management Measures Matrix of the Inland Rail NSW *Construction Noise and Vibration Framework* (CNVF). Further clarification on the measures is provided below:

- Communication (Category 1), i.e. CO1, is communication to provide information on works via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing.
- Communication (Category 2), i.e. CO2, is personalised communication such as door knock, meeting, telephone call, etc. Contact should commence early to enable feedback to be considered by the proposal.

Table 4 Minimum Working Distances for Additional Measures – DCP Testing

Communication Measure[1]	Minimum Distance to Residential Receivers Where Measure is Required	
	Urban	Rural
CO1	≤30 m	≤55 m
CO2[2]	≤5 m	≤10 m

Note 1: As outlined in the CNVF, CO1 is Communication - Category 1 and CO2 is Communication - Category 2.
Note 2: CO1 would be applicable in conjunction with CO2 at residential receivers within this distance.

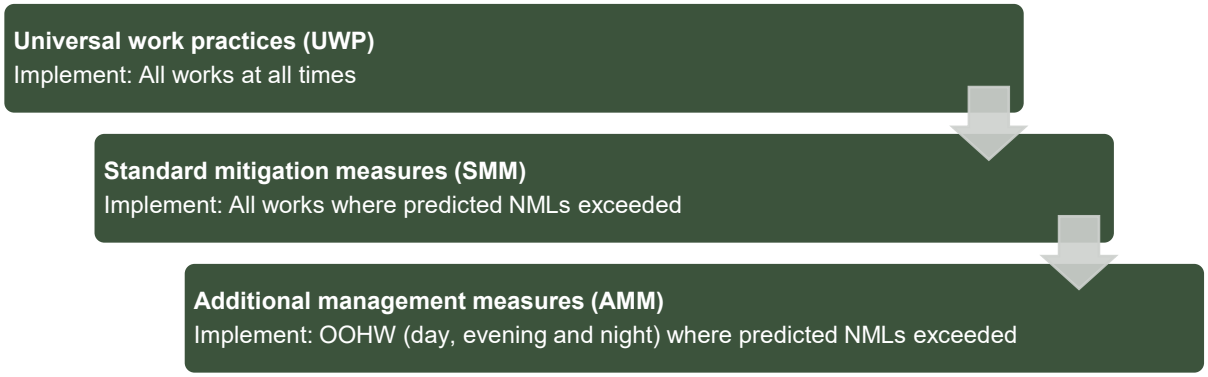
6.0 Recommendations

Noise from the DCP testing may be apparent at the nearest receivers at certain times. The Project should apply all feasible and reasonable mitigation measures to minimise the impacts.

In accordance with Condition E74 of the Conditions of Approval, works that exceed the noise management levels must be managed in accordance with the A2I Construction Noise and Vibration Management Plan (CNVMP).

The Inland Rail NSW *Construction Noise and Vibration Framework* outlines a hierarchy of work practices and mitigation measures to minimise the impact of construction noise and vibration on the community. This hierarchy is shown in Error! Reference source not found..

Figure 1 Hierarchy of Work Practices and Mitigation Measures



The universal work practices (UWP) and standard mitigation measures (SMM) for the overall A2I project are outlined in the CNVMP. All mitigation and management measures outlined in the CNVMP will be adopted, where applicable, in accordance with CoA E74.

Table 4 shows the distances from the DCP testing works where communication measures would be applicable. These measures are applicable to works conducted during the daytime only. It should be noted that communication measures are not likely to be required for residential receivers situated ≥35 m from the work location in urban areas and ≥60 m from the work location in rural areas.

7.0 Conclusion

SLR has conducted an assessment of noise impacts from daytime DCP testing associated with the A2I Project.

The assessment identified the minimum working distances for the DCP testing works where communication measures would be applicable. As per CoA E74, the universal work practices (UWP) and standard mitigation measures (SMM) for the overall A2I project, as outlined in the CNVMP, will be adopted for the proposed works.

Prepared by: JR
Checked/Authorised by: SL