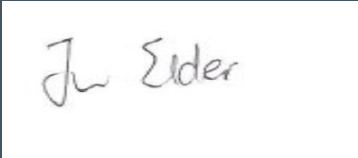


INLAND RAIL – ILLABO TO STOCKINBINGAL – CSSI 9406

ER MONTHLY REPORT

OCTOBER 2025

Authorisation

Author Name:	Tim Elder	Reviewer / Approver:	Derek Low
Position:	Environmental Representative	Position:	Environmental Representative
Signature:		Signature:	
Date:	07/11/25		07/11/25

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Project No.: 1161

Prepared for:
The Planning Secretary

Prepared by:
WolfPeak Group Pty Ltd

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CONTENTS

1. Key Findings for the Reporting Period	6
2. Background	7
3. Project Activities	8
3.1 Construction works	8
3.1.1 Works undertaken during the reporting period	8
3.1.2 Upcoming works	8
3.2 Minor construction ancillary facilities.....	9
3.3 Changes to the Project	9
3.4 Community consultation and complaints received	10
3.4.1 Consultation.....	10
3.4.2 Complaints.....	10
3.5 Incidents, Emergency Works and non-compliances.....	11
3.5.1 Incidents	11
3.5.2 Emergency Works	11
3.5.3 Non-compliances	11
4. ER Activities	11
4.1 Advice provided to the Proponent on the CoA and other authority conditions	11
4.2 Environmental management plans and programs.....	11
4.2.1 Development.....	11
4.2.2 Implementation	11
4.2.3 Site inspections.....	12
4.2.4 Audits	13
4.2.5 Complaint resolution	13
4.2.6 Meetings	13
4.2.7 Documentation issued	14
4.2.8 Communications with the Secretary	14
5. Environmental Performance of the Project	14
5.1 Environmental Performance	14
5.2 Key learnings.....	14



Limitations..... 15

Appendix A – Community Monthly Update: October 2025..... 16

Appendix B - ER Endorsement Letter 17

1. KEY FINDINGS FOR THE REPORTING PERIOD

Critical State Significant Infrastructure (CSSI) 9406 Condition of Approval (CoA) A26(j) requires that the Environmental Representative (ER) must *'prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information and make publicly available, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports". The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI.'*

This Environmental Representative (ER) Monthly Report has been prepared in accordance with CoA A26(j), covering the period from 1 to 31 October 2025 (the reporting period).

Works undertaken during the reporting period have been Low Impact Works (LIW), as defined in CSSI 9406, including site delineation surveys, investigations, inspections, ecological surveys, ground truthing properties, noise monitoring, slashing, contamination sampling, establishment of the Temporary Workforce Accommodation Facility (TWAF) and the establishment and use of minor ancillary facilities (MAF).

No incidents causing or threatening to cause material harm, were reported during the reporting period. No non-compliances have been reported during the reporting period.

Consultation with potentially affected stakeholders continued during October 2025, in the form of meetings, emails, telephone calls, SMSs and door knocking. The consultation primarily related to upcoming proposed activities, including surveys and testing, utility and geotechnical investigations, fencing, establishment of the TWAF, deliveries, haul road construction and MAF establishment.

One complaint was closed out during the reporting period (received 29 Sept). No complaints are open at the time of reporting.

The ER endorsed the Traffic, Transport and Access Management Plan (TTAMP) Rev 0 during the reporting period.

The ER approved MAF - CH33760 (Corbys Lane) Rev 0 during the reporting period.

Two inspections were conducted during the reporting period (8 October and 29 October). The next inspection is proposed for 6 – 7 December 2025 (coinciding with the December rail possession).

The ER will continue to report on the progress of the Project each month.

2. BACKGROUND

Inland Rail is a proposed 1,600km freight rail line, comprising 12 sections, which will connect Melbourne and Brisbane via regional Victoria, New South Wales and Queensland. Inland Rail Pty Ltd (IRPL), a subsidiary of Australian Rail Track Corporation (ARTC), is building Inland Rail on behalf of the Australian Government. As each section of Inland Rail is completed, it will be operated and managed by ARTC.

ARTC obtained approval from the NSW Minister for Planning and Public Spaces for the Inland Rail's Illabo to Stockinbingal (I2S) section (Critical State Significant Infrastructure (CCSI-9406)) on the 4 September 2024 under Section 5.19 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) (the Project) subject to Conditions of Approval (CoA).

The I2S Project (the Project) involves the construction and operation of approximately 39 Kilometres of new single-track standard gauge railway to accommodate trains with a maximum length of 1,800m. Key features involve:

- connection to other rail lines, including Stockinbingal to Parkes line, Lake Cargelligo line, and Main Southern Railway;
- one crossing loop and maintenance siding;
- level crossings and stock crossings;
- bridges over rivers and other watercourses, floodplains and roads;
- upgrade of around 3.5km of existing track for the tie-in works to the existing Main South Line at Illabo;
new track to maintain Lake Cargelligo line connection either side of the proposal;
- realignment and road-over rail bridge for a section of the Burley Griffin Way at Stockinbingal;
- realignment of Ironbong Road to allow for safe sight lines at the new active level crossing;
- ancillary infrastructure to support the proposal, inclusive of signalling and communications; drainage, drainage control areas, signage and fencing, and services and utilities; and
- construction infrastructure, including ancillary facilities, and a temporary workforce accommodation facility.

In accordance with CoA A22 – A25, IRPL sought approval to engage WolfPeak's Ricardo Prieto-Curiel, Derek Low and Tim Elder as the Project's primary and alternate ERs respectively. This approval was granted by the Planning Secretary's nominee of the Department on 11 September 2024 and 7 February 2025.

John Holland have been engaged as the Principal Contractor to design and construct the Project. The Project is currently in the 'Detailed design and early works (including low impact work) stage.

CoA A26(j) requires that for the duration of the works or as otherwise approved by the Planning Secretary, the ER must *'prepare and submit to the Planning Secretary and other relevant*

regulatory agencies, for information and make publicly available, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading “Environmental Representative Monthly Reports”. The Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER’s engagement for the CSSI.’

This ER Monthly Report has been prepared in accordance with CoA A26(j), covering the period from the 1 to 31 October 2025 (the reporting period).

3. PROJECT ACTIVITIES

3.1 Construction works

3.1.1 Works undertaken during the reporting period

LIW were undertaken under CSSI 9406 during the reporting period. The following activities were completed or underway:

- Cadastral survey, CIZ delineation
- Geotechnical testing
- Corridor boundary fence line construction
- Utility investigations
- Demobilisation of Illabo track possession Minor Ancillary Facility
- Contamination sampling of Areas of Environmental Concern and Illabo track possession area (AEC’s 4, 6 and 11)
- Ongoing construction work for the Temporary Workforce Accommodation Facility (TWAF)
- Continuation of establishment works for Dirnaseer Rd MAF compound
- Establishment works for Site 16 MAF – Old Cootamundra Road
- Establishment of maintenance of erosion and sediment controls at site compounds
- Treatment (flocculation) of sediment basin
- Slashing of pasture areas within alignment under vegetation clearing permit
- Verification noise monitoring
- Water quality turbidity correlation sampling and modelling (TSS/NTU) for EPL

3.1.2 Upcoming works

The following LIWs are planned for November 2025:

- Commencement of site clearing and grubbing works and bulk earthworks program

- Project ecologist supervision of works
- Continuation of geotechnical investigations
- Utilities investigations installations
- CSR works Illabo track
- Archaeology pre-clearance works
- Corridor boundary fencing installations
- CIZ delineation and survey
- Installation of ERSED controls as per the Project Progressive Environment and Sediment Control Plan
- Contamination sampling of Stockinbingal Railyards

Proposed Out Of Hours Works (OOHW) planned for November 2025 include:

- Ongoing Sunday works at camp under permit
- Geotech works (pending results of noise modelling).

3.2 Minor construction ancillary facilities

One new MAF was approved by the ER during the reporting period:

- MAF - CH33760 (Corbys Lane) Rev 0

JHG continued to utilise the following MAFs (as approved by the ER) during the reporting period:

- MAF Old Sydney Road (Gate 3)
- MAF Dirnaseer Road (Gate 6A)
- MAF Old Cootamundra Road (Gate 7B)
- MAF Grogan Road (Gate 10)
- MAF Old Cootamundra Rd (Site 16) (CH28180) (Gate 7A)
- MAF Ironbong Rd (CH9380)

3.3 Changes to the Project

Construction Staging

JHG are constructing the Project in two Stages:

Stage 1: Limited scope of works completed during the September 2025 rail possession to conduct maintenance on the existing Main South Line (MSL). This will support the delivery of the Project and to ensure uninterrupted operations of the MSL throughout the construction period.

Stage 2: All other construction activities

A Staging Report was prepared in accordance with CoA A11 and A12 to reflect this staging approach. The ER reviewed and endorsed the Staging Report (Rev 0) on 29 August 2025.

Consistency Assessments

Nothing to report.

3.4 Community consultation and complaints received

3.4.1 Consultation

Community consultation occurred throughout October 2025 in the form of meetings, emails, telephone calls, SMSs and door knocking. The consultation primarily related to upcoming proposed activities, including surveys and testing, utility and geotechnical investigations, fencing, establishment of the TWAF, deliveries, haul road construction and MAF establishment. Additional consultation activities are summarised below:

- 11/10: Attended Illabo show with a trade site
- 18/10: Attended Cootamundra show with a trade site
- 24/10: Distributed approximately 260 printed monthly notifications – November (160 Stockinbingal, 100 Illabo)
- 24/10: Emailed notifications – November to distribution group
- Monthly stakeholder meetings held with Junee and Cootamundra Gundagai Regional Councils
- Electronic mail-out to introduce personal Community Liaison Officers for each landowner.
- The team visited Stockinbingal Public School to discuss construction safety and share project details. Students received PPE kits and project materials, and a morning tea was provided. The visit aligned with the school's time capsule burial, set to be opened in 25 years, which included project information, photos of the Burley Griffin Way work area, and a PPE vest.

The October 2025 Community Monthly Update is provided in Appendix A.

3.4.2 Complaints

The complaints register to 24 October 2025 was supplied to the ER. It includes details of all complaints received to date and the actions undertaken by JHG to resolve each complaint.

One complaint was received on 29 September 2025 (not captured in September ER Monthly Report). A road user complained of an interstate truck travelling at speed close to their vehicle along Dirnaseer Road. JHG investigated and advised the complainant that this truck had made a delivery to site (not a JHG staff member or sub-contractor) and is unlikely to be returning to the

area or project. The complaint was closed on 2 October 2025. No complaints are open at the time of reporting.

A copy of the complaints register can be provided by IRPL to the Department on request, in accordance with CoA B11.

3.5 Incidents, Emergency Works and non-compliances

3.5.1 Incidents

No incidents causing or threatening to cause material harm, were reported during the reporting period.

3.5.2 Emergency Works

No emergency works were reported during the reporting period.

3.5.3 Non-compliances

No non-compliances reported during the reporting period.

4. ER ACTIVITIES

4.1 Advice provided to the Proponent on the CoA and other authority conditions

Advice has been provided by the ER to Inland Rail and John Holland since late 2024 through to October 2025 regarding the development of the CEMP, Sub-plans and LIWA. Further details of advice provided during the reporting period is provided in Section 4.2.

4.2 Environmental management plans and programs

4.2.1 Development

CEMP and Sub-plans were developed from late 2024 to October 2025 and submitted to the ER for approval or endorsement. The following document was endorsed by the ER during the reporting period:

- Traffic, Transport and Access Management Plan (Document Reference: 5-0019-220-PMA-00-PL-0056, revision 0, dated 9 October 2025).

The ER endorsement letter is provided within Appendix B.

4.2.2 Implementation

LIWs continued throughout the reporting period in accordance with endorsed LIWAs and the Site Establishment Management Plan prepared for the TWAF.

4.2.3 Site inspections

Two inspections were conducted during the reporting period (8 and 29 October). Two observations were noted for the 8 October inspection, both of which have been actioned. Five finding (low priority) were identified during the 29 October. Closeout of these actions is ongoing.

The next inspection is proposed for 6 – 7 December, to coincide with the December possession.



Figure 1: MAF Ironbong Rd (CH9380) – berm to stabilise



Figure 2: TWAF Basin – low turbidity

4.2.4 Audits

The Independent Audit program under CoAs A28-A33 is scheduled to commence on 27 November 2025.

4.2.5 Complaint resolution

Nothing to report.

4.2.6 Meetings

Meetings with IRPL and John Holland, including the involvement of the ER, have been undertaken as required throughout the reporting period to discuss possession works, LIWAs, draft management plan documentation and general project issues. In addition, weekly meetings with IRPL, John Holland and the ER have been undertaken during the reporting period for the purposes of covering Project works, progress on post-approval documentation, compliance, incidents, complaints and so forth.

Monthly meetings have been ongoing between the Department, IRPL, John Holland and the ER to discuss project status, upcoming submissions and general compliance. The ER (Derek Low)

attended the monthly meeting with the Department on 10 October 2025 and provided a presentation on ER activities and compliance.

4.2.7 Documentation issued

Refer to the ER endorsements referred to in Section 4.2.1.

Two inspections were carried out – 8 and 29 October 2025 (refer to Section 4.2.3), and Inspection Reports issued.

4.2.8 Communications with the Secretary

There have been no formal communications with the Planning Secretary or its representatives during the reporting period, other than through issue of the ER monthly report for September 2025 on the 7 October 2025 and attendance to the monthly regulatory meeting on the 10 October 2025 as discussed in Section 4.2.6. Informal project discussions have been held with the Department as required.

5. ENVIRONMENTAL PERFORMANCE OF THE PROJECT

5.1 Environmental Performance

Low Impact Works, as defined in SSI-9406, have been undertaken during the reporting period. These works include site delineation surveys, investigations, inspections, ecological surveys, ground truthing properties, noise monitoring, slashing, contamination sampling, establishment of the Temporary Workforce Accommodation Facility (TWAF) and the establishment and use of minor ancillary facilities (MAF).

Environmental mitigation and control measures are being implemented consistent with approval requirements. The ER is of the view that environmental impacts are being appropriately managed and potential for environmental impacts is low.

No complaints are open at the time of reporting. No incidents causing or threatening to cause material harm, were reported during the reporting period.

5.2 Key learnings

No lessons learned sessions are scheduled at this time.

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APPENDIX A – COMMUNITY MONTHLY UPDATE: OCTOBER 2025

October Monthly Update Illabo to Stockinbingal 1-31 October 2025

John Holland has been engaged to undertake construction of the Illabo to Stockinbingal section of Inland Rail in New South Wales.

The work will occur during standard construction hours 7am – 6pm Monday to Saturday.

Work to construct the temporary workforce accommodation facility located at Grogan Road, Stockinbingal, will also take place every Sunday from 8am – 6pm until late October.

Description of works

During October John Holland will continue site investigations to inform design, establishing site compounds along the alignment and installing permanent fencing along the corridor boundary.

Proposed activities include (subject to approval):

- Surveying and testing will be conducted at multiple locations, including project/property boundaries, road and pavement levels, the rail corridor, existing roads, bridges, culverts, leased land, buildings, and road traffic counts on Burley Griffin Way
- Continuing site investigations, including utility and geotechnical investigations through inspection and monitoring activities
- Installing fencing and gates along the rail corridor
- Continuing work to establish the temporary workers' accommodation facility on Grogan Road, north of Stockinbingal
- Preparing site compounds at various locations along the alignment, including clearing works and tree removal
- Constructing a haul road within the construction corridor
- Delivering equipment, machinery and materials at approved laydown areas along the alignment and workers accommodation facility.

What can I expect?

- Light vehicles entering and exiting site compounds between 6.30am – 6.30pm

- Affected property owners will be contacted confirming access prior to work commencing
- Traffic management including reduced speed limits may be required near worksites close to the roads or for safe access. Please follow all traffic management instructions and signage
- Workers operating machinery, equipment, hand tools and service vehicles
- Residents in the vicinity may notice an increase in noise levels during these works, along with the presence of additional workers and vehicles in the area.

Expected plant and machinery used

Excavators, dozers, rollers, loaders, forklifts, delivery truck and dogs, drill rigs, small truck mounted drill rig, NDD (non-destructive digging) truck, water carts and support vehicles, workers using hand tools, survey equipment (including drones), traffic management equipment and associated signage.

How we're managing impacts

- Traffic management and reduced road speeds, where applicable
- Environmental controls in place
- Access to private properties will be maintained
- Temporary fencing around excavations and sensitive areas.

Cancellation of works

Works can sometimes be cancelled at short notice depending on weather and other factors. Should this occur, works will be rescheduled.

For any concerns or enquiries phone 1800 732 761 or email inlandrailnsw@inlandrail.com.au

Thank you for your patience and cooperation while we carry out these works.

Scan **QR code** for latest information.



☎ 1800 732 761 @ inlandrailnsw@inlandrail.com.au

✉ Suite 19.02, Level 19, 60 Margaret Street, Sydney

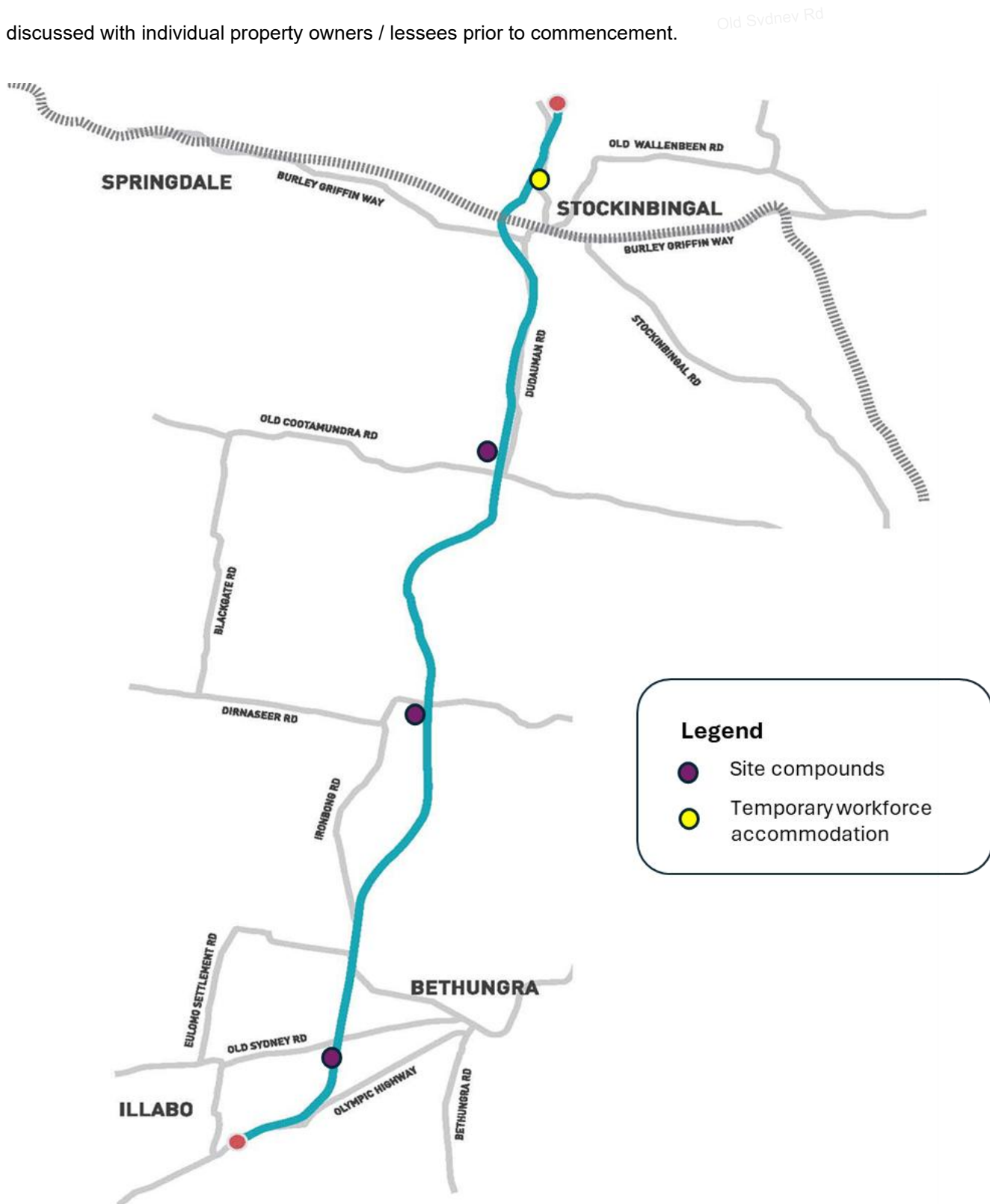


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*Road locations on the map are indicative.

Work locations

Work will occur at various locations within the project boundaries (shown in blue on the map below) and will be discussed with individual property owners / lessees prior to commencement.



☎ 1800 732 761 @ inlandrailnsw@inlandrail.com.au

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APPENDIX B - ER ENDORSEMENT LETTER

17 October 2025

Daniel Lumby
Principal Environmental Advisor
Level 6, 180 Ann Street
Brisbane QLD 4000

Dear Daniel,

RE: Inland Rail: ER Endorsement of Traffic, Transport and Access Management Plan for Inland Rail's Illabo to Stockinbingal (SSI-9406) – Conditions A26(d), C15 and C32

Approval of the Inland Rail's Illabo to Stockinbingal Critical State Significant Infrastructure project (SSI 9406) (the Project) was granted by the Minister for Planning and Public Spaces on 4 September 2024, subject to a number of Conditions of Approval (CoA).

CoA A22 requires an Environmental Representative (ER) to be nominated by the Proponent and approved by the Planning Secretary prior to the commencement of works. The undersigned was approved as ER for the Project by the Planning Secretary's nominee on the 7 February 2025.

CoA A26 provides the responsibilities of the ER on the Project. It requires, by way of condition A26(d), that the ER review documents to ensure that are consistent with the terms of the Project Approval. It states:

- A26(d) *[For the duration of the Work and for no less than twelve (12) months after the completion of construction of the CSSI, the approved ER must] review documents identified in Conditions A11, A18, B1, C5, C12, C17, C27 and E109 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so:*
- (i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or*
 - (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department or are not required to be submitted to the Planning Secretary / Department)*
 - (iii) provide a written statement / submission via the Major Projects portal to the Planning Secretary advising the documents have been endorsed by the ER.*

CoA C15 requires ER endorsement of CEMP Sub-plans which are to be submitted to the Planning Secretary for approval. It states:

C15 *Where a CEMP (and relevant CEMP Sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP Sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.*

Further, CoA C32 requires ER endorsement of Construction Monitoring Programs (CMP) which are submitted to the Planning Secretary for approval. It states:

C32 *Where a CMP requires Planning Secretary's approval, the CMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.*

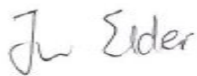
John Holland Group (JHG) has prepared a Traffic, Transport and Access Management Plan (TTAMP) for the Project (Document Reference: 5-0019-220-PMA-00-PL-0056, revision 0, dated 9 October 2025). The TTAMP, which incorporates a traffic, transport and access monitoring program, has been prepared to satisfy the requirements of conditions C17, C18, C21, C26 - 28, C31, C32, C34 - 36, E86 – 91, E94 – 108, E117 & E118.

Table 1 of this letter sets out where and whether, in my view, the TTAMP content requirements of the Project Approval have been addressed. It is noted that TfNSW provided confirmation of the resolution of comments from previous versions of the TTAMP, with the request that signage, traffic alerts and VMS boards are in place 14 days ahead of any changes, in line with TfNSW standard practice.

In accordance with the requirements of CoAs A26(d), C15 and C32, I hereby endorse the TTAMP (Document Reference: 5-0019-220-PMA-00-PL-0056, revision 0, dated 9 October 2025),

Should you have any queries or require further information please do not hesitate to contact the undersigned on the details below.

Yours sincerely,

A handwritten signature in blue ink that reads 'Tim Elder'.

Tim Elder

Environmental Representative (alternate)

P: 0439 763 103

E: telder@wolfpeak.com.au

Table 1: Summary of ER review of the Traffic, Transport and Access Management Plan (Ref: Document Reference: 5-0019-220-PMA-00-PL-0056, revision 0, dated 9 October 2025)

Ref	Requirement	Section of the document	ER Comment						
C17	Except as provided by Condition C1, the following CEMP Sub-plans must be prepared in consultation with the relevant state agencies, relevant councils and RAPs identified for each CEMP Sub-plan. Evidence of consultation must be provided consistent with Condition A10.	Appendix H Consultation Log Memorandum	Consistent						
	<table border="1"> <thead> <tr> <th></th> <th>Required CEMP Sub-plan</th> <th>Relevant authorities to be consulted for each CEMP Sub-plan</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Traffic, transport and access</td> <td>TfNSW and relevant councils</td> </tr> </tbody> </table>		Required CEMP Sub-plan	Relevant authorities to be consulted for each CEMP Sub-plan	(a)	Traffic, transport and access	TfNSW and relevant councils		
	Required CEMP Sub-plan	Relevant authorities to be consulted for each CEMP Sub-plan							
(a)	Traffic, transport and access	TfNSW and relevant councils							
C18	The CEMP Sub-plans listed in Condition C17 must state how:								
	(a) the environmental performance outcomes identified in the documents listed in Condition A1, as modified by these conditions, will be achieved.	Section 2.5	Consistent						
	(b) the mitigation measures identified in the documents listed in Condition A1, as modified by these conditions will be implemented.	Table 2-2	Consistent						
	(c) the relevant terms of this approval will be complied with; and	Section 2.6	Consistent						
	(d) issues requiring management during construction, as identified through ongoing environmental risk analysis, will be managed.	Section 14	Consistent						
C21	The Construction Traffic, Transport and Access Management Plan (CTTAMP) must be consistent with any agreements with the relevant road's authority about the use and management of local roads and include measures to:								
	a) Minimise impacts on seasonal and school related traffic, including harvest-related vehicles, public transport (including school buses, bus stops) and freight operators;	Section 5.3.2 Section 5.4 Section 5.9	Consistent						
	b) Minimise noise and amenity impact of heavy vehicles entering and exiting construction compounds, and ancillary sites, and driving through populated areas, including school zones at speed limited times;	Section 6.1	Consistent						
	c) Minimise impacts to vulnerable road users and sensitive receivers;	Section 5.5	Consistent						
	d) Schedule heavy vehicle movements to avoid movements on public roads outside the construction hours detailed in Condition E1	Section 6.1	Consistent						

Ref	Requirement	Section of the document	ER Comment						
	e) Provide any necessary road intersection treatments to accommodate construction traffic,	Section 6.4.2 Section 6.5.2	Consistent						
	f) Ensure road repair is undertaken periodically before and during construction, and as identified in Conditions E101 and E102;	Section 5.1.2	Consistent						
	g) Inform road users and freight operators of changes to traffic conditions;	Section 5.9 Section 9.1	Consistent						
	h) Maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and implement measures prior to any access disruption;	Section 5.5 Section 5.8 Section 5.2.5 Appendix M	Consistent						
	i) Consult utility providers and managers to ensure appropriate access to utilities and assets is maintained;	Section 5.8 Section 9.5	Consistent						
	j) Identify construction vehicle routes not identified in the documents listed in Condition A1.	Section 6.4.1 Section 6.7.2	Consistent						
	k) Prepare a Country Rail Network / Inland Rail Interface Management Plan to address potential impacts to Country Rail Network / Inland Rail interfaces.	Appendix K	Consistent						
C26	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER (as applicable and as identified in the CEMF approved under Condition C1). The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and sub-plans have been endorsed by the ER and approved by the Planning Secretary or ER	Section 2.2	Consistent						
C27	Except as provided by Condition C1, the following Construction Monitoring Programs must be prepared in consultation with the relevant state agencies and the relevant councils identified for the Construction Monitoring Programs to compare actual performance of the construction of the CSSI against the performance predicted in the documents specified in Condition A1.	Section 11.1	Consistent						
	<table border="1"> <thead> <tr> <th></th> <th>Required Construction Monitoring Programs</th> <th>Relevant government authorities to be consulted for each Construction Monitoring Program</th> </tr> </thead> <tbody> <tr> <td>(c)</td> <td>Traffic, transport and access management</td> <td>TfNSW and relevant Councils</td> </tr> </tbody> </table>		Required Construction Monitoring Programs	Relevant government authorities to be consulted for each Construction Monitoring Program	(c)	Traffic, transport and access management	TfNSW and relevant Councils		
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Ref	Requirement	Section of the document	ER Comment
C28	Each Construction Monitoring Program (CMP) must have consideration of SMART principles and provide:	Section 11.1 I2S CEMP (5-0019-220-PMA-00-PL-0037)	Consistent
	(a) details of baseline data available;		
	(b) details of baseline data to be obtained and when;		
	(c) details of all monitoring of the CSSI to be undertaken;		
	(d) the parameters of the CSSI to be monitored;		
	(e) the frequency of monitoring to be undertaken;		
	(f) the location of monitoring and reasons for choosing the location;		
	(g) the reporting of monitoring results and analysis results against relevant criteria;		
	(h) details of the methods that will be used to analyse the monitoring data;		
	(i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts;		
	(j) any consultation to be undertaken in relation to the monitoring programs; and		
(k) any specific requirements as required by Condition C29.			
C31	CMPs must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C1	Section 11.1	Consistent
C32	Where a CMP requires Planning Secretary's approval, the CMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	Section 11.1	Consistent
C34	Construction must not commence until the relevant CMP(s) have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C1), and all relevant baseline data for the specific construction activity has been collected.	Section 11.1	Consistent
C35	The CMP(s), as approved or endorsed (as relevant), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	Section 11.1	Consistent

Ref	Requirement	Section of the document	ER Comment
C36	The results of the CMP(s) must be made publicly available in the form of a Construction Monitoring Report at the frequency identified in the relevant CMP	Section 11.1	Consistent
E86	Construction traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C7 and C8. Local or privately owned roads used for access to ancillary facilities, construction sites, and temporary accommodation must be identified in the Construction Traffic, Transport and Access Management Sub-plan required by Condition C13.	Section 6.5 Section 6.6	Consistent
E87	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within 400 metres of the original bus stop or as otherwise agreed with the relevant council and bus operator. The relocation of bus stops must be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	Section 5.4	Consistent
E88	E88 In order to maintain safe and efficient operation of the road network, the Proponent must prepare a Public Level Crossing Treatment Report in consultation with Transport for NSW and the relevant road authority. The report must: (a) illustrate the location of all public level crossings which traverse the CSSI. (b) list, and identify on a figure, any public level crossings that will be established, closed or upgraded; (c) describe the treatments that will be implemented at new and/or upgraded crossings; (d) include measures to avoid potential short stacking at level crossings; and (e) provide justification for any proposed closures. The assessment of level crossings must use the Australian Level Crossing Assessment Model (ALCAM). The process for determining the type of level crossing treatment must be consistent with the process outlined in the documents listed in Condition A1. The report must also include an assessment of the road risks, consistent with the guideline Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011). The design of any level crossing on a public road must be endorsed by Transport for NSW or the relevant road authority (where not Transport for NSW) prior to commencing construction of that crossing.	Section 6.4.4	Consistent
E89	In order to maintain convenient property access, the Proponent must prepare a Private Level Crossing Treatment Report in consultation with landowners whose access will be affected by the establishment, closure or upgrading of a private level crossing. The report must: (a) illustrate the location of all private level crossings which traverse the CSSI; (b) list, and identify on a figure, any private level crossings that will be established, closed or upgraded; (c) describe the treatments that will be implemented at new and/or upgraded crossings; and (d) provide justification for any proposed closures and types of treatment, including decisions where no additional treatments are proposed; and (e) provide details on the consultation undertaken with the landowners.	Section 6.4.4	Consistent
E90	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to and approved by the Planning Secretary at least one (1) month prior to the establishment, closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI.	Section 6.4.4	Consistent

Ref	Requirement	Section of the document	ER Comment
E91	Within one year of commencing operation, and ten years after commencement of operations, or as otherwise agreed by the Planning Secretary, the Proponent must prepare a <i>Level Crossing Performance Report</i> to confirm the operational traffic impacts of the level crossings on the classified road network. The review of the operation of the level crossings that interact with the classified road network must be carried out in consultation with TfNSW and the relevant councils and include: (a) updated traffic analysis of movements on these roads;(b) assessment of the level of service at these level crossings (queue length, queuing time delay);(c) identification of additional new work outside of the rail corridor delivered by third parties that may result in changes to traffic movements as initially considered in the Level Crossing Treatment Report;(d) assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E88;(e) all reported near misses and collisions at level crossings within the project area; and(f) mitigation measures to manage any actual or predicted road network performance impacts.	IRPL activity to be undertaken post commissioning and not including in this plan	Consistent
E94	The Proponent must consult with all landowners where the project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. This consultation must include, but not be limited to: (a) safe and convenient stock and machinery movement across the rail corridor, including provision and maintenance of livestock holding pens; (b) the safe and efficient operation of agricultural aerial activities; (c) provision and maintenance of fencing of a type suited to stock and livestock husbandry operations conducted on the property (including barrier fencing where appropriate); and (d) relocation of farm infrastructure necessitated by the CSSI. Details of consultation and agreed management measures must be included in the Individual Property Management Plans required by Condition E95	Section 9.6 I2S Community Communication Strategy 4- 0000-220-PCS-00-ST-0001_3	Consistent
E95	Individual Property Management Plans must be prepared to document the results of consultation with landowners identified to be consulted by Condition E94 with and agreed outcomes. The Proponent must implement all reasonable measures proposed by landowners. A copy of the Individual Property Management Plan must be provided to the landowner. A copy of each agreement must also be provided to the Planning Secretary upon request.	Section 9.6	Consistent
E96	No part of any crossing loop may cross over any driveway, private road or public road unless determined in consultation with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop, and with the relevant road authority for any road within 60m of the road and rail interfaces.	Section 9.6	Consistent
E97	The Proponent must maintain existing access to properties during the entirety of work where practicable. Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed standard determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Section 5.8	Consistent
E98	Where construction of the CSSI restricts the ability of a resident or landowner to access other parts of their property via a level crossing, the Proponent must, until the permanent level crossing is reinstated, supply the property with a temporary alternate level crossing access at a convenient location determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner. This can include other existing level crossings or a new alternative temporary level crossing access that is both safe and agreed to.	Section 6.4.4	Consistent

Ref	Requirement	Section of the document	ER Comment
E99	The Proponent must implement and maintain a system for the communication of train movements through level crossings to facilitate safe movement of livestock and agricultural machinery across the rail corridor. The system must be developed in consultation with landowners, stock operators and Local Land Services, and be accessible to them prior to the commencement of operation. A report detailing the implemented system and, the communication to stakeholders of the communication system must be submitted to and approved by the Planning Secretary at least one (1) month prior to commencement of operation.	Section 6.4.4	Consistent
E100	The Proponent must notify Local Land Services at least 1 month prior to access and movement restrictions on the Old Cootamundra Road underbridge to enable alternative stock routes to be used.	Section 5.10	Consistent
E101	Before any local road is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for subject roads and bridges, and interfaces with regional roads. A copy of the Road Dilapidation Report must be provided to the relevant road authority(ies) within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the CSSI for endorsement by the road's authority.	Section 5.1.2	Consistent
E102	The Road Dilapidation Report shall provide measures to ensure:(a) roads deemed unsafe for the use of heavy vehicles are upgraded and repaired prior to use;(b) roads used can safely accommodate heavy vehicle haulage based on volume, types and duration of use; and(c) road repair is undertaken periodically before and during construction. Where the road is not up to standard due to condition, width, pavement type, and road geometry, the Proponent must upgrade the road to a service level equal to (or better than) the level it was being maintained immediately prior to construction and before heavy haulage commences, at no cost to the owner.	Section 5.1.2	Consistent
E103	If damage to roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction, either (at the relevant road authority's discretion):(a) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E101; or(b) compensate the relevant road authority(ies) for the damage so caused. The amount of compensation may be agreed with the relevant road authority(ies), but compensation must be paid even if no agreement is reached; or(c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements. Damage to roads that affects road safety or trafficability as a result of the construction of the CSSI must be rectified by the Proponent as soon as practicable after the damage is identified, at no cost to the owner.	Section 5.1.2	Consistent
E104	The CSSI (including any new overbridges, new or modified roads, and new or modified level crossings) must be designed and constructed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management, and relevant Transport for NSW Austroads Supplements, as agreed with the roads authority and TfNSW. Consideration must be given to the movement of livestock, farming machinery, and pedestrians.	Section 2.12	Consistent
E105	The design of any new grade separated rail and road infrastructure, or new or modified roads must be developed in consultation with TfNSW, and endorsed by the relevant roads authority prior to construction of the new road overbridges or new or modified roads.	Section 2.12	Consistent
E106	An independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits, including but not limited to for all areas identified by the Safe Systems Assessment as requiring further assessment. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request.	Section 4.2.7	Consistent

Ref	Requirement	Section of the document	ER Comment
E107	Safe pedestrian and cyclist access, where such access exists, must be maintained around work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, an alternate route which complies with the relevant standards must be provided and signposted.	Section 5.5	Consistent
E108	The design of any new or modified connection to the Country Rail Network (CRN) must be developed in consultation with the CRN Rail Infrastructure Manager (RIM) and TfNSW. Designs, management plans and programs of work must be endorsed by the CRN RIM and TfNSW prior to construction of any new or modified connection.	Appendix K	Consistent
E117	The Proponent must prepare and implement a Workforce Code of Conduct for employees and contractors involved in the construction of the CSSI. The Code of Conduct must be prepared by a suitably qualified and experienced person(s) in the human resources sector and made publicly available prior to work commencing. The Code of Conduct sets out the ethical standards that employees are expected to adhere to in the construction site and interaction with the local community.	TfNSW Workforce Code of Conduct Illabo to Stockingbingal Workforce Code of Conduct	Consistent
E118	The Employee Code of Conduct applies to all employees on the CSSI site (including the temporary workforce accommodation facilities) and those living in the community in the surrounding towns. The Employee Code of Conduct must: (a) set out the ethical standards for the behaviour and conduct of employees on and off the site, including for driving on public roads;(b) include disciplinary actions where employee behaviour and conduct do not meet the ethical behaviour standards; and(c) include processes for responding to and addressing community complaints about the behaviour and conduct of employees.	TfNSW Workforce Code of Conduct Illabo to Stockingbingal Workforce Code of Conduct	Consistent