EIS CONSISTENCY ASSESSMENT REPORT (MINOR) – BOMEN YARD – CONSTRUCTION BOUNDARY CHANGES – CH513500 to CH514700

A2I | Albury to Illabo

6-0052-210-EAP-W9-AS-0001

Document Control

DOCUMENT TITLE	**EIS CONSISTENCY ASSESSMENT REPORT (MINOR) – BOMEN YARD – CONSTRUCTION BOUNDARY CHANGES – CH513500 TO CH514700**
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Glossary

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

TERM	DEFINITION
A2I	Albury to Illabo
ACHAR	Technical Paper 2: Aboriginal Cultural Heritage Assessment Report of the EIS
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
AHIMS	Aboriginal Heritage Information Management System service by Heritage NSW
ARTC	Australia Rail Track Corporation
ASS	Acid Sulfate Soils
BARM	Biodiversity Assessment Report Memo
Bomen Yard	Bomen Yard clearances enhancement site
CA	Consistency Assessment
CEMF	Construction Environmental Management Framework
Change	Macquarie Dictionary: A variation, adjustment, alteration, deviation or transformation to the project scope, construction methodology or design.
CIZ	Construction Impact Zone
CNVIS	Construction Noise and Vibration Impact Statement
CoA	Condition(s) of approval
Compatible	Macquarie Dictionary: Capable of existing in harmony. Capable of orderly, efficient integration with other elements in a system.
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)
Construction boundary	As defined in the Division 5.2 approval, the area physically affected by work as defined in the Project Description as described in the documents listed in CoA A1. Referred to as the 'approved CIZ' in this CA.
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, as listed in CoA A1.
EIS	Environmental Impact Statement
EPL	Project's Environment Protection Licence (#21984)
IRPL	Inland Rail Pty Ltd (subsidiary of ARTC)
LGA	Local Government Area
LoS	Lever of Service
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.
PCT	Plant Community Type as described in the vegetation classification system, approved by the NSW Plant Community Type Control Panel and described in the BioNet Vegetation Classification Database
PIR	Preferred Infrastructure Report
PIR RtS	Preferred Infrastructure Report Response to Submissions report
PM2.5	Particles with a diameter of 2.5 micrometres or less
PM10	Particles with a diameter of 10 micrometres or less
Project	Albury to Illabo project approved under section 5.19 of the EP&A Act on 8 October 2024
Proposed Change	Proposed Change involves the additional CIZ extensions required at the Bomen Yard clearances enhancement site to accommodate the site establishment and laydown area activities.
SSI	State Significant Infrastructure
UMMs	Updated Mitigation Measures

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);

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.

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 proposal 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.

1.2 Project Changes

The Project has not been the subject of a modification under section 5.25 of the EP&A Act.

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 Assessment Report (Minor) Edmondson Street Utilities Adjustments (MR, June 2025)

- EIS Consistency Assessment Report (Minor) Edmondson Street Timing (MR, July 2025)
- EIS Consistency Assessment Report (Minor) Diver Platforms Stage B (MR, August 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) Wagga Stage B (MR, September 2025)
- EIS Consistency Assessment Report (Minor) Junee to Illabo Clearances (MR, September 2025)
- EIS Consistency Assessment Report (Minor) Riverina Highway Site Establishment (MR, September 2025)

1.3 Purpose of consistency assessment

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

The EAD identified the indicative proposal sites to enable construction of the reference design for the Albury to Illabo (A2I) section of the Inland Rail program. Further detailed design, construction planning, and site surveys have identified refinements to the construction methodology and resulted in the requirement to adjust the construction boundary as defined in the Division 5.2 approval and described in the EAD.

The Proposed Change relates to the construction impact zone (CIZ) at the Bomen Yard clearances enhancement site (Bomen Yard) which currently aligns with the approved construction boundary.

This Consistency Assessment (CA) considers the Proposed Change, which involves extending the approved construction boundary to accommodate site establishment activities and procurement of materials for the wider A2I scope. The CIZ extensions is required to:

- facilitate an ancillary facility, material storage, spoil management, laydown areas and plant and equipment parking, and
- provide additional space for construction to undertake the approved works including to enable safer movement of light vehicles and plant

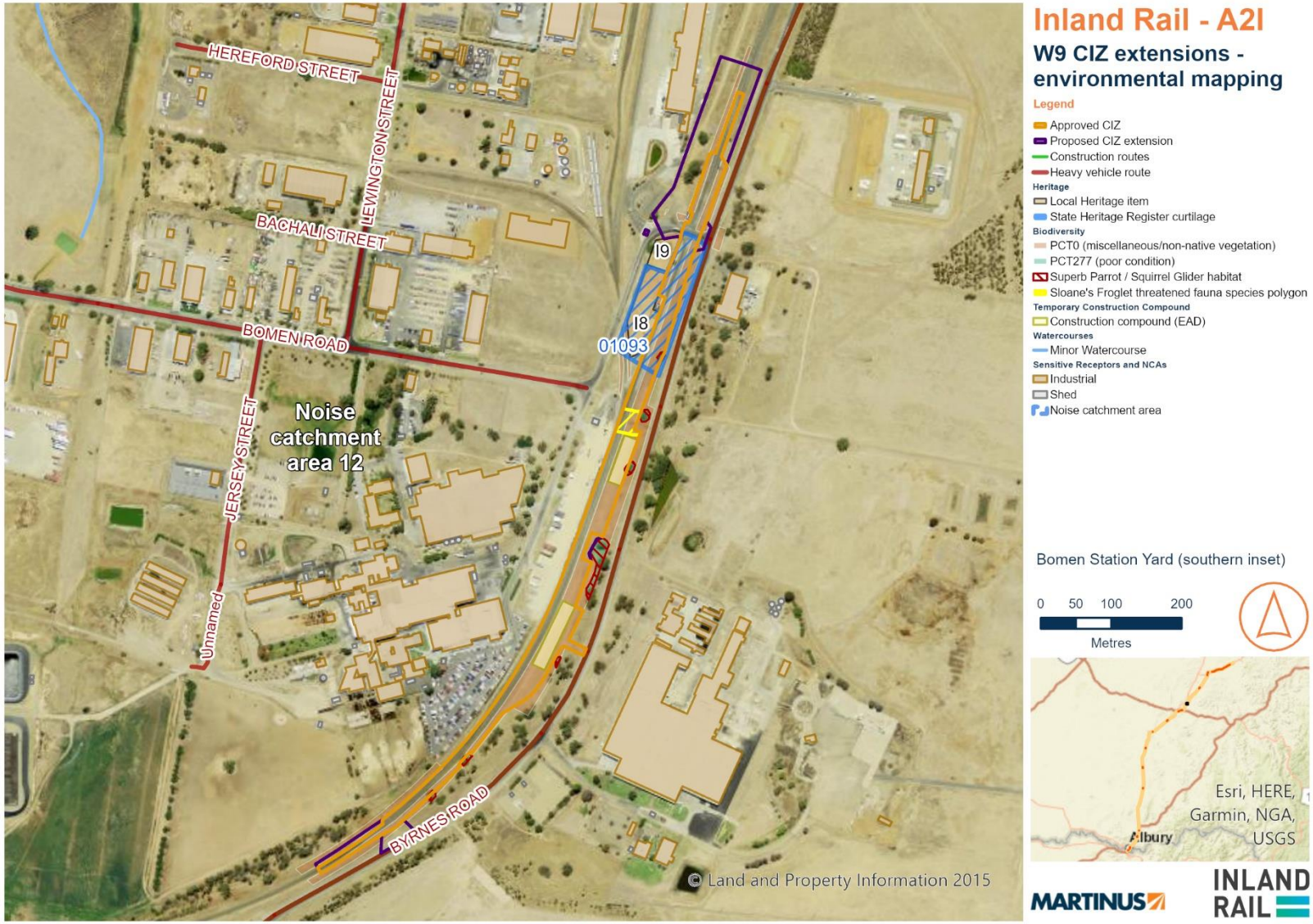

Figure 2-1: Proposed Change CIZ Extension

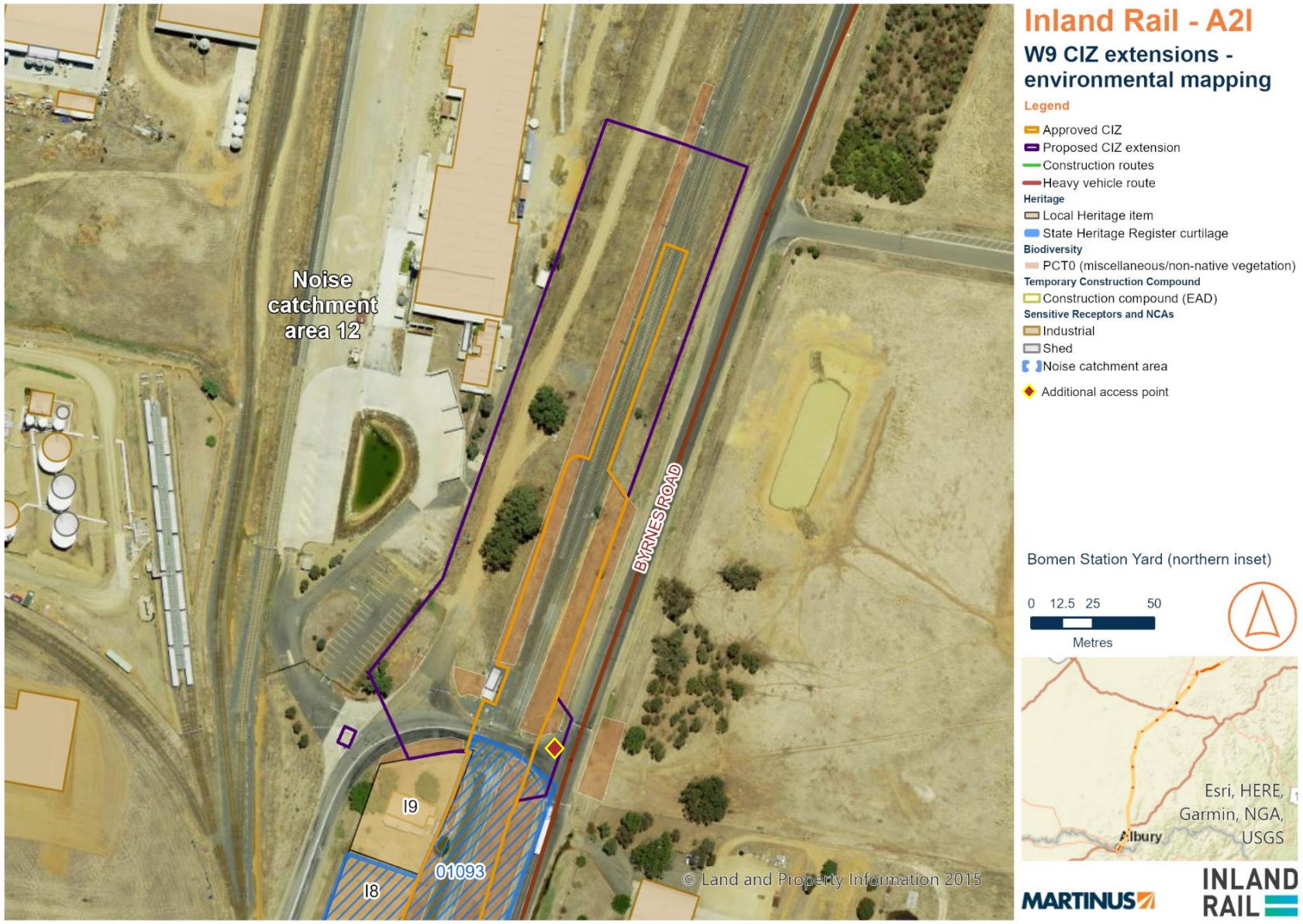

Figure 2-2 Proposed Change CIZ Extension - North

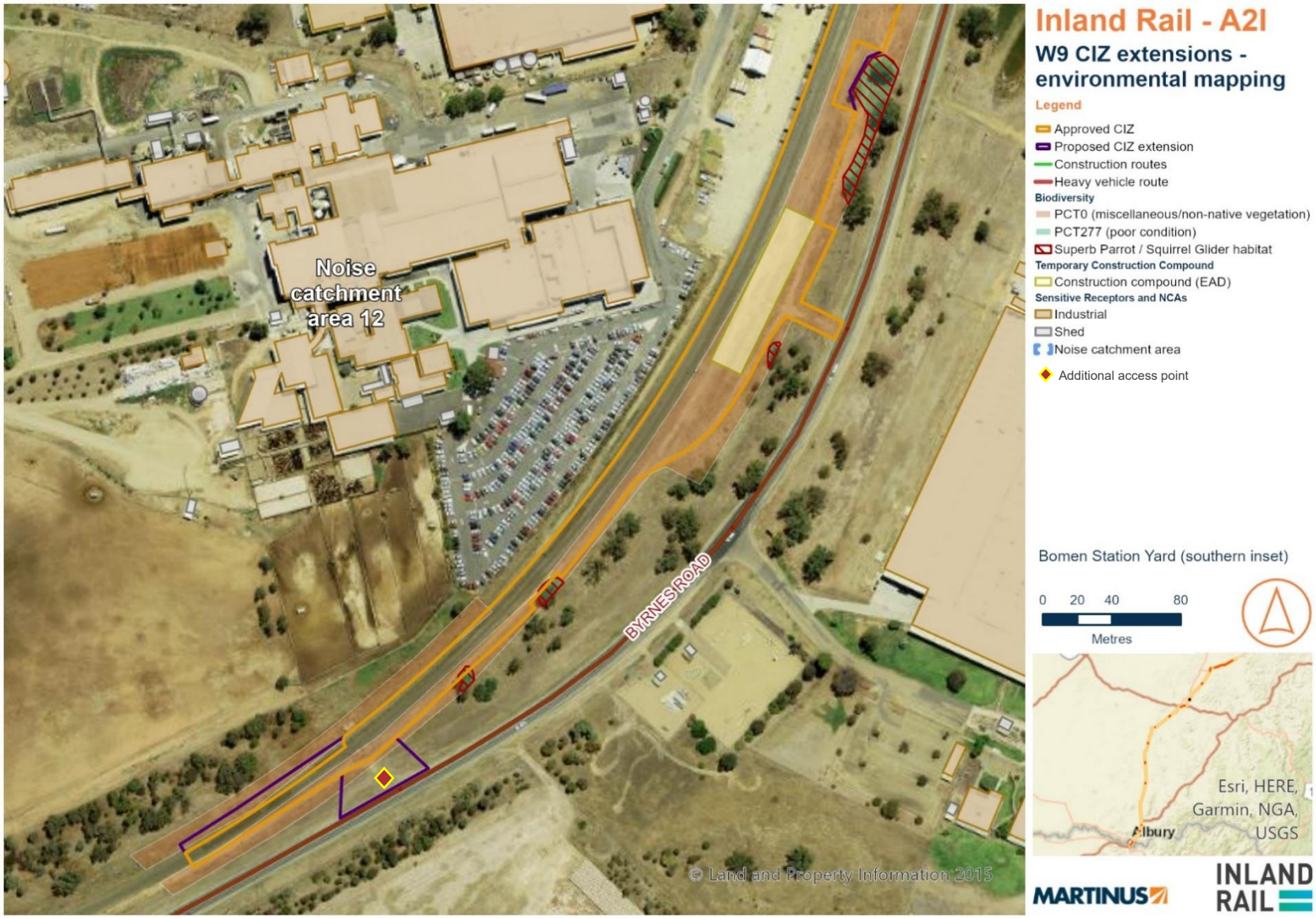

Figure 2-3 Proposed Change CIZ Extension - South

2.1.1 Methodology

Chapter 8 of the EIS provides an overview of construction activities for the Project and describes construction activities planned for each of the enhancement sites. The Proposed Change would enable these construction activities to occur and would not introduce additional activities at Bomen Yard. The scope of works and plant and equipment in relation to the Proposed Change are within that assessed in the EAD. Construction activities, including the required plant and equipment, that would be undertaken within the Proposed Change are considered below.

Work plan

Site establishment activities

- Site compound set up
- Minor trimming and removal of vegetation
- Construction of haul roads and laydown area

Site operation activities

- Operation of site compound
- Delivery of materials, plant and equipment
- Use of laydown area

Plant and equipment

- Hand tools (electric)
- Light vehicles
- Articulated dump truck
- Compressor
- Mobile crane
- Franna crane (20-tonne)
- EWP
- Excavator (slasher)
- Front end loader
- Generator
- Static roller
- Tractor (slasher)
- Medium rigid truck (20-tonne)
- Truck and dogs (30-tonne)
- Vacuum truck
- Water cart

2.2 Need

Further detailed design and site surveys resulted in the requirement to adjust the approved construction boundary to facilitate site establishment activities, material storage, spoil management, laydown areas, and plant and equipment parking.

The Proposed Change is required for essential project support functions not adequately considered as part of the reference design in the EIS. At present, the available space within the approved construction boundary is insufficient to accommodate these needs without impacting ongoing construction activities and site access. The Proposed Change will provide the necessary capacity to manage materials efficiently and de-risk the project through mitigating delivery issues and overall delivery timelines.

2.3 Location and setting

The Proposed Change relates to the Bomen Yard clearances enhancement site within the Wagga Wagga Precinct, located in the Wagga Wagga local government area (LGA). The Proposed Change falls within the rail corridor and an existing intermodal terminal and has been historically heavily disturbed. The approximate chainages are 513,550 to 514,700 (refer to Figure 2-1 to Figure 2-3 for more details).

Aspect specific location and setting information as it relates to the Proposed Change is contained in the subsections below.

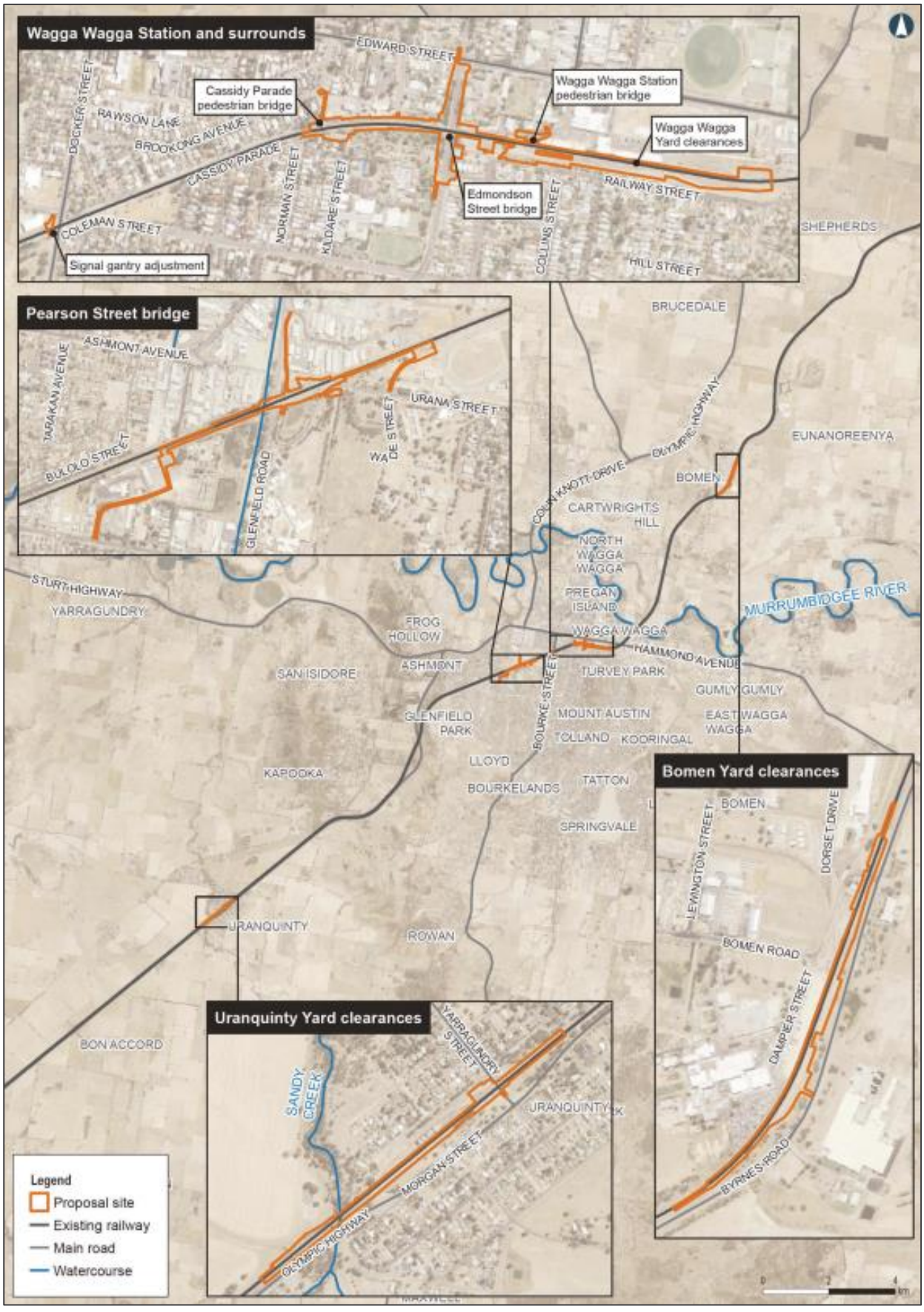

Figure 2-4: Regional context of the Wagga Wagga Precinct enhancement sites

2.4 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) and CoA E69, where possible. The standard construction hours are as follow:

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

As outlined in CoA E70, any highly noise intensive works that result in an exceedance of the applicable NML at the same receiver must only be undertaken between:

- 8:00am to 6:00pm Monday to Friday;
- 8:00am to 1:00pm Saturday;
- If continuously, then not exceeding (3) hours, with a maximum cessation of work of not less than an hour.

The Proposed Change activities may occur outside of standard construction hours, and the hours approved as part of CoA E69 and EPL condition L4.1. Any out-of-hours works (OOHW) within the extended CIZ would be implemented in accordance with CoA E71 and EPL condition L4.3, L4.4, L4.5 and L4.6.

The activities associated with the Proposed Change would occur from July 2025 until the completion of the Project.

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.

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 handed in accordance with Section 8 of the Community Communication Strategy.

Consultation with each of the affected landowners where works are proposed outside the approved CIZ would be undertaken prior to commencement of works. The proposed CIZ extension areas are located within the rail corridor, adjacent road corridor and associated yards.

Where a proposed CIZ extension is subject to the preparation of a land licence/agreement, works will only occur following the approval of that land licence/agreement. Any land licence/agreements required as part of this CA and will be provided to IRPL prior to commencement of works.

Where arrangements such as licences are required for use of land adjacent to the rail corridor for access or construction related activities (such as temporary stockpiling), these arrangements would be made in consultation with the relevant landowner or, in the case of access from the public road network, the relevant road authority

Where vegetation removal is proposed on land not owned by Inland Rail, consultation will be carried out with the property owner including confirming any revegetation/rehabilitation requirements. This will be undertaken in accordance with the Community Communication Strategy (IRPL, 2024), prior to the removal of vegetation.

4 Environmental Assessment

4.1 Environmental risk review

An environmental risk review of the proposed activities has been undertaken 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)
- Surface water, flood risk and water quality (Section4.7)
- Soils and contamination (Section 4.8)
- Air quality (Section4.9)
- 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?	Yes	The Proposed Change would involve impact outside of the approved CIZ and therefore on land not previously impacted on by Project works, however the proposed CIZ extension areas are immediately adjacent to the approved CIZ and fall within an existing Intermodal operations yard. For works occurring outside of the IRPL acquisition boundary, a Land Access Agreement/Licence will be prepared where required. These will be managed by the MR Communications Team (as discussed in Section 3 above).
Will the works result in any changes to form or functionality of the approved Project?	No	The Proposed Change would not impact on the form of functionality of the approved project. The Proposed Change is required to improve constructability of the approved Project following detailed design and would involve the same construction activities and operation as identified in the EAD.
Are there any potential impacts on traffic and transport associated with the works?	Yes	The Proposed Change may result in minor 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?	No	The Proposed Change may result in short-term noise impacts during construction. Potential noise impacts are considered in greater detail in Section4.3.
Are there any potential impacts on known Aboriginal heritage items or sites located in the vicinity of the works?	No	The Proposed Change will not impact any known Aboriginal heritage items or sites as determined in the updated Heritage Memorandum (Appendix C). Potential impacts are detailed in Section 4.5.
Are there any potential impacts on non-Aboriginal heritage items or sites located in the vicinity of the works?	No	The Proposed Change will not impact any known non-Aboriginal heritage items or sites as determined in the updated Heritage Memorandum (Appendix C). Potential impacts are detailed in Section 4.4.
Are the works within 50m of an EEC or threatened species?	No	A Biodiversity Assessment Report Memo (BARM) (Appendix D) has been updated to assess the impacts of the Proposed Change. Refer to Section 4.6 for further details.

Do the works require clearing of native vegetation or habitat trees?	Yes	A Biodiversity Assessment Report Memo (BARM) (Appendix D) has been updated to assess the impacts of the Proposed Change which will require vegetation clearing. Refer to Section 4.6 for further details.
Are the works within 40m of a waterway or water body?	No	No watercourses intersect the enhancement site. The Murrumbidgee River is located about 3.5km to the south of the site. Bomen Lagoon is located about 2km south of the site.
Are the works located on flood prone land?	Yes	The Proposed Change is not affected by regional flooding, however, is affected by overland flooding. Potential impacts to flood risk are considered in greater detail in Section 4.7.
Are the works located on bushfire prone land?	No	The Proposed Change is not located on bushfire prone land.
Do the works involve ground disturbance of more than 2 hectares?	No	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?	Yes	The Proposed Change is located in an area of moderate salinity hazard. Potential 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?	Yes	The Proposed Change is located in an area of extremely low probability for acid sulfate soils (ASS) occurrence. Potential impacts associated with ASS are considered in greater detail in Section 4.8.
Will works require temporary or permanent placement of surplus spoil material?	Yes	The Proposed Change is associated with works which will require the temporary, localised stockpiling of spoil and material. Potential impacts to soils and contamination are considered in greater detail in Section 4.8.
Are the works in an area of known contamination risk?	Yes	The Proposed Change is located in an area noted as a general contamination risk. Potential impacts associated with contamination are considered in greater detail in Section 4.8.
Are there any potential air quality impacts associated with the works?	No	The Proposed Change could result in minor, short-term air quality impacts during construction. Potential air quality impacts are discussed in greater detail in Section 4.9.
Are there any potential landscape and visual impacts associated with the works?	Yes	The Proposed Change would result in potential minor and short-term visual impacts during construction. Potential landscape and visual 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?	No	The Proposed Change is required to facilitate construction related activities within the rail corridor and adjoining lands. The Proposed Change would not represent an increase in operational impact compared to that which was assessed as part of the approved Project.

4.2 Traffic and transport

4.2.1 Existing environment

The Bomen Yard clearances enhancement site is located on Brynes Road, which runs north-south adjacent to the railway line between Wagga Wagga and Junee.

Construction Traffic

Level of service (LoS) is a measure of the performance of the road based on its capacity and the volume of traffic utilising the road. The link LoS assessment for the Bomen Yard shows that with construction traffic all road links are expected to operate at LOS A or better, which is considered stable flow conditions as per the

Guide to Traffic Generating Developments (RTA 2002). Furthermore, the assessment shows no change in LoS as a result of the construction generated traffic and subsequently no significant impacts to road operation and performance are expected. Key local roads and LoS (including construction traffic) that serve Bomen Yard are summarised in Table 4-2.

Table 4-2: Overview of key roads and performance at Bomen Yard

KEY ROADS	CONSTRUCTION PEAK VOUME – ONE WAY	COMBINED VOULME – ONE WAY	LOCAL ROAD PERFORMANCE
Olympic Highway	43	366	A
Brynes Road	35	172	A
Merino Drive – between Olympic and Dorsett	35	89	A
Merino Drive – between Byrnes and Dorsett	35	158	A
E Bomen Road[1]	35	66	A

1) No data available, volumes estimated as average of Olympic Highway – Ashmont, 95065 and Olympic Highway – The Rock, 9551

Construction access points

Construction access points between the public road network and the Bomen Yard considered in the EAD are detailed in Table 4-3.

Table 4-3: Existing access points at Bomen Yard

ROAD NAME	TURN TREATMENT	CONSIDERATIONS
1 Dampier St, Bomen	Two-way	Not applicable to Proposed Change. Left and right turn into and out of site. Opposing movements on public road. High speed environment (≥80km/h). Current configuration does not meet turn warrant guidance; Road Safety Audit would investigate the need for traffic management of this access.
58 Dampier Street, Bomen	Two-way	Left and right turn into and out of site onto both Dorset Drive and Byrnes Road. Dorset Drive moderate speed environment (50km/h). Byrnes Road high speed environment (80km/h). Proposed CIZ extension on Dampier St and Byrnes Rd entrances will be for the purpose of installation of traffic safety measures i.e. signage.
New southern and northern access points on Byrnes Road, Wagga Wagga (**Figure 2-2** and **Figure 2-3**)	Two-way	Southern access point - Northbound side of Byrnes Road approximately 200 metres south of 280 Byrnes Road, Bomen. Byrnes Road high speed environment (80km/h). Northern access point – Existing railway access point. Northbound side of Byrnes Road opposite 352 Byrnes Rd, Bomen NSW 2650. Byrnes Road high speed environment (80km/h).

Pedestrians and active transport

Provision for active transport in the vicinity of the Bomen Yard is minimal and, given the surrounding land uses, the demand for cycling and pedestrian travel in the area is likely to be low.

4.2.2 Impact assessment

The Proposed Change would involve adjustments to the approved construction boundary to enable construction methodology based on detailed design, to facilitate material storage, spoil management, laydown areas, and plant and equipment parking.

Where there is the potential for temporary closures of footpaths and local roads, a Traffic Guidance Scheme (TGS) will be implemented during construction hours (as noted in Section 2.4).

Construction traffic and parking

The Proposed Change would not introduce any additional construction traffic than what has already been assessed as part of the EAD and therefore would not impact the assessed LoS.

The Proposed Change would allow for:

- better utilisation of the existing area for plant and equipment parking and may reduce demand for on street parking in the area
- the widening of RMAR corridor at the southern extents of the Proposed CIZ extensions which would allow for safer internal site vehicle and plant movements by reducing bottlenecks on site
- disbursed site entry and exit vehicle movements on public roads, minimising bottlenecks.

Site access points

Generally, the Proposed Change will utilise the existing access point outlined in the EAD, with two additional access/egress point shown in Figure 2-1 to Figure 2-3. The access point off Dampier Street is an existing access point, similar to others along the rail corridor i.e. the northern Byrnes Rd access point. The access point will be appropriately stabilised as part of the scope associated with the Proposed Change.

4.2.3 Conclusion

The Proposed Change would not generate any additional construction traffic or parking demand than what was assessed in the EAD.

These impacts would be generally in accordance with the impacts considered as part of the EAD and would be managed as per all applicable mitigation measures in the Conditions of Approval (CoAs) and Updated Mitigation Measures (UMMs), with any identified additional mitigation measures outlined in Table 4-11.

4.3 Noise and vibration

4.3.1 Existing environment

The following existing environment discussion is drawn from Technical Paper 6: Noise and vibration (non-rail) of the EAD and the Bomen Yard - Construction Noise and Vibration Impact Statement (CNVIS) (SLR, 6-0052-210-EEC-W9-AS-0001).

Common noise and vibration sources at Bomen Yard are train movements along the operational rail corridor, major road traffic and local traffic. Potential sensitive receivers are those that may be affected by changes in noise and vibration levels within the work area. Acknowledging this, the closest residential receiver is approximately more than 1.4km from the Proposed Works area. All nearby receivers are industrial.

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.

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

The Proposed Change is on the outskirts of Wagga Wagga with mainly industrial land uses in the vicinity. The area is affected by the Bomen Terminal located adjacent to the rail corridor. The NCA description, approximate number of sensitive receivers, Rating Background Levels (RBL) and Noise Management Levels (NMLs) for Bomen Yard are presented in Table 4.4 and Table 4.5.

Table 4-4: NCA and background noise information at Bomen Yard

NCA ID	APPROXIMATE NUMBER OF RECEIVERS IN NCA	DESCRIPTION	RBL (DBA)		
			Day[1]	Evening[1]	Night[1]
NCA 12	284	Industrial area outside the Wagga Wagga urban area. Rural properties are located to the east.	48	47	37

1 Time periods defined as - Day: 7am to 6pm Monday to Saturday, 8am to 6pm Sunday; Evening, 6pm to 10pm; Night 10pm to 7am Monday to Saturday, 10pm to 8am Sunday (EAD)

Table 4-5: NCA and noise management levels

NCA ID	NOISE MANAGEMENT LEVEL			
	Approved hours (RBL + 10 dB)[1]	OUT OF HOURS		
		Daytime (RBL + 5 dB)[2]	Evening (RBL + 5 dB)[3]	Night-time (RBL + 5 dB)[4]
NCA 12	58	53	52	42

Note 1: Approved Construction Hours are Monday to Saturday 7 am to 6 pm, as defined in CoA E69 (CNVIS)

Note 2: Work outside of the Approved Hours is defined as OOHW = Out of Hours Work. Daytime out of hours is Sunday and public holidays between 8 am to 6 pm. Evening is 6pm to 10pm Monday – Sunday (including public holidays). Night-time is 10pm to 7am Monday – Saturday and 10pm to 8am Sunday (including public holidays (CNVIS)

4.3.2 Construction hours

The construction hours for Bomen Yard are discussed in Section 2.4, with the following also noted:

Highly noise intensive works

'Highly noise intensive works' as per the Project Approval are defined as:

- use of power saws, such as used for cutting timber, rail lines, masonry, road pavement or steel work
- grinding metal, concrete or masonry
- rock drilling
- line drilling
- vibratory rolling
- bitumen milling or profiling
- jackhammering, rock hammering or rock breaking
- impact piling
- tamping (for rail Projects)

Out-of-hours work

In accordance with CoA E73, where OOHW is required for:

- For carrying out work that if carried out during standard hours would result in a high risk to construction personnel or public safety based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009: “Risk management; or
- Where the relevant roads authority has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to road network performance and a road occupancy licence will not be issued; or
- Where the relevant utility service operator has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to the operation and integrity of the utility network; or
- Work undertaken in a rail possession for operational or safety reasons.

This will be regulated through the Out of Hours Work Protocol except as permitted by the EPL.

4.3.3 Impact assessment

The Bomen Yard CNVIS Addendum (Appendix A) has been developed to assess the impacts of the Proposed Change. The CNVIS Addendum utilised the SLR Predict, the A2I noise and vibration prediction tool, to assess this additional work area. The highest generating items of plant and equipment in this work scenario (Front End Loader and Articulated Dump Truck) have been considered as a worst-case scenario with 100% utilisation within a 15-minute assessment period. This assessment was made consistent with the endorsed Bomen CNVIS scenarios W.001 and W.002 as well as consistent sound power levels (SPLs) for plant & equipment.

Noise Catchment Area

The proposed CIZ extension expands the CIZ approximately 250 metres north of the approved CIZ but remains comfortably within NCA 12.

Predicted noise levels

The Proposed Change activities are referred to as ‘Work Scenarios’ in the CNVIS, with the following noted:

W.001 as site establishment activities

W.002 as compound operation activities

Additional affected sensitive receivers

As a result of the proposed CIZ extension, three industrial receivers located at two addresses will be impacted, no greater than clearly audible noise (7dB above the NML), for the Proposed Works (W.001 only) compared to the Bomen CNVIS results. This change can be mitigated by applying the appropriate mitigation measures consistent with the predicted level of impact. With the adherence of the mitigation measures there will be no significantly negative impact to receivers as a result of the Proposed Change and therefore is generally consistent.

Ground-borne Noise

Ground-borne construction noise impacts from the Project are not anticipated. Vibration intensive work for the Project will be completed outdoors meaning airborne noise levels at the nearest receivers are expected to be higher than the corresponding internal ground-borne noise levels.

Where airborne noise levels are higher than ground-borne noise levels it is not necessary to evaluate potential ground-borne noise impacts and as such, they have not been considered further for this assessment.

Vibration impacts

The Proposed change does not require any vibration-intensive equipment.

Cumulative impacts

There is potential for cumulative construction impacts from multiple construction activities being completed in different areas of the Proposed Change.

As noted in the CNVIS since the construction scenarios required for various stages of the project would generally require similar items of equipment, concurrent construction work being completed near to a particular area could theoretically increase the worst-case noise levels in this report by around 3 dB (i.e. a logarithmic adding of two sources of noise at the same level).

The likelihood of worst-case noise levels being generated by two different work activities at the same time is, however, considered low and rather than increase construction noise levels, the impact of concurrent work would generally be a limited to a potential increase in the duration, and annoyance, of noise impacts on the affected receivers. In practice, construction noise levels in any one location would vary and would be frequently much lower than the worst-case scenario assessed due to construction staging moving work around within the study area and, in many cases, only a few items of equipment being used at any one time

Feasible and reasonable steps to consult and coordinate with other construction projects when they become aware of them and if they have the potential to impact the same receivers concurrently, to minimise cumulative impacts of noise and vibration and maximise respite for affected sensitive receivers (in accordance with CoA E72 and E83).

4.3.4 Conclusion

With the adherence of the mitigation measures there will be no significantly negative impact to receivers as a result of the Proposed Change and therefore is generally consistent.

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

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional mitigation measures outlined in Table 4-11.

4.4 Non-Aboriginal heritage

4.4.1 Existing environment

The EIS (Technical Paper 2) notes the Bowen Railway Station as a place demonstrative of NSW Historic Theme 3: Developing local, regional and national economies, sub-category transport. They are noted as being of both state and local significance.

4.4.2 Impact assessment

A Heritage Memorandum has been updated to assess the potential impact of the Proposed Change on Non-Aboriginal Heritage (Appendix C). A desktop search was conducted for the Heritage Memorandum and identified two non-Aboriginal heritage items within the study area but are outside of the Proposed CIZ as follows:

- The State Heritage Register (SHR) 01169 – Henty Railway Station and Yard Group
- Wagga Wagga Local Environment Plan (LEP) item I9 – Bomen Stationmaster's Residence

Both these non-Aboriginal heritage items are abutted but not encroached by the Proposed CIZ extension.

4.4.3 Conclusion

The assessment for historic heritage has determined that there will be no likely impacts to historic heritage as a result of the proposed CIZ extension. There are no heritage items located within the proposed CIZ extension area and impacts to the nearby LEP and SHR heritage listed items will be negligible.

The unexpected finds procedure in Appendix E will be applied to these works.

4.5 Aboriginal heritage

4.5.1 Existing environment

The CIZ extension extends across an undulating plain, situated between 224 to 230 m above sea level (Australian Height Datum), gently sloping to the southwest. No watercourses are within 200 m of the study area, with the closest named watercourse being Dukes Creek, approximately 1.6 kilometres (km) northwest of the CIZ extension.

Landforms with identified archaeological sensitivity as set out in the Due Diligence Code of Practice are not present within the study area.

4.5.2 Impact assessment

A Heritage Memorandum has been updated to assess the potential impact of the Proposed Change on Aboriginal Heritage (Appendix C).

The Heritage Memorandum includes a basic search of the Aboriginal Heritage Information Management System (AHIMS) undertaken on 30 July 2025 (Appendix B) and again on 27 October 2025 (Appendix C). No Aboriginal sites have been registered within the search area.

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

4.5.3 Conclusion

The assessment for Aboriginal heritage (Appendix C) using the Due Diligence Code has determined that the proposed CIZ extension has a low likelihood of harming Aboriginal objects or landscape features with archaeological sensitivity.

No previously recorded Aboriginal sites are within or near to the CIZ extension, and it was determined that due to land use disturbance as well as distance to watercourses, there is a low likelihood of intact, subsurface archaeological deposits. No further archaeological investigation is required.

The unexpected finds procedure in Appendix E will be applied to these works.

4.6 Biodiversity

4.6.1 Existing environment

The characteristics of Bomen Yard Clearances biodiversity includes:

- Occurs within the Cenozoic sedimentary province
- A small patch of state and nationally threatened ecological community, White Box – Yellow Box – Blakely's Red Gum Grassy Woodland and Derived Native Grassland along the southern extent of the Bomen Yard PCT 277 (poor condition) are present within predominant swathes of miscellaneous ecosystems (PCT 0) (Figure 4-1)
- Potential breeding habitat for the threatened (BC Act and EPBC Act) Sloane's Froglet, and
- Potential habitat for Superb Parrot and Squirrel Glider threatened fauna.

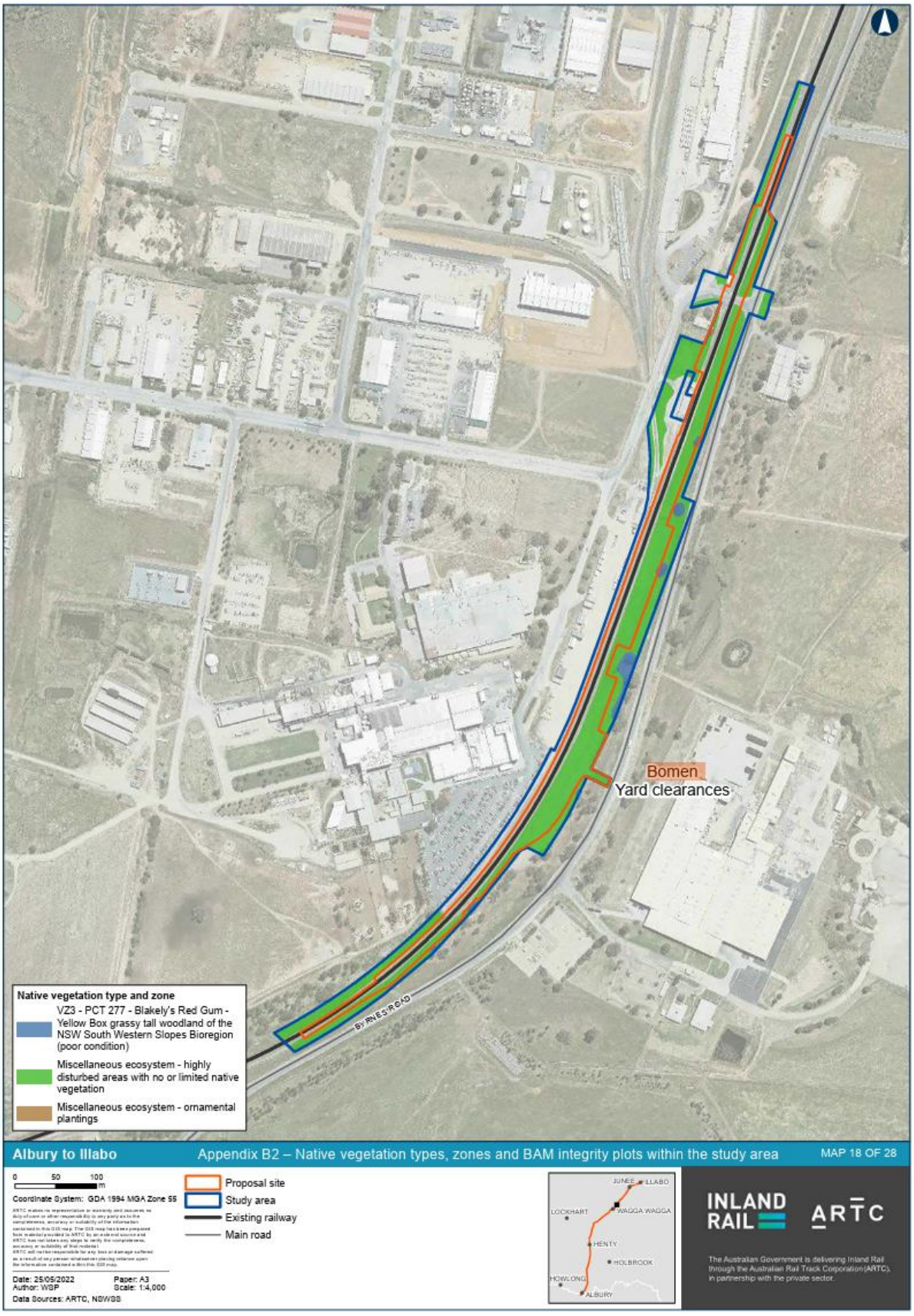

Figure 4-1: EIS Technical Paper 8 Biodiversity Appendix B2 Figure excerpt

4.6.2 Impact assessment

A Biodiversity Assessment Report Memo (BARM) has been updated to assess the potential impact of the Proposed Change on Biodiversity (Appendix D). The update of the BARM included a desktop assessment and field inspection.

The footprint of the proposed Bomen CIZ Extension will occupy a highly modified landscape that has existing rail and road infrastructure, drainage lines, and access tracks. The vegetation present is dominated by highly disturbed vegetation. No Plant Community Types were identified. No threatened species or threatened ecological communities were identified in this assessment. No defined waterway exists within the subject site.

The BARM confirms:

- Majority of potential habitat identified during field survey was of moderate quality, with exception of one hollow bearing tree which is of high habitat value
- No PCT 277 occurs within the Proposed Change CIZ; only miscellaneous ecosystem (PCT 0) occurs within the Proposed CIZ extension that has been highly disturbed and portions of unvegetated ground (Figure 4-2).
- There is one small drainage line which runs under the railway in a culvert. While the culvert is not included in the CIZ extension area, the drainage one contains some riparian vegetation in an ephemeral area and likely provides habitat for frogs at wetter times. No frogs were recorded calling at the time of field surveys (early morning). There are no defined waterways within the CIZ extension area, therefore there is no Key Fish Habitat within the subject site
- Isolated native trees and fallen timber including one habitat tree recorded within the south-western corner of the northern CIZ extension area containing several tree hollows
- Results of this assessment found no threatened fauna species are expected to inhabit the site due to the low-quality foraging habitat this area provides and the presence of higher quality habitat further afield in the surrounding landscape.

The Proposed Change may require the removal or disturbance to:

- Disturbed aquatic (drainage) vegetation: 0.0143 ha
- Disturbance to Miscellaneous Ecosystem (PCT 0): 1.4671 ha inclusive of large native trees (Miscellaneous Ecosystem): 0.0674 ha
- Highly disturbed vegetation: 0.8854 ha
- No vegetation: 0.2373 ha

Figure 4-2: BARM Figure Excerpt - Field Validated Vegetation

4.6.3 Conclusion

The BARM (Appendix D) concludes that the proposed extension of the CIZ works areas is not likely to cause harm to threatened species, their habitat or disrupt their breeding cycles or disturb any Threatened Ecological Communities.

Although outside the assessed construction boundary for the Project, the biodiversity impacts are considered consistent with the initial assessment (WSP, 2024), and no further assessment or offsets (ecosystem or species) would be required.

Existing CoAs and UMMs applicable to vegetation clearing and detailed within the Construction Biodiversity Management Plan (CBMP) will be followed.

4.7 Flood risk

4.7.1 Existing environment

The following discussion is drawn from Technical Paper 11: Hydrology, Flooding and Water Quality (WSP, 2022) of the EAD.

The Proposed Change is located within the Murrumbidgee catchment of the Murray-Darling Basin. The Murrumbidgee catchment extends from the Kosciuszko National Park in eastern NSW to Balranald in western NSW, with inflows primarily sourced from the Great Dividing Range (EIS, Chapter 18).

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.

The Proposed Change is not affected by regional flooding, however, is affected by overland flooding. Construction stockpiles, materials and laydown located in this area may be impacted by flooding and affect the flow distribution of flood waters.

Flooding occurs at Bomen Road level crossing where overland flow surcharges the rail formation. At this location the maximum flood depths are up to 150mm in the 1 per cent AEP flood event, up to 90mm in the 5 per cent AEP flood event and up to 80mm in the 20 per cent AEP flood event. There is an existing concrete culvert at chainage 513,820m. There is no other formal drainage infrastructure located within the enhancement site except for longitudinal drainage channels parallel to the rail formation. With the exception of the portion of the rail corridor in the vicinity of the closed Bomen Road level crossing, the rail corridor is not flooded up to the 1 per cent AEP flood event.

The existing flood conditions for the Proposed Change area are presented in Table 4-6 below.

Table 4-6: Existing flood conditions

ENHANCEMENT SITE	EXISTING FLOOD CONDITIONS	FLOOD RISK WITHIN AND AROUND THE ENHANCEMENT SITE FOR EVENTS UP TO THE 1% AEP	PMF FLOOD DEPTH
Bomen Yard	▸ Overland flooding within the rail corridor in the vicinity of the level crossing at Bomen Road ▸ Peak flood depth of 0.15m within the rail corridor in the 1% AEP	▸ 20% AEP and greater events	▸ Greater than 0.75m

4.7.2 Impact assessment

Flooding

Construction activities on flood-prone land have the potential to temporarily affect flooding behaviour. Without the implementation of appropriate management measures, potential impacts include:

- cause damage to construction sites, machinery, plant and equipment
- detrimentally impact downstream watercourses through increased flow rates in drainage lines, changes in scour, bank erosion and transport of sediments, and
- obstruct the passage of floodwater and overland flow, which could exacerbate existing flooding conditions and pose a safety risk to the public.

Considering the limited duration and scope of the works, no significant impacts to flood behaviour are anticipated for events up to and including the 1% AEP.

4.7.3 Conclusion

Construction activities at the Proposed Change area would be short term and would be prepared with consideration of flooding behaviour. The Proposed Change area has been designed to minimise the duration of onsite work, which would enable increased flexibility when scheduling works around forecast rain periods (EIS, Chapter 8).

These impacts would be generally in accordance with the impacts considered as part of the EAD and would be managed as per all applicable mitigation measures in the CoAs and UMMs, with any identified additional mitigation measures outlined in Table 4-11.

4.8 Soils and contamination

4.8.1 Existing environment

The following discussion is drawn from Technical Paper 13: Contamination (WSP, 2022) of the EAD.

Bomen Yard is at an elevation of 230mAHD. The enhancement site is within an industrial area and with little vegetation, other than some trees to the west of the railway line. There are a few small dams around the enhancement site. The enhancement site is part of the Murrumbidgee River Basin catchment. Existing soil characteristics within the Proposed Change area are shown in Table 4-7 below.

Table 4-7: Existing soil characteristics at Bomen Yard

LANDSCAPE	SOIL	CHARACTERISITICS
▸ Bomen soil landscape to the eastern end of the site ▸ Currawarna soil landscape to the western end of the site	▸ South-eastern side with shallow to moderately deep red and brown Dermosols (clay dominated soils with a gradational textural profile). South-western end of the site with moderately deep Tenosols (relatively young or poorly developed soils) formed from Aeolian (wind-blown) material.	▸ Moderate erosion hazard and acidity ▸ Locally shallow soil and localised foundation hazard.

Saline soils

The Proposed Change is located on land mapped as having moderate land salinity hazard.

Acid sulfate soils

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

Naturally acidic soil

The Proposed Change is located on land that could be impacted by naturally acidic soils.

Contamination

The Proposed Change is located within an 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 EIS 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
- a livestock processing facility 150-700m from the enhancement site.

The Proposed Change is located in the vicinity of Areas of Environmental Concern (AEC). Description of the AECs and potential contaminants of concern are provided in Table 4-8.

Table 4-8: Description of AEC and potential contaminants of concern

ENHANCEMENT SITE	AEC	DESCRIPTION OF AEC	POTENTIAL CONTAMINANTS OF CONCERN
Bomen Yard	AEC 38	Herbicide spraying around the station building and ballast stockpiles	Diffuse presence or isolated hotspots of OCPs or OPPs
	AEC 39	Abandoned drums and rail equipment	TRH, BTEX, PAHs, asbestos, lead containing dust and/or paint

4.8.2 Impact assessment

Excavation and ground disturbance activities would expose and disturb soils. If not adequately managed, this could result in:

- erosion of exposed soil and stockpiled materials
- dust generation
- an increase in sediment loads entering the stormwater system and/or local runoff, and, therefore, nearby receiving waterways
- increase in salinity levels in soil
- ASS conditions
- mobilisation of contaminated sediments, with resultant potential for environmental and human health impacts

Soil erosion

Construction activities associated with the Proposed Change would temporarily expose the natural ground surface and sub-surface through the removal of vegetation, overlying structures and minor excavation. The exposure of soil to runoff and wind can increase soil erosion potential; particularly, where construction

activities are undertaken in soil landscapes characterised by dispersive soils, given their susceptibility to erosion. This is consistent with the potential impacts considered as part of the EAD and would be managed in accordance with the Blue Book.

Contamination

There is a general contamination risk present across all enhancement sites, based on their general setting within an existing rail corridor and land uses that occur in and adjacent to these areas.

4.8.3 Conclusion

Construction activities at the Proposed Change area would be short term and would be prepared with consideration of the existing soils and contamination characteristics of the area.

Feasible and reasonable management and mitigation measures will be implemented as required to minimise soil and contamination impacts for the scope of works as per the Proposed Change.

All applicable mitigation measures in the CoAs and UMMs will be implemented, with any additional mitigation measures outlined in Table 4-11.

4.9 Air quality

4.9.1 Existing environment

The following discussion is drawn from Technical Paper 14: Air Quality (WSP, 2022) of the EAD.

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 monitoring station, with the results summarised in Table 4-9 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 4-9: Background air quality (2016 to 2020)

MONITORING STATION	POLLUTANT	AVERAGING PERIOD	AIR QUALITY IMPACT ASSESSMENT CRITERIA	YEAR*				
				2016	2017	2018	2019	2020
Wagga Wagga	PM_{10} (g/m^3)	Annual	50	114.7	171.6	127.2	251.7	259.4
	$PM_{2.5}$ (g/m^3)	Annual	8	-	8.5	8.9	11.0	12.9

** Exceedances of the air quality assessment criteria are shown in **bold***

4.9.2 Impact assessment

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

- vegetation clearing and grubbing
- construction of access points and roads
- 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
- materials handling and loading at laydown areas, and vehicle movements on unsealed roads/surfaces

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.

Potential air quality impacts resulting from the activities associated with the Proposed Change will be managed as per applicable mitigation measures in the CoAs and UMMs, with any additional mitigation measures outlined in Table 4-11.

4.10 Landscape and visual

4.10.1 Existing environment

The following discussion is drawn from Technical Paper 10: Landscape and Visual Impact (IRIS, 2022) of the EAD.

This landscape forms part of the Bomen Special Activation Precinct, a 4,500- hectare site northeast of Wagga Wagga. Part of the precinct has been developed and is the Bomen Business Park, including a range of industrial, manufacturing, freight and logistics, and rural industries, including food manufacturers and transport companies. The Precinct is described as having a 'beautiful landscape setting, with rolling hills and fertile valleys' (NSW DPIE, 2020). A recently prepared master plan for the Special Activation Precinct encourages future development to 'have regard for the natural topography and views and vistas to and from the Precinct.

Landscape sensitivity

This landscape is undergoing continuous changes in land use and character due to the Bomen Special Activation Precinct designation. This area has limited public access and is primarily experienced by staff and visitors to the industrial sites, as well as some residents living and working on the surrounding rural properties. This landscape character area is of neighbourhood landscape sensitivity.

Daytime visual impact

There would be construction works visible within the existing rail corridor, glimpsed from this location. This work would be absorbed into the character of the surrounding industrial area. This would result in a negligible magnitude of change and a negligible visual impact during construction

Nighttime visual impact

At night, Bomen and the surrounding landscape is an area of medium district brightness (A3) and has a low visual sensitivity. The concentration of industrial uses within Bomen Special Activation Precinct are brightly lit at night including streetlights, building security lighting and some flood lit areas for the 24-hour activity. The lighting of this precinct would contrast with the surrounding predominantly rural landscape. The proposed change would have a low visual sensitivity.

Viewpoints

The following viewpoints were selected as representative of the range of views at the Proposed Change area. The locations of these viewpoints are shown in Figure 4-3.

Viewpoint 20: View south along Byrnes Road

- This view from Byrnes Road includes the existing rail corridor, separated from the road by a narrow-grassed reserve. The landform is generally flat in this location, with a closed level crossing at Bomen Road visible in the centre view. The State heritage listed railway station (now closed) can be seen beyond the level crossing, in the background of the view. The Stationmaster's Residence, is also visible beside the level crossing, including a character cottage (local heritage item, Wagga Wagga LEP). These buildings

provide some heritage character to the view unobstructed for a short section of Bomen Road. Several buildings within the Bomen Business Park are visible to the west of the rail corridor, including a range of industrial, manufacturing, freight and logistics and rural industry buildings, with large building footprints and outdoor storage areas. There are scattered trees along the rail corridor and a large block of vegetation to the west where the landform rises. The land to the east of Byrnes Road has a mix of industrial and rural uses but forms part of the 'industrial core' of Wagga Wagga Special Activation Precinct.

- This view is appreciated at speed from a major road passing through the industrial core of Wagga Wagga Special Activation Precinct. While the heritage buildings associated with the former station are visible, they do not appreciably improve the amenity of this view.

Viewpoint 21: View southwest from the Bomen Axe Quarry Aboriginal Place

- The Bomen Axe Quarry Aboriginal Place (the quarry) includes a surface hard rock quarry and axe manufacturing site and would also have served as a lookout and meeting place (NSW Office of Environment and Heritage 2011). The quarry is located on a northwest to southeast orientated part of a ridgeline which extends generally from a high point north of East Bomen Road. The site is not currently accessible to the public; however, the following assessment has been based on observations from surrounding areas, viewshed analysis using a digital terrain model, and observations documented in the *Bomen Axe Quarry and Manufacturing Site Assessment and Statement of Significance for an Aboriginal Place Declaration Report* (NSW OEH 2011). From the quarry there are panoramic views to the west, north, east and south east. These views include the industrial areas of Bomen to the west. There is a block of vegetation between the quarry and the proposal site and existing vegetation along Byrnes Road that would provide screening of the site. It is expected that there would, however, be glimpses to the existing rail corridor and potentially a southern area of the Bomen Yard.
- This view is appreciated from a location of importance to the local Aboriginal community and includes panoramic views across the surrounding valleys.

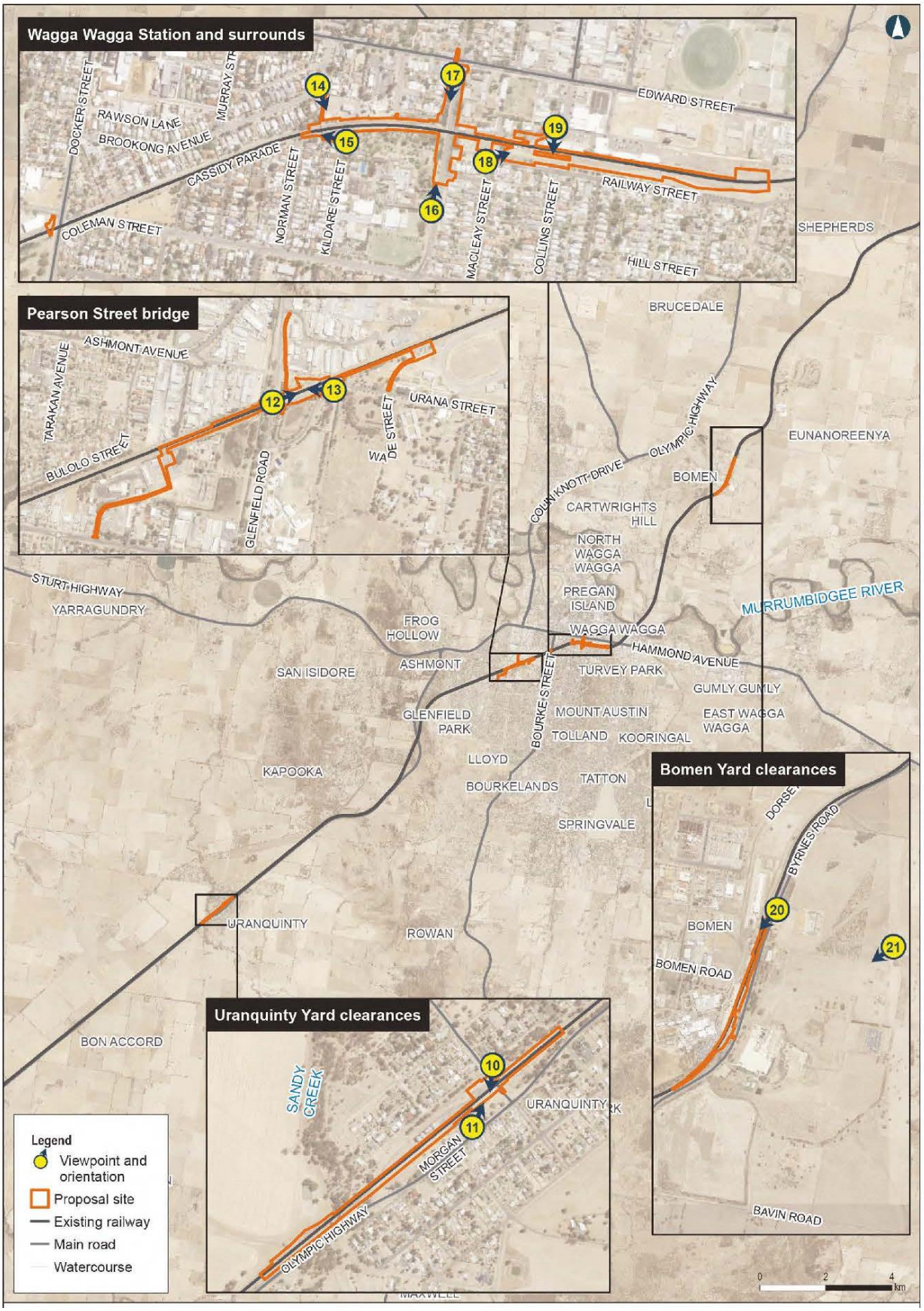

Figure 4-3: EAD mapped location of viewpoints in relation to the Proposed Change

4.10.2 Impact assessment

Landscape impact

The Proposed Change is located within and adjacent to the existing rail corridor. While the construction activity would alter the character of a localised part of this landscape, the activity would be compatible with the existing rail corridor and there would not be any substantial areas of vegetation removed. Overall, there would be a negligible magnitude of change and a negligible landscape impact.

Daytime visual impact

As noted above, the Proposed Change is located within and adjacent to the existing rail corridor. While the construction activity would alter the character of a localised part of this landscape, the activity would be compatible with the existing rail corridor and there would not be any substantial areas of vegetation removed. Overall, there would be a negligible magnitude of change and a negligible landscape impact.

Nighttime visual impact

There is the potential that OOHW would be required, with potential usage of task lighting and headlights from construction vehicles accessing the site compound. Overall, during construction there would be a low magnitude of change and a moderate-minor adverse visual impact at night during construction.

Viewpoints

The Proposed Change is not expected to result in any impacts to the existing viewpoints within the Bomen Yard.

4.10.3 Conclusion

Potential impacts to landscape sensitivity, viewpoints and night-time visual are expected to be short-term and minor with the implementation of appropriate mitigation measures as outlined in the CoA and UMMs, with any additional mitigation measures outline in Table 4-11.

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 4-10, which determined that there would be no impacts on matters of national environmental significance and no referral is required.

Table 4-10: Matters of national environmental significance

FACTOR	IMPACT (YES/NO)	IMPACT DESCRIPTION
Any impact on a World Heritage property?	No	No, there are no impacts on a World Heritage property resulting from the proposed works.
Any impact on a National Heritage place?	No	No, there are no impacts on a National Heritage place resulting from the proposed works.
Any impact on a wetland of international importance?	No	No, there are no impacts on a wetland of international importance resulting from the proposed works.
Any impact on a listed threatened species or communities?	No	No, there are no impacts on listed threatened species or communities resulting from the proposed works.

FACTOR	IMPACT (YES/NO)	IMPACT DESCRIPTION
Any impacts on listed migratory species?	No	There are no impacts on listed threatened species or communities resulting from the proposed works.
Any impact on a Commonwealth marine area?	No	No, there are no impacts on a Commonwealth marine area resulting from the proposed works.
Does the proposal involve a nuclear action (including uranium mining)?	No	No, the proposal does not involve a nuclear action, including uranium mining.
Additionally, any impact (direct or indirect) on Commonwealth land?	No	No, the proposal does not impact Commonwealth land.

4.12 Environmental management measures

Potential environmental impacts of the Proposed Change would be managed in accordance with the CoAs and UMMs, and through the implementation of the Project's CEMP. Table 4-11 summarises the environmental aspects considered as part of this CA and provides consideration of any additional control measures to manage potential impacts. There are no proposed additional mitigation measures for the Proposed Change.

Table 4-11: 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 result in additional access points on Byrnes Rd but 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	Noise impacts are expected to be short-term and minor in nature.	No additional mitigation measures required.	Yes		
Non-Aboriginal heritage	A Heritage Assessment undertaken determined that no additional impacts to non-Aboriginal heritage is anticipated by the Proposed Change.	No additional mitigation measures required.	Yes		
Aboriginal heritage	A Heritage Assessment undertaken determined that no additional impacts to Aboriginal heritage is anticipated by the Proposed Change.	No additional mitigation measures required.	Yes		
Biodiversity	The Biodiversity Assessment Report Memo (BARM) determines that	No additional mitigation measures required.	Yes		

Flood risk	The Proposed Change is consistent with level of impact considered as part of the EAD. The Proposed Change would not involve any major earthworks or other construction activities that would substantially alter the flood regime.	No additional mitigation measures required.	Yes		
Soils and contamination	Construction activities at the Proposed Change area would be short term and would be prepared with consideration of the existing soils and contamination characteristics of the area.	No additional mitigation measures required.	Yes		
Air quality	Air quality impacts are expected to be short-term and minor in nature.	No additional mitigation measures required.	Yes		
Landscape and visual	Impacts to landscape sensitivity and night-time visual are expected to be short-term and minor in nature.	No additional mitigation measures required.	Yes		

5 Consistency assessment

Table 5-1 details the consistency assessment questions.

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 generally in accordance with the EAD outlined in CoA A1 of the Infrastructure Approval.	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 is not considered to constitute a 'modification' and is not such a radical transformation of the Project that would result in 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.	Yes, the proposed works are considered "consistent with" the project as approved. The Proposed Change aligns with the safeguards outlined in the PIR RtS and the CoA. The Proposed Change has been carefully evaluated and determined to be consistent with the level of environmental impact accounted for in the approval documents and would be implemented in accordance with the approved environmental management plans for the Project.	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. 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 Statement of Commitments / Mitigation Measures.

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

8 Certification

Author

This consistency assessment provides a true and fair review of the Proposed Change for the Inland Rail – Albury to Illabo Project.

Name: Simon Fisher	**Signature:**
Position: Environment Lead	**Date:** 18/03/2026
Organisation: Martinus Rail	

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: Daniel Lumby	**Signature:** Daniel Lumby
Position: Principal Environment Advisor	**Date:** 20/03/2026
Organisation: Inland Rail	

Name: Malcolm Clark	**Signature:**
Position: A2I Project Director (Manager)	**Date:** Mr Malcolm Clark - Australian Rail Track Corporation Mar 25, 2026, 3:34 PM GMT+11:00
Organisation: Inland Rail	

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

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

Appendix A Bomen Yard Construction Noise and Vibration Impact Statement Addendum

INLAND RAIL

BOMEN YARD – CONSTRUCTION NOISE AND VIBRATION IMPACT STATEMENT ADDENDUM

A2I I Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER:

6-0052-210-EEC-W9-AS-0001_ADD

Document Control

DOCUMENT TITLE:	Bomen Yard – Construction Noise and Vibration Impact Statement Addendum			
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NAME	TITLE	SIGNATURE	DATE
Chris Standing	Environment, Approvals and Sustainability Manager (A2P)		11/03/2026

Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
A	08/08/2025	For review and approval	08/08/2025
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0.1	11/03/2026	For review and approval	12/03/2026

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GLOSSARY

Specific terms and acronyms used throughout this plan are listed and described in Table 1 below.

TABLE 1: DEFINITIONS

TERM	DEFINITION
A2I	Albury to Illabo section of the Inland Rail project
Bomen Yard	Bomen Yard clearances enhancement site
CA	Consistency Assessment
CNVIS	Construction Noise and Vibration Impact Statement
km	Kilometres
m	Metres
NML	Noise Management Level
OOH	Out-of-hours
Project	Albury to Illabo project approved under section 5.19 of the EP&A Act on 8 October 2024
RBL	Rating Background Level
SLR NPT	SLR Noise Predict Tool
W.001	Work Scenario 1
W.002	Work Scenario 2

1 INTRODUCTION

1.1 Inland Rail

Inland Rail is an approximate 1,600 kilometres (km) freight rail network that will connect Beveridge and Kagaru via regional Victoria, New South Wales and Queensland. The Inland Rail route would involve using approximately 1,000 km of existing track (with enhancements and upgrades where necessary) and 600 km of new track, passing through 30 local government areas. Inland Rail will accommodate double-stacked freight trains up to 1,800 metres (m) long and 6.5 m high.

The Albury to Illabo (A2I) section (the Project) forms a key component of the Inland Rail program. It is a 185 km section of existing rail corridor located in regional NSW between the towns of Albury and Illabo. Works would include track realignment, lowering and/or modification within the existing rail corridor, modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges), raising or replacing signal gantries, level-crossing modifications and other associated works.

Precinct	Enhancement sites
Albury Precinct	Murray River bridge
	Albury Station pedestrian bridge
	Albury Yard clearances
	Riverina Highway bridge
	Billy Hughes bridge
	Table Top Yard clearances
Greater Hume-Lockhart	Culcairn pedestrian bridge
	Culcairn Yard clearances
	Henty Yard clearances
	Yerong Creek Yard clearances
	The Rock Yard clearances
Wagga Wagga	Uranquinty Yard clearances
	Pearson Street bridge
	Cassidy Parade pedestrian bridge
	Edmonson Street bridge
	Wagga Wagga Station pedestrian bridge
	Wagga Wagga Yard clearances
	Bomen Yard clearances
Junee	Harefield Yard clearances
	Kemp Street bridge
	Junee Station pedestrian bridge
	Junee Yard clearances
	Olympic Highway underbridge
	Junee to Illabo clearances

FIGURE 1-1 PROJECT ENHANCEMENT SITES

1.2 Purpose of Noise Assessment

This Noise Assessment has been prepared to identify and assess the additional work area required to support and enable the wider scope of activities associated with the Bomen Yard clearances enhancement site (Bomen Yard), as shown in Figure 1-2 and 1-3 below. This Noise Report will form an addendum to the endorsed Construction Noise and Vibration Impact Statement (CNVIS) (Doc No: 6-0052-210-EEC-W9-AS-0001_0) for Bomen Yard. This Noise Assessment should be reviewed in conjunction with CNVIS (Doc No: 6-0052-210-EEC-W9-AS-0001) including adopted RBL, NML and assessment criteria in accordance with the Conditions of Approval (SSI-10055).

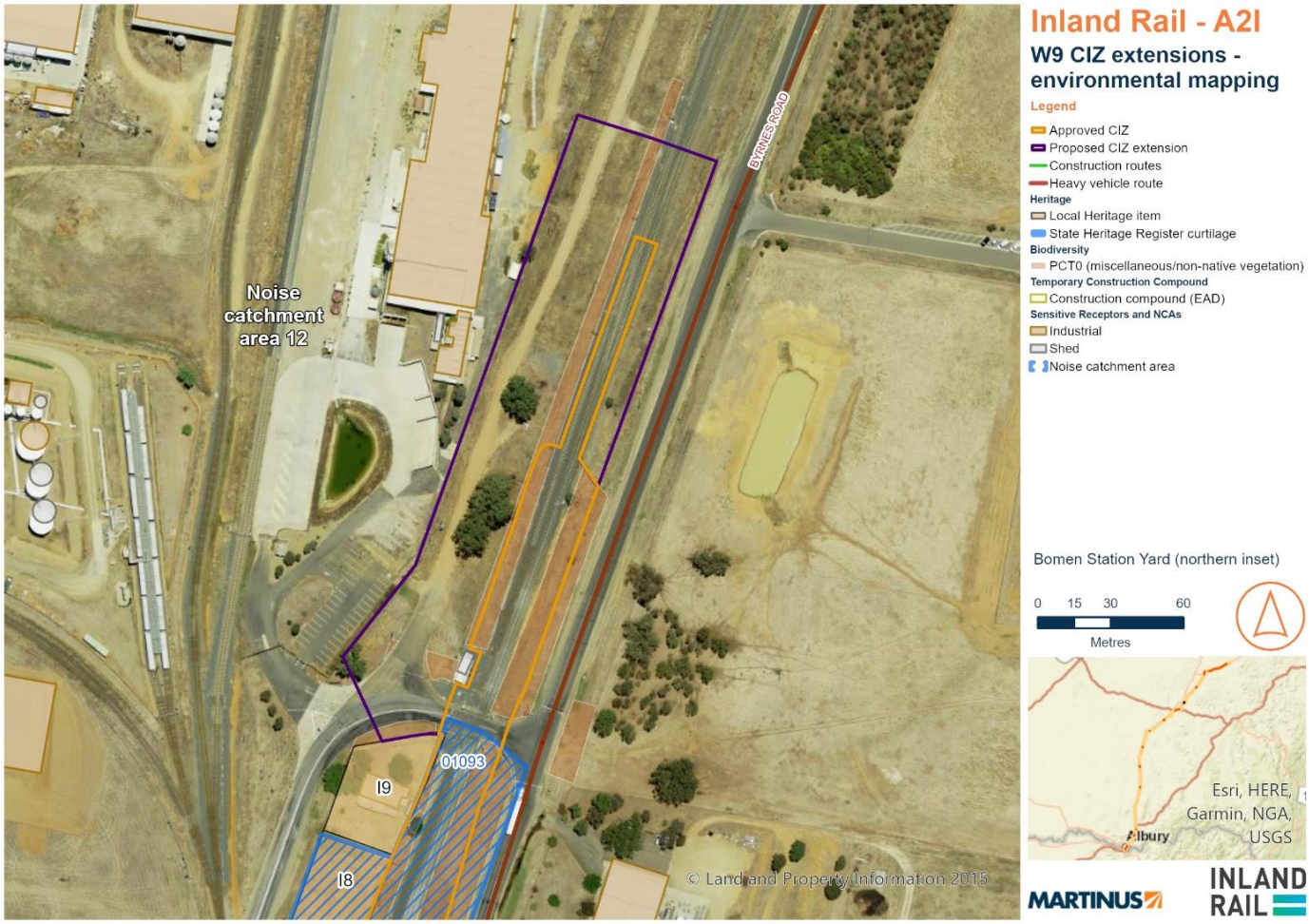


FIGURE 1-2: PROPOSED CHANGE CIZ EXTENSION - NORTH

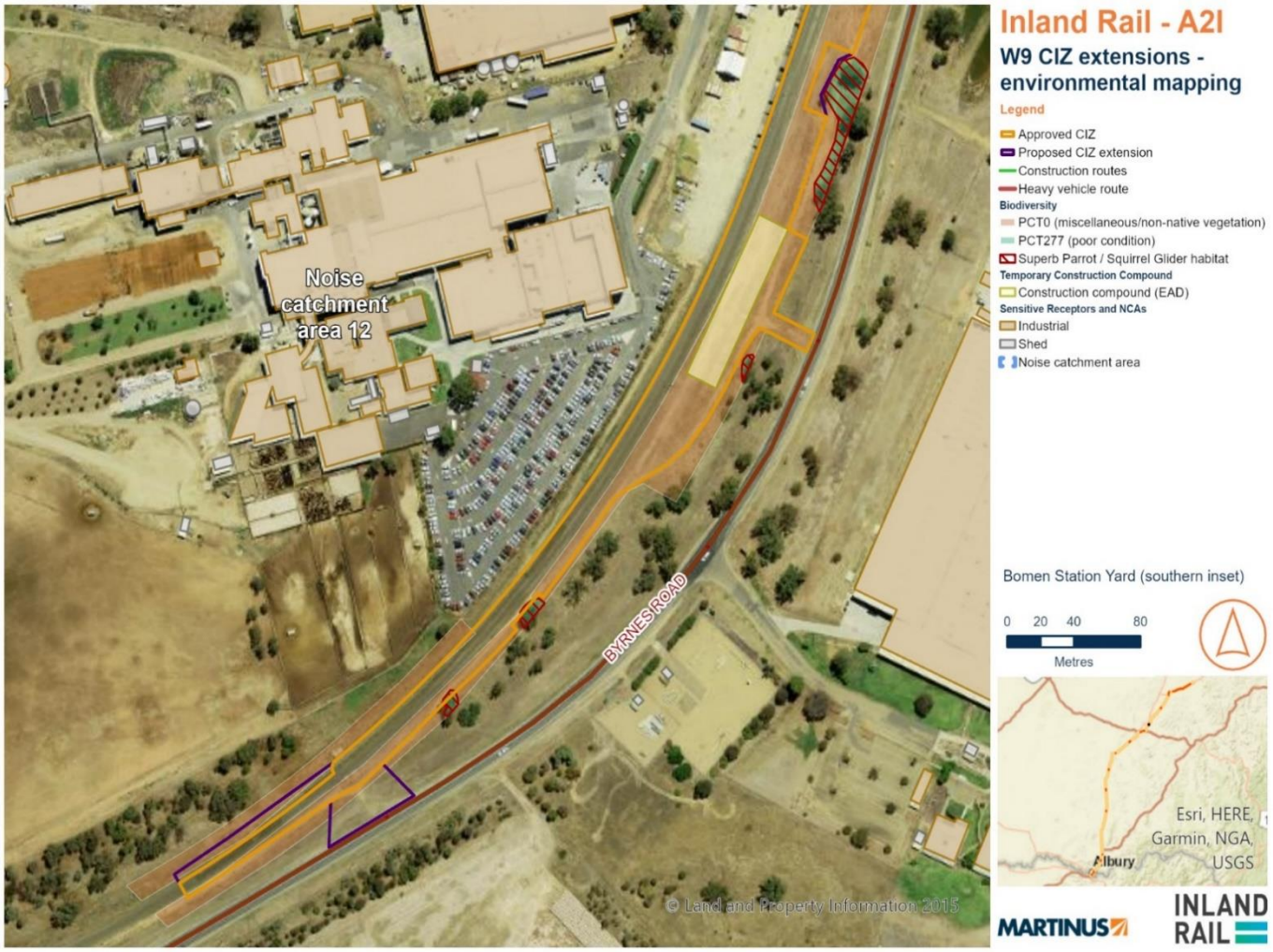


FIGURE 1-3: PROPOSED CHANGE CIZ EXTENSION - SOUTH

2 NOISE ASSESSMENT

2.1 Site establishment activities

2.1.1 Scope

The additional work area required for Bomen Yard (Figure 1-2) forms part of the wider scope associated at the Bomen Yard clearances enhancement site and will enable site establishment and operational activities.

The endorsed Bomen Yard CNVIS has assessed site establishment activities under work scenario 1 (W.001), and included the following:

Methodology

- Site compound delivery and set up
- Haul road and laydown construction

Plant and equipment

- Articulated Dump Truck
- Crane - Mobile
- Elevated Work Platform
- Excavator - Slasher
- Excavator – Tracked (20 tonne)
- Front End Loader
- Generator
- Grader
- Hand Tools (electric)
- Light Vehicles
- Roller - Static
- Tractor - Slasher
- Truck – Medium Rigid (20-tonne)
- Truck and Dogs
- Water Cart

Construction hours

- Standard approved Hours:
  - 7am to 6pm Monday to Friday, inclusive
  - 7am to 6pm Saturday
- Day Out-of-Hours (OOH):
  - 8am to 6pm Sunday and public holidays

2.1.2 Assessment

An additional work area, as per the Bomen Yard Consistency Assessment (CA) (Doc No: 6-0052-210-EAP-W9-AS-0001_B), for the Bomen Yard CNVIS has been identified, and assessed as per methodology, and plant and equipment noted in Section 2.1.1 above. The SLR NPT has been utilised to assess this additional work area. The highest generating items of plant and equipment in this work scenario (Front End Loader and Articulated Dump Truck) have been considered as a worst-case scenario with 100% utilisation within a 15-minute assessment period.

2.1.3 Results

The SLR NPT results are presented under Appendix A, for approved hours and day OOH.

Residential receivers

No residential receivers are identified with potential for a NML exceedance and therefore no noise impacts are anticipated.

Non-residential receivers

'Clearly audible' impacts are predicted at three non-residential receivers during daytime periods.

'Clearly audible' impacts are predicted at one non-residential receivers during daytime OOHW periods. 'Noticeable' impacts are predicted at two non-residential receiver during daytime OOHW periods.

It is noted that non-residential receivers should only be considered impacted 'when in use'.

2.2 Site operational activities

2.2.1 Scope

The Bomen Yard CNVIS has assessed site compound operation under work scenario 2 (W.002), and included the following:

Methodology

- Operation of site compound
- Delivery of materials/equipment

Plant and equipment

- Compressor
- Crane Franna (20-tonne)
- Front End Loader
- Hand Tools (electric)
- Light Vehicles
- Truck – Medium Rigid (20-tonne)
- Truck and Dog
- Water Cart

Construction hours

- Standard approved hours:
  - 7am to 6pm Monday to Friday, inclusive
  - 7am to 6pm Saturday
- Day OOH:
  - 8am to 6pm Sunday and public holidays
- Evening OOH:
  - 6pm to 10pm Monday to Sunday (including public holidays)
- Night OOH:
  - 10pm to 7am Monday to Saturday
  - 10pm to 8am Sunday (including public holidays)

2.2.2 Assessment

Two additional work areas, as per the Bomen Yard CA (Doc No: 6-0052-210-EAP-W9-AS-0001_B), for the Bomen Yard CNVIS have been identified, and assessed as per methodology, and plant and equipment noted in Section 2.2.1 above. The SLR NPT has been utilised to assess this additional work area, with results presented under Appendix B. The highest generating items of plant and equipment in this work scenario (Front End Loader and Truck & Dog) have been considered as a worst-case scenario with 100% utilisation within a 15-minute assessment period.

2.2.3 Results

Residential receivers

No residential receivers are identified with potential for a NML exceedance and therefore no noise impacts are anticipated.

Non-residential receivers

'Clearly audible' impacts are predicted at three non-residential receivers during daytime periods.

'Clearly audible' impacts are predicted at two non-residential receivers during daytime OOHW periods. 'Noticeable' impacts are predicted at one non-residential receiver during daytime OOHW periods.

It is noted that non-residential receivers should only be considered impacted 'when in use', therefore there are no potential noise impacts to non-residential receivers during evening and night OOH.

3 VIBRATION ASSESSMENT

3.1 Site establishment activities

There will are no vibration intensive plant and equipment proposed as part of W.001; therefore, no vibration impacts are expected.

3.2 Site operational activities

There will are no vibration intensive plant and equipment proposed as part of W.002; therefore, no vibration impacts are expected.

4 CONCLUSION

4.1 Mitigation and Management Measures

As this Noise Assessment is an addendum to the endorsed CNVIS for Bomen Yard, the same mitigation and management measures apply as noted in Section 8 of the CNVIS.

4.2 Additional mitigation measures

As noted in Figure 4-1 below and under Appendix A and Appendix B, the SLR NPT noise results include a section on all applicable additional mitigation measures. These additional mitigation measures will be implemented where appropriate.

Airborne Noise - Additional Mitigation Measures Matrix				
Time Period	Exceedance of NML	Perception	Duration	Communication Category/Management Measure
OOHW Daytime PeriodSunday 7am - 6pm(including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
OOHW Evening PeriodMonday - Sunday 6pm - 10pm(including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
			>2 consecutive rest periods	CO1, CO2, RO
OOHW Night PeriodMonday - Sunday 10pm - 7am(including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
			>2 consecutive sleep periods	CO1, CO2, RO, AO
	>25	Highly intrusive	Any	CO1, CO2, RO
			>2 consecutive sleep periods	CO1, CO2, RO, AO, AltA

FIGURE 4-1: ADDITIONAL MITIGATION MEASURES MATRIX

APPENDICES

APPENDIX A

SLR Predict (Additional Work Area – W.001)

Construction Noise and Vibration Impact Statement (CNVIS)

This report presents the outcomes of detailed noise/vibration modelling relating to specific construction activities proposed on site in accordance with the methodology outlined in the *Construction Noise and Vibration Management Plan* (CNVMP) and overarching *Construction Noise and Vibration Impact Statement* (CNVIS).
Prior to detailed noise/vibration modelling being undertaken, work activities are reviewed and considered in relation to industry best practice, consistent with the requirements of the CNVMP. Consideration is first given to eliminating the noise/vibration emissions so far as reasonably practicable. Where elimination is not practicable, efforts are been made to reduce the risk as far as practical by implementing noise and vibration management measures as outlined in the overarching CNVIS and CNVMP.
Examples of these measures include selecting the quietest equipment and processes to complete the works, considering staging and periods of respite to minimise prolonged periods of noise and vibration exposure, and maximising distances between construction activities and sensitive receivers.

Consultation with Affected Receivers
In accordance with CoA E78, the CNVIS must include specific mitigation measures identified through consultation with affected sensitive land user(s) and the mitigation measures must be implemented for the duration of the Work. Details of this consultation are provided in the overarching CNVIS for each enhancement site.

Predicted Noise Levels
The assessment presents the highest predicted level at each receiver building, considering predictions at each floor and façade from all potential work areas. The assessment is generally considered conservative as the calculations assume several items of construction equipment are in use at the same time within each work area. The assessment uses 'realistic worst-case' scenarios to determine the impacts from the noisiest 15-minute period that is likely to occur for each work scenario.

Assessment Details

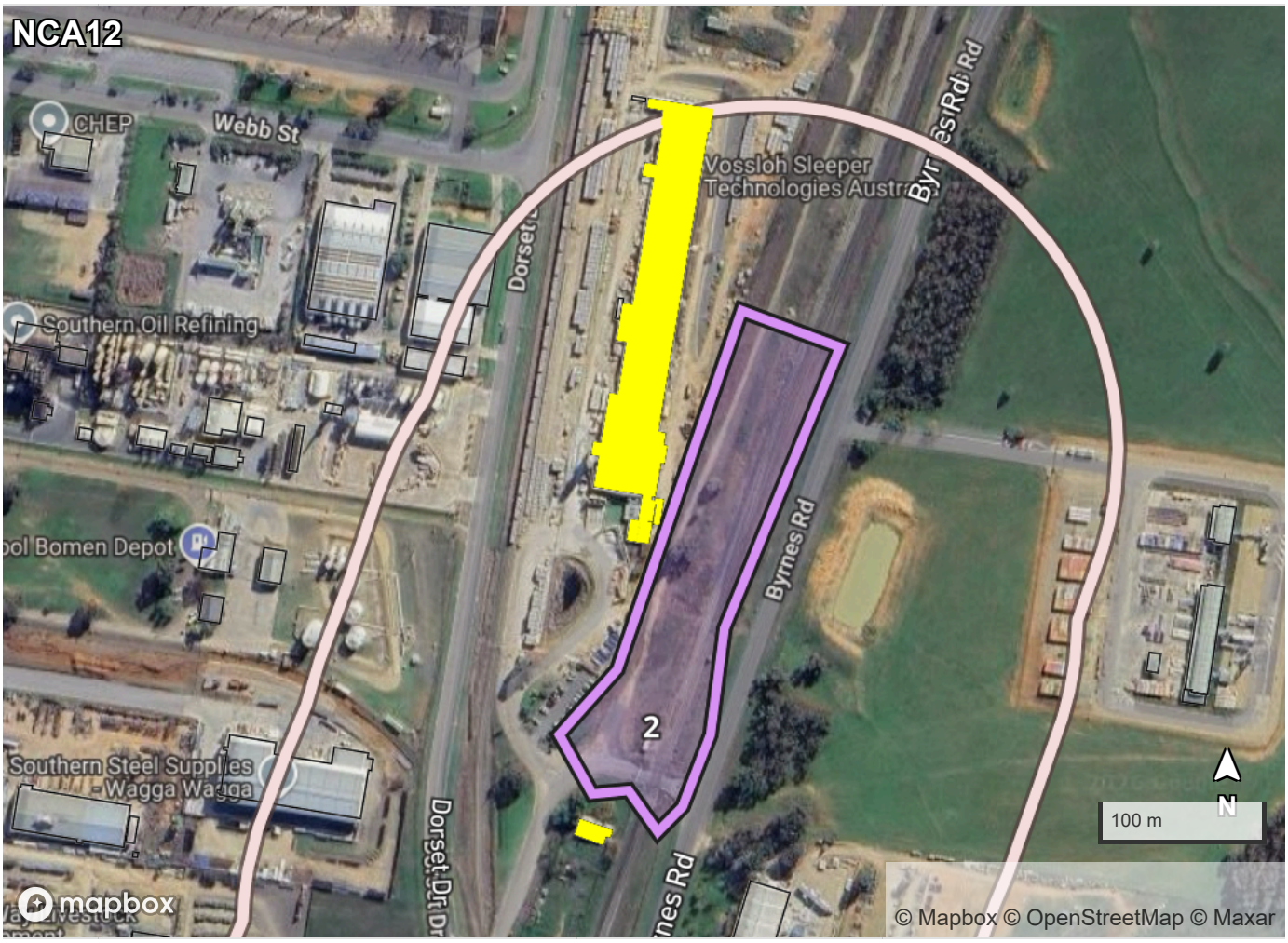
Author Name	
Author Email	noiseassessments@martinus.com.au
Author Organisation	Martinus Rail
Project Name	A2I - Albury to Illabo
Assessment Name	Bomen Site Establishment Activities
Assessment Number	412
Stage	A2I Construction
Permit Number	N/A
Start Date	2026-03-13
End Date	2026-07-16
Assessment Period	Day - standard

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
1: Northern Extension (Height: Ground)	Total: 114		
Front End Loader 100% operation	113	1	No
Articulated Dump Truck 100% operation	109	1	No
2: Southern Extension (Height: Ground)	Total: 114		
Front End Loader 100% operation	113	1	No
Articulated Dump Truck 100% operation	109	1	No

Note 1: Equipment classed as 'annoying' in the *Interim Construction Noise Guideline (DECC, 2009)* include a 5 dB correction.
Note 2: Equipment sound power levels consider the mitigation measures outlined in the overarching CNVIS to provide mitigated results.

Assessment Results



	Residential	Non-Residential
Highly Intrusive	0 property	0 property
Moderately Intrusive	0 property	0 property
Clearly Audible	0 property	3 properties
Above HNA	0 property	0 property

Legend

Project Boundary
Work Areas
Barriers

Results by Receiver

Address	Land Use	Noise Catchment Area	Construction Noise Management Level, dBA	Predicted Noise Level, dBA	Predicted Noise Level Above Noise Management Level, dB	Noise Category
57 DAMPIER ST, BOMEN NSW 2650	IND	NCA12	75	82	7	Clearly Audible
57 DAMPIER ST, BOMEN NSW 2650	IND	NCA12	75	79	4	Clearly Audible
58 DAMPIER ST, BOMEN NSW 2650	IND	NCA12	75	76	1	Clearly Audible

Recommended Mitigation Measures

This assessment has been conducted with regard to the relevant CNVIS and CNVMP. To manage noise and vibration impacts, project specific mitigation measures may be considered such as reviewing construction staging methodology to identify opportunities to schedule intensive works during less sensitive time periods and by providing a clear process for community engagement and complaints. Likewise, the requirements and actionable items within the overarching CNVIS and CNVMP should be considered and adopted where appropriate. Following the consideration of project specific noise mitigation measures, additional noise mitigation measures to be explored are described in the Inland Rail NSW Construction Noise and Vibration Framework (CNVF) and summarised below.

Airborne Noise - Additional Mitigation Measures Matrix				
Time Period	**Exceedance of NML**	**Perception**	**Duration**	**Communication Category/Management Measure**
OOHW Daytime Period Sunday 7am - 6pm (including public holidays)	<5	Noticeable	Any	CO1
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	16 - 25	Moderately intrusive	Any	CO1, CO2
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	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
			>2 consecutive rest periods	CO1, CO2, RO
OOHW Night Period Monday - Sunday 10pm - 7am (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
			>2 consecutive sleep periods	CO1, CO2, RO, AO
	>25	Highly intrusive	Any	CO1, CO2, RO
			>2 consecutive sleep periods	CO1, CO2, RO, AO, AltA

Vibration - Additional Mitigation Measures Matrix			
Time Period	**Duration**	**Exceedance of 'preferred' value**	**Exceedance of 'maximum' value**
OOHW Daytime Period Sunday 8am-6pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Evening Period Mon-Sun 6pm-10pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Night Period Mon-Sat 10pm-7am Sun 10pm-8am	Any	CO1, CO2, RO	CO1, CO2, RO, AltA

Additional Mitigation Measures	
Measure	**Abbreviation**
Communication (Category 1)[1]	CO1
Communication (Category 2)[2]	CO2
Respite Offer[3]	RO
Alternative Accommodation	AltA
Agreement with Owners	AO

Note 1: CO1: Communication to provide information on the OOHW via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing.

Note 2: CO2: Communication should be personalised (e.g. door knock, meeting, telephone call). Contact with these residents should commence early to enable feedback to be considered by the proposal.

Note 3: RO are not applicable to non-residential receivers. RO may comprise of pre-purchased movie tickets, dinner vouchers or similar. RO can also be provided by limiting high noise generating works and allowing at least a one-hour respite period between blocks of work. Where possible, the timing of this respite should be discussed with the impacted community.

Receiver Types			
Code	**Description**	**Code**	**Description**
RES	Residential	OED	Other Educational
COM	Commercial	OHO	Other Hotel
IND	Industrial	OLI	Other Library
OOA	Other Outdoor Active Recreation	OME	Other Medical
OOP	Other Outdoor Passive Recreation	OPW	Other Place of Worship
OCC	Other Child Care	OPB	Other Public Building

Construction Noise and Vibration Impact Statement (CNVIS)

This report presents the outcomes of detailed noise/vibration modelling relating to specific construction activities proposed on site in accordance with the methodology outlined in the *Construction Noise and Vibration Management Plan* (CNVMP) and overarching *Construction Noise and Vibration Impact Statement* (CNVIS).
Prior to detailed noise/vibration modelling being undertaken, work activities are reviewed and considered in relation to industry best practice, consistent with the requirements of the CNVMP. Consideration is first given to eliminating the noise/vibration emissions so far as reasonably practicable. Where elimination is not practicable, efforts are been made to reduce the risk as far as practical by implementing noise and vibration management measures as outlined in the overarching CNVIS and CNVMP.
Examples of these measures include selecting the quietest equipment and processes to complete the works, considering staging and periods of respite to minimise prolonged periods of noise and vibration exposure, and maximising distances between construction activities and sensitive receivers.

Consultation with Affected Receivers
In accordance with CoA E78, the CNVIS must include specific mitigation measures identified through consultation with affected sensitive land user(s) and the mitigation measures must be implemented for the duration of the Work. Details of this consultation are provided in the overarching CNVIS for each enhancement site.

Predicted Noise Levels
The assessment presents the highest predicted level at each receiver building, considering predictions at each floor and façade from all potential work areas. The assessment is generally considered conservative as the calculations assume several items of construction equipment are in use at the same time within each work area. The assessment uses 'realistic worst-case' scenarios to determine the impacts from the noisiest 15-minute period that is likely to occur for each work scenario.

Assessment Details

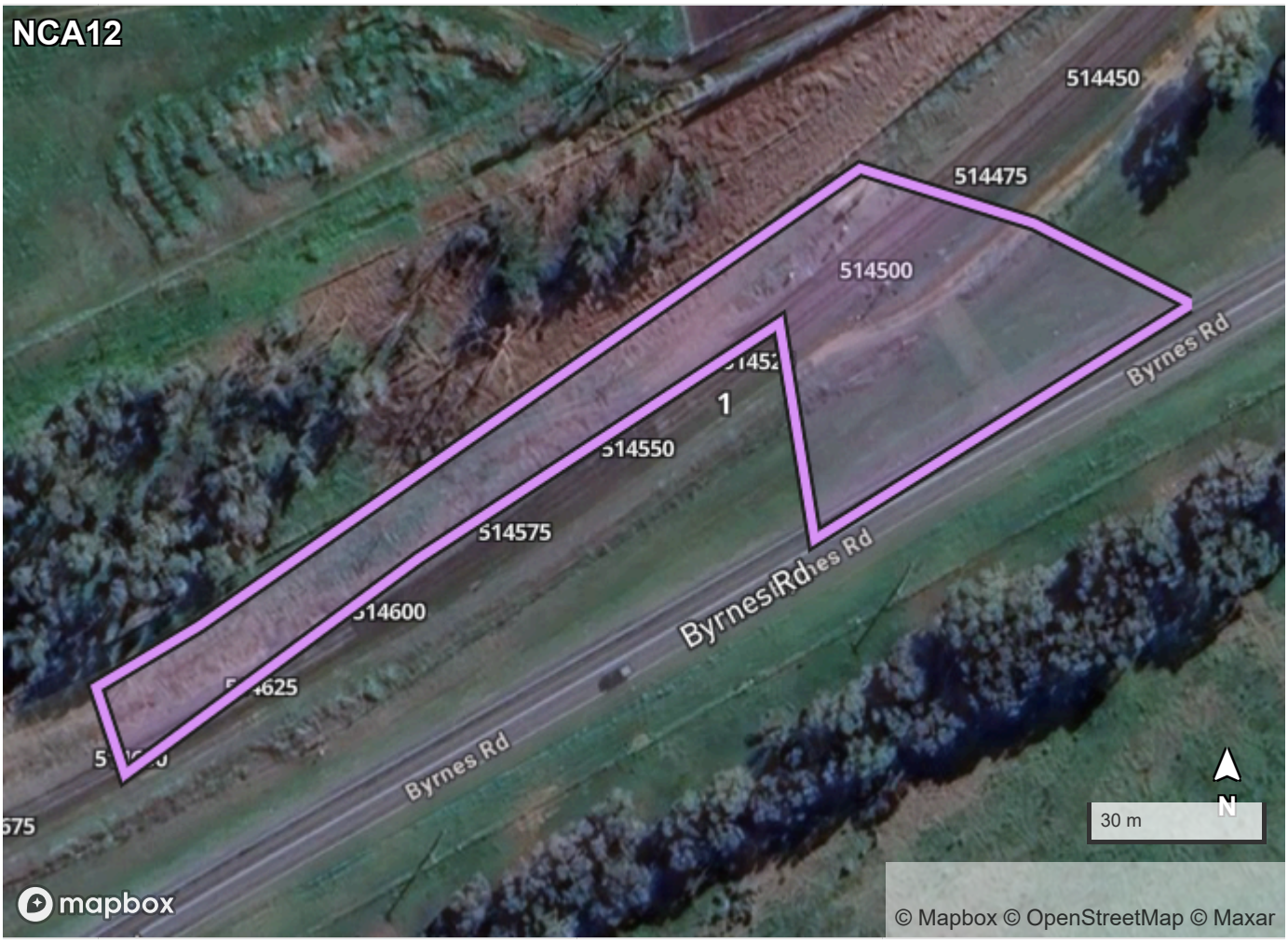
Author Name	
Author Email	noiseassessments@martinus.com.au
Author Organisation	Martinus Rail
Project Name	A2I - Albury to Illabo
Assessment Name	Bomen Site Establishment #2
Assessment Number	413
Stage	A2I Construction
Permit Number	
Start Date	2026-03-11
End Date	2026-03-13
Assessment Period	Day - standard

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
1: Southern Extension (Height: Ground)	Total: 114		
Front End Loader 100% operation	113	1	No
Articulated Dump Truck 100% operation	109	1	No

Note 1: Equipment classed as 'annoying' in the *Interim Construction Noise Guideline (DECC, 2009)* include a 5 dB correction.
Note 2: Equipment sound power levels consider the mitigation measures outlined in the overarching CNVIS to provide mitigated results.

Assessment Results



	Residential	Non-Residential
Highly Intrusive	0 property	0 property
Moderately Intrusive	0 property	0 property
Clearly Audible	0 property	0 property
Above HNA	0 property	0 property

Legend

Project Boundary	
Work Areas	
Barriers	

Results by Receiver

Address	Land Use	Noise Catchment Area	Construction Noise Management Level, dBA	Predicted Noise Level, dBA	Predicted Noise Level Above Noise Management Level, dB	Noise Category

No results

Recommended Mitigation Measures

This assessment has been conducted with regard to the relevant CNVIS and CNVMP. To manage noise and vibration impacts, project specific mitigation measures may be considered such as reviewing construction staging methodology to identify opportunities to schedule intensive works during less sensitive time periods and by providing a clear process for community engagement and complaints. Likewise, the requirements and actionable items within the overarching CNVIS and CNVMP should be considered and adopted where appropriate. Following the consideration of project specific noise mitigation measures, additional noise mitigation measures to be explored are described in the Inland Rail NSW Construction Noise and Vibration Framework (CNVF) and summarised below.

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Additional Mitigation Measures	
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Author Email	noiseassessments@martinus.com.au
Author Organisation	Martinus Rail
Project Name	A2I - Albury to Illabo
Assessment Name	Bomen Site Establishment Activities
Assessment Number	412
Stage	A2I Construction
Permit Number	N/A
Start Date	2026-03-13
End Date	2026-07-16
Assessment Period	Day - out of hours

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Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
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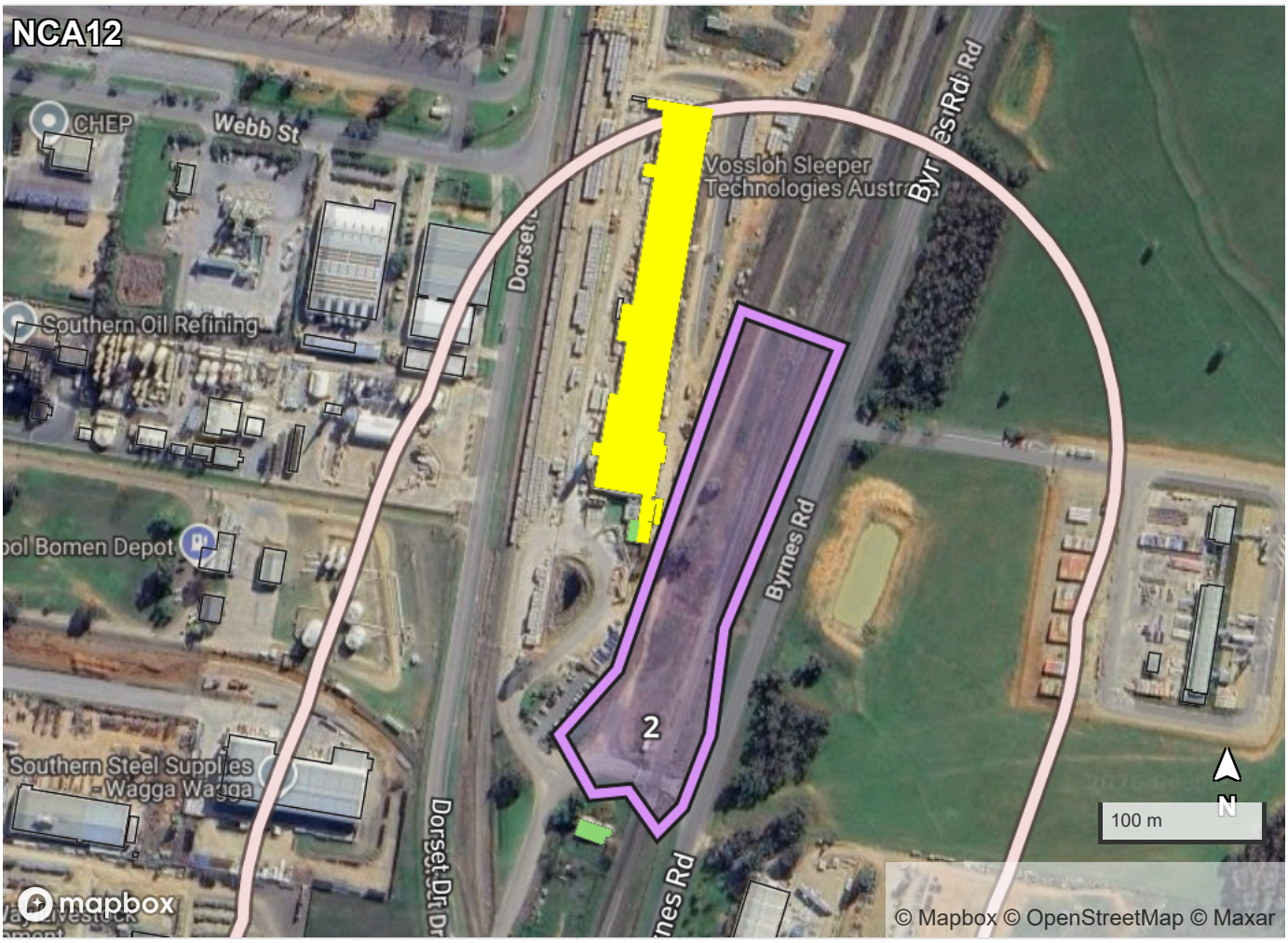
Assessment Results



	Residential	Non-Residential
Highly Intrusive	0 property	0 property
Moderately Intrusive	0 property	0 property
Clearly Audible	0 property	1 property
Noticeable	0 property	2 properties

Legend

Project Boundary
Work Areas
Barriers

Results by Receiver

Address	Land Use	Noise Catchment Area	Construction Noise Management Level, dBA	Predicted Noise Level, dBA	Predicted Noise Level Above Noise Management Level, dB	Noise Category
57 DAMPIER ST, BOMEN NSW 2650	IND	NCA12	75	82	7	Clearly Audible
57 DAMPIER ST, BOMEN NSW 2650	IND	NCA12	75	79	4	Noticeable
58 DAMPIER ST, BOMEN NSW 2650	IND	NCA12	75	76	1	Noticeable

Recommended Mitigation Measures

This assessment has been conducted with regard to the relevant CNVIS and CNVMP. To manage noise and vibration impacts, project specific mitigation measures may be considered such as reviewing construction staging methodology to identify opportunities to schedule intensive works during less sensitive time periods and by providing a clear process for community engagement and complaints. Likewise, the requirements and actionable items within the overarching CNVIS and CNVMP should be considered and adopted where appropriate. Following the consideration of project specific noise mitigation measures, additional noise mitigation measures to be explored are described in the Inland Rail NSW Construction Noise and Vibration Framework (CNVF) and summarised below.

Airborne Noise - Additional Mitigation Measures Matrix				
Time Period	**Exceedance of NML**	**Perception**	**Duration**	**Communication Category/Management Measure**
OOHW Daytime Period Sunday 7am - 6pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
OOHW Evening Period Monday - Sunday 6pm - 10pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
			>2 consecutive rest periods	CO1, CO2, RO
OOHW Night Period Monday - Sunday 10pm - 7am (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
			>2 consecutive sleep periods	CO1, CO2, RO, AO
	>25	Highly intrusive	Any	CO1, CO2, RO
			>2 consecutive sleep periods	CO1, CO2, RO, AO, AltA

Vibration - Additional Mitigation Measures Matrix			
Time Period	**Duration**	**Exceedance of 'preferred' value**	**Exceedance of 'maximum' value**
OOHW Daytime Period Sunday 8am-6pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Evening Period Mon-Sun 6pm-10pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Night Period Mon-Sat 10pm-7am Sun 10pm-8am	Any	CO1, CO2, RO	CO1, CO2, RO, AltA

Additional Mitigation Measures	
Measure	**Abbreviation**
Communication (Category 1)[1]	CO1
Communication (Category 2)[2]	CO2
Respite Offer[3]	RO
Alternative Accommodation	AltA
Agreement with Owners	AO

Note 1: CO1: Communication to provide information on the OOHW via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing.

Note 2: CO2: Communication should be personalised (e.g. door knock, meeting, telephone call). Contact with these residents should commence early to enable feedback to be considered by the proposal.

Note 3: RO are not applicable to non-residential receivers. RO may comprise of pre-purchased movie tickets, dinner vouchers or similar. RO can also be provided by limiting high noise generating works and allowing at least a one-hour respite period between blocks of work. Where possible, the timing of this respite should be discussed with the impacted community.

Receiver Types			
Code	**Description**	**Code**	**Description**
RES	Residential	OED	Other Educational
COM	Commercial	OHO	Other Hotel
IND	Industrial	OLI	Other Library
OOA	Other Outdoor Active Recreation	OME	Other Medical
OOP	Other Outdoor Passive Recreation	OPW	Other Place of Worship
OCC	Other Child Care	OPB	Other Public Building

Construction Noise and Vibration Impact Statement (CNVIS)

This report presents the outcomes of detailed noise/vibration modelling relating to specific construction activities proposed on site in accordance with the methodology outlined in the *Construction Noise and Vibration Management Plan* (CNVMP) and overarching *Construction Noise and Vibration Impact Statement* (CNVIS).
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Consultation with Affected Receivers
In accordance with CoA E78, the CNVIS must include specific mitigation measures identified through consultation with affected sensitive land user(s) and the mitigation measures must be implemented for the duration of the Work. Details of this consultation are provided in the overarching CNVIS for each enhancement site.

Predicted Noise Levels
The assessment presents the highest predicted level at each receiver building, considering predictions at each floor and façade from all potential work areas. The assessment is generally considered conservative as the calculations assume several items of construction equipment are in use at the same time within each work area. The assessment uses 'realistic worst-case' scenarios to determine the impacts from the noisiest 15-minute period that is likely to occur for each work scenario.

Assessment Details

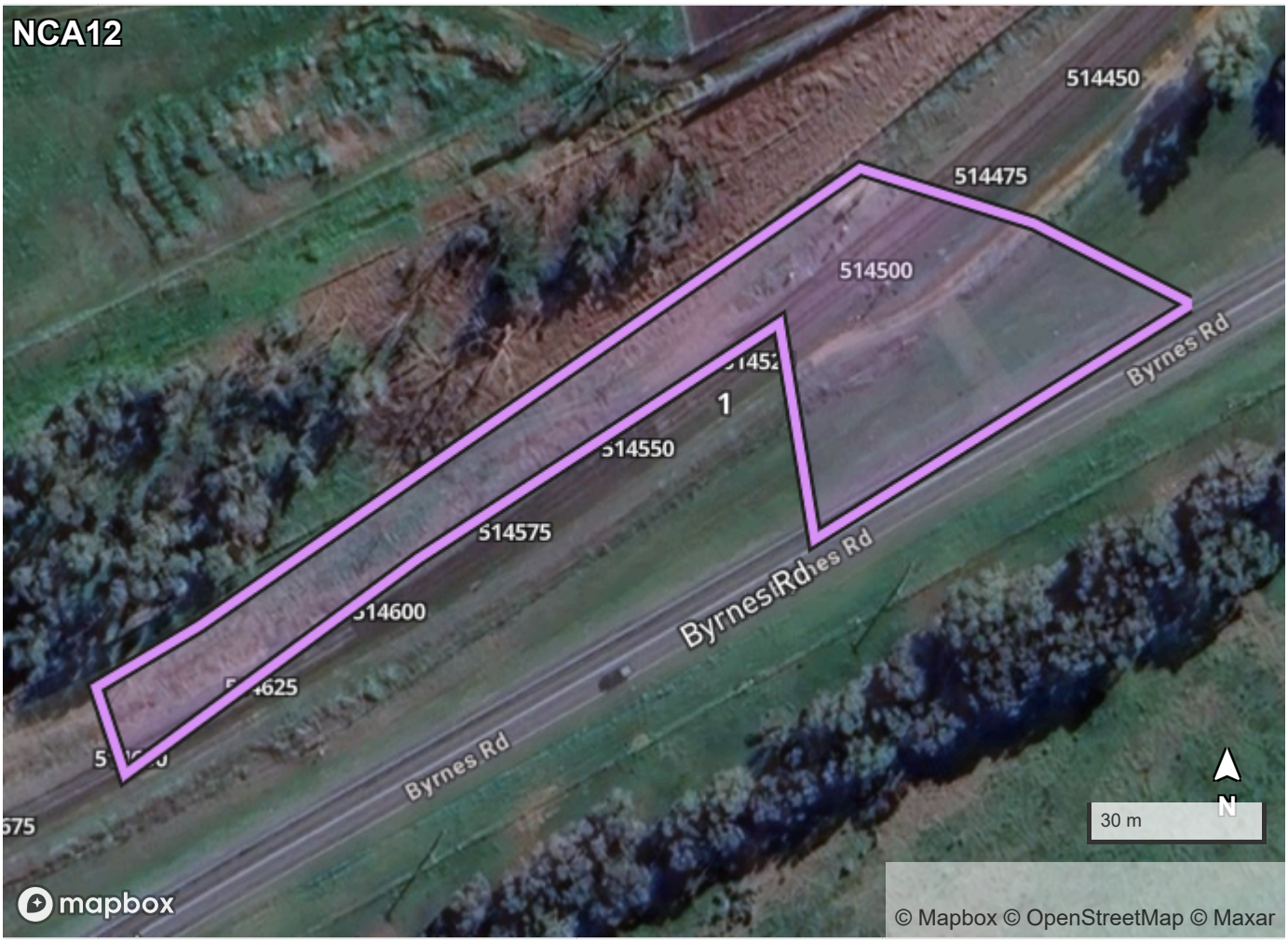
Author Name	
Author Email	noiseassessments@martinus.com.au
Author Organisation	Martinus Rail
Project Name	A2I - Albury to Illabo
Assessment Name	Bomen Site Establishment #2
Assessment Number	413
Stage	A2I Construction
Permit Number	
Start Date	2026-03-11
End Date	2026-03-13
Assessment Period	Day - out of hours

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
1: Southern Extension (Height: Ground)	Total: 114		
Front End Loader 100% operation	113	1	No
Articulated Dump Truck 100% operation	109	1	No

Note 1: Equipment classed as 'annoying' in the *Interim Construction Noise Guideline (DECC, 2009)* include a 5 dB correction.
Note 2: Equipment sound power levels consider the mitigation measures outlined in the overarching CNVIS to provide mitigated results.

Assessment Results



	Residential	Non-Residential
Highly Intrusive	0 property	0 property
Moderately Intrusive	0 property	0 property
Clearly Audible	0 property	0 property
Noticeable	0 property	0 property

Legend

Project Boundary
Work Areas
Barriers

Results by Receiver

Address	Land Use	Noise Catchment Area	Construction Noise Management Level, dBA	Predicted Noise Level, dBA	Predicted Noise Level Above Noise Management Level, dB	Noise Category

No results

Recommended Mitigation Measures

This assessment has been conducted with regard to the relevant CNVIS and CNVMP. To manage noise and vibration impacts, project specific mitigation measures may be considered such as reviewing construction staging methodology to identify opportunities to schedule intensive works during less sensitive time periods and by providing a clear process for community engagement and complaints. Likewise, the requirements and actionable items within the overarching CNVIS and CNVMP should be considered and adopted where appropriate. Following the consideration of project specific noise mitigation measures, additional noise mitigation measures to be explored are described in the Inland Rail NSW Construction Noise and Vibration Framework (CNVF) and summarised below.

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	>25	Highly intrusive	Any	CO1, CO2
			>2 consecutive rest periods	CO1, CO2, RO
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			>2 consecutive sleep periods	CO1, CO2, RO, AO, AltA

Vibration - Additional Mitigation Measures Matrix			
Time Period	**Duration**	**Exceedance of 'preferred' value**	**Exceedance of 'maximum' value**
OOHW Daytime Period Sunday 8am-6pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Evening Period Mon-Sun 6pm-10pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Night Period Mon-Sat 10pm-7am Sun 10pm-8am	Any	CO1, CO2, RO	CO1, CO2, RO, AltA

Additional Mitigation Measures	
Measure	**Abbreviation**
Communication (Category 1)[1]	CO1
Communication (Category 2)[2]	CO2
Respite Offer[3]	RO
Alternative Accommodation	AltA
Agreement with Owners	AO

Note 1: CO1: Communication to provide information on the OOHW via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing.

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RES	Residential	OED	Other Educational
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OOA	Other Outdoor Active Recreation	OME	Other Medical
OOP	Other Outdoor Passive Recreation	OPW	Other Place of Worship
OCC	Other Child Care	OPB	Other Public Building

APPENDIX B

SLR Predict (Additional Work Area – W.002)

Construction Noise and Vibration Impact Statement (CNVIS)

This report presents the outcomes of detailed noise/vibration modelling relating to specific construction activities proposed on site in accordance with the methodology outlined in the *Construction Noise and Vibration Management Plan* (CNVMP) and overarching *Construction Noise and Vibration Impact Statement* (CNVIS).
Prior to detailed noise/vibration modelling being undertaken, work activities are reviewed and considered in relation to industry best practice, consistent with the requirements of the CNVMP. Consideration is first given to eliminating the noise/vibration emissions so far as reasonably practicable. Where elimination is not practicable, efforts are been made to reduce the risk as far as practical by implementing noise and vibration management measures as outlined in the overarching CNVIS and CNVMP.
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Consultation with Affected Receivers
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Predicted Noise Levels
The assessment presents the highest predicted level at each receiver building, considering predictions at each floor and façade from all potential work areas. The assessment is generally considered conservative as the calculations assume several items of construction equipment are in use at the same time within each work area. The assessment uses 'realistic worst-case' scenarios to determine the impacts from the noisiest 15-minute period that is likely to occur for each work scenario.

Assessment Details

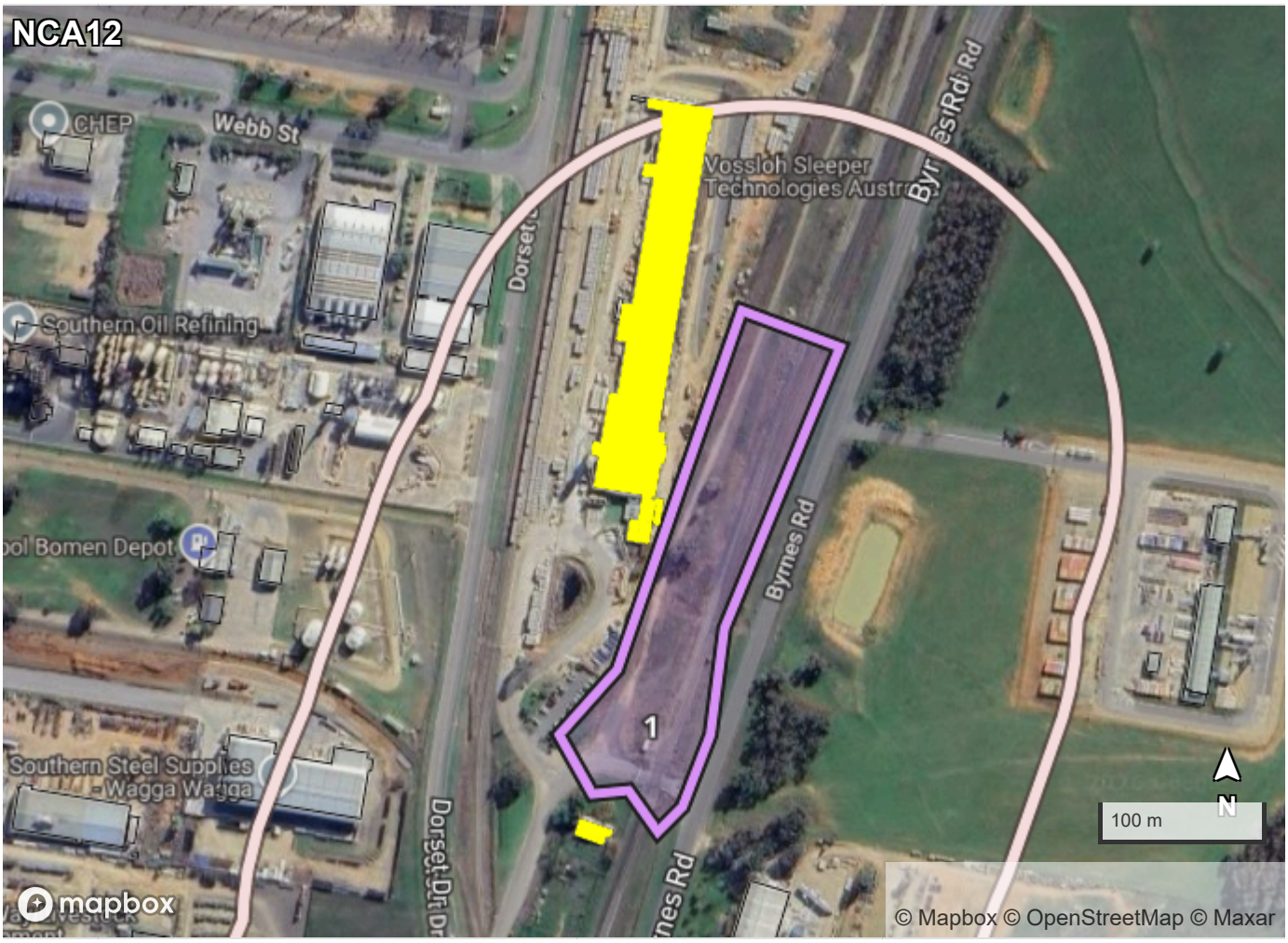
Author Name	
Author Email	noiseassessments@martinus.com.au
Author Organisation	Martinus Rail
Project Name	A2I - Albury to Illabo
Assessment Name	Bomen Site Establishment Activities
Assessment Number	412
Stage	A2I Construction
Permit Number	N/A
Start Date	2026-03-13
End Date	2026-07-16
Assessment Period	Day - standard

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
1: Southern Extension (Height: Ground)	Total: 114		
Front End Loader 100% operation	113	1	No
Truck - road truck/ truck & dog (30T) 100% operation	108	1	No
2: Northern Extension (Height: Ground)	Total: 114		
Front End Loader 100% operation	113	1	No
Truck - road truck/ truck & dog (30T) 100% operation	108	1	No

Note 1: Equipment classed as 'annoying' in the *Interim Construction Noise Guideline (DECC, 2009)* include a 5 dB correction.
Note 2: Equipment sound power levels consider the mitigation measures outlined in the overarching CNVIS to provide mitigated results.

Assessment Results



	Residential	Non-Residential
Highly Intrusive	0 property	0 property
Moderately Intrusive	0 property	0 property
Clearly Audible	0 property	3 properties
Above HNA	0 property	0 property

Legend

Project Boundary
Work Areas
Barriers

Results by Receiver

Address	Land Use	Noise Catchment Area	Construction Noise Management Level, dBA	Predicted Noise Level, dBA	Predicted Noise Level Above Noise Management Level, dB	Noise Category
57 DAMPIER ST, BOMEN NSW 2650	IND	NCA12	75	82	7	Clearly Audible
57 DAMPIER ST, BOMEN NSW 2650	IND	NCA12	75	78	3	Clearly Audible
58 DAMPIER ST, BOMEN NSW 2650	IND	NCA12	75	76	1	Clearly Audible

Recommended Mitigation Measures

This assessment has been conducted with regard to the relevant CNVIS and CNVMP. To manage noise and vibration impacts, project specific mitigation measures may be considered such as reviewing construction staging methodology to identify opportunities to schedule intensive works during less sensitive time periods and by providing a clear process for community engagement and complaints. Likewise, the requirements and actionable items within the overarching CNVIS and CNVMP should be considered and adopted where appropriate. Following the consideration of project specific noise mitigation measures, additional noise mitigation measures to be explored are described in the Inland Rail NSW Construction Noise and Vibration Framework (CNVF) and summarised below.

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Vibration - Additional Mitigation Measures Matrix			
Time Period	**Duration**	**Exceedance of 'preferred' value**	**Exceedance of 'maximum' value**
OOHW Daytime Period Sunday 8am-6pm	Any	CO1, CO2	CO1, CO2, RO
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Assessment Number	413
Stage	A2I Construction
Permit Number	
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End Date	2026-03-13
Assessment Period	Day - standard

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
1: Southern Extension (Height: Ground)	Total: 114		
Front End Loader 100% operation	113	1	No
Truck - road truck/ truck & dog (30T) 100% operation	108	1	No

Note 1: Equipment classed as 'annoying' in the *Interim Construction Noise Guideline (DECC, 2009)* include a 5 dB correction.
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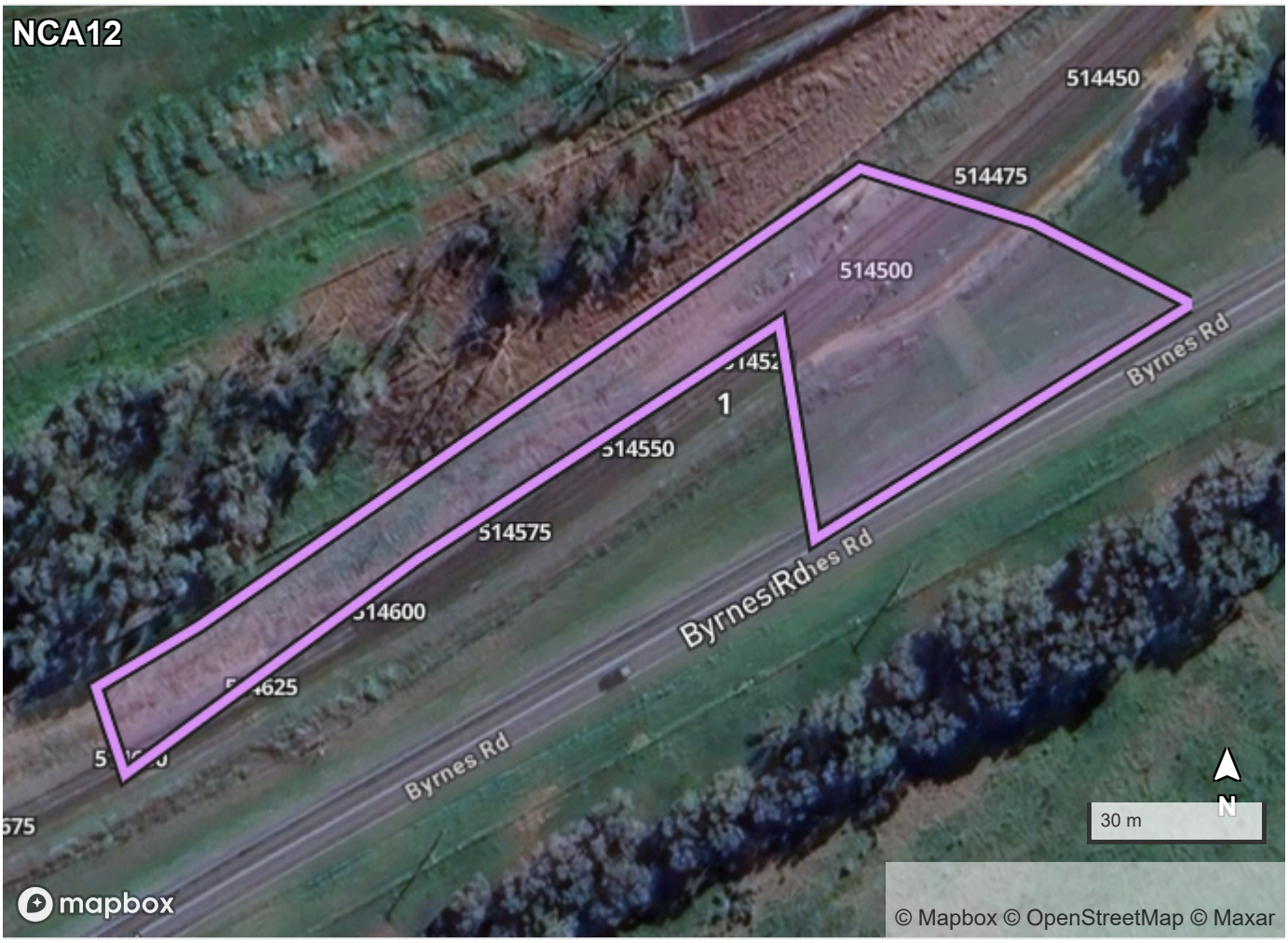
Assessment Results



	Residential	Non-Residential
Highly Intrusive	0 property	0 property
Moderately Intrusive	0 property	0 property
Clearly Audible	0 property	0 property
Above HNA	0 property	0 property

Legend

Project Boundary	
Work Areas	
Barriers	

Results by Receiver

Address	Land Use	Noise Catchment Area	Construction Noise Management Level, dBA	Predicted Noise Level, dBA	Predicted Noise Level Above Noise Management Level, dB	Noise Category

No results

Recommended Mitigation Measures

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Alternative Accommodation	AltA
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Assessment Number	412
Stage	A2I Construction
Permit Number	N/A
Start Date	2026-03-13
End Date	2026-07-16
Assessment Period	Day - out of hours

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
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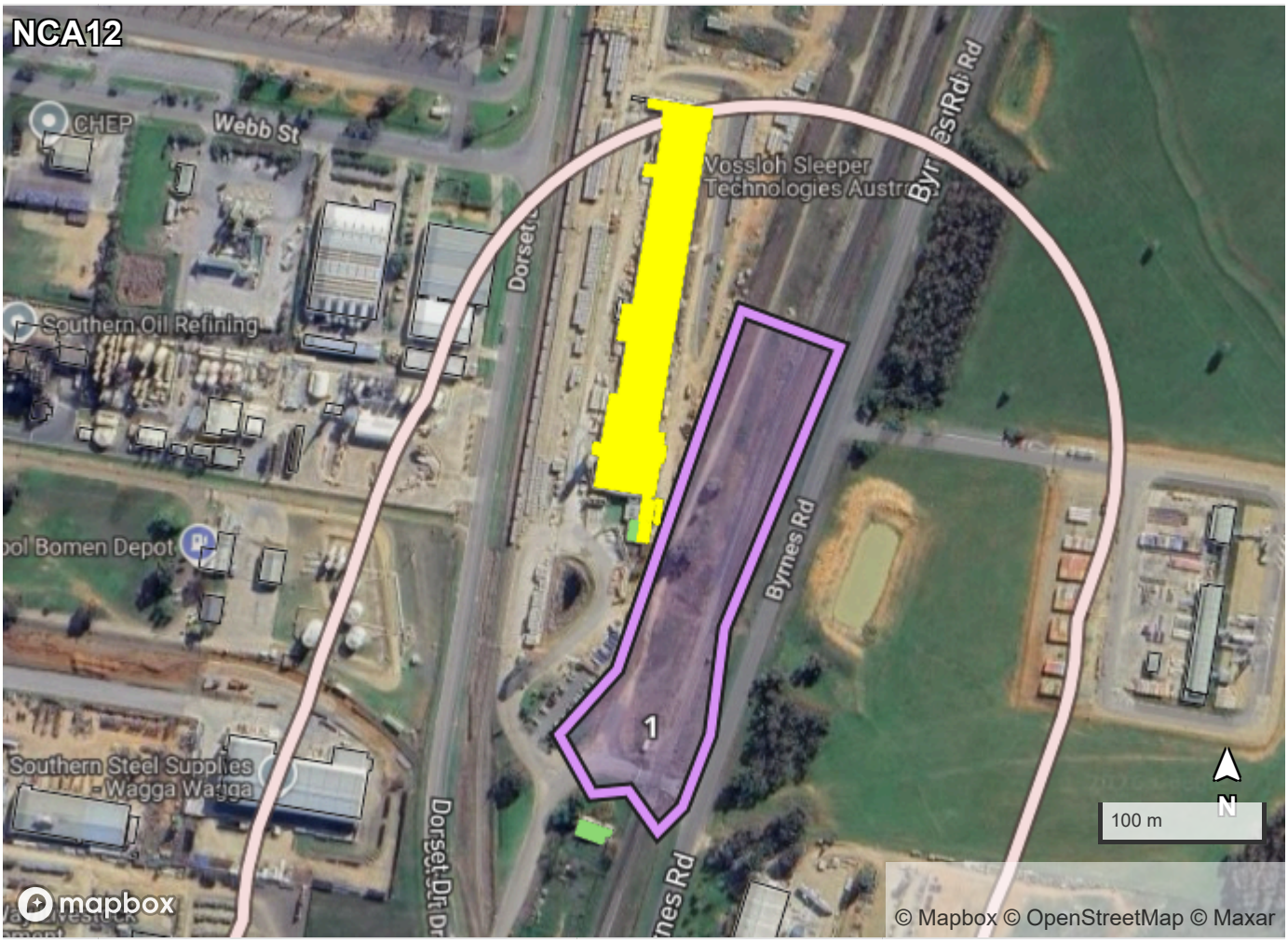

		Residential	Non-Residential
	Highly Intrusive	0 property	0 property
	Moderately Intrusive	0 property	0 property
	Clearly Audible	0 property	1 property
	Noticeable	0 property	2 properties

Legend

	Project Boundary
	Work Areas
	Barriers

Results by Receiver

Address	Land Use	Noise Catchment Area	Construction Noise Management Level, dBA	Predicted Noise Level, dBA	Predicted Noise Level Above Noise Management Level, dB	Noise Category
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	>25	Highly intrusive	Any	CO1, CO2
OOHW Evening Period Monday - Sunday 6pm - 10pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
			>2 consecutive rest periods	CO1, CO2, RO
OOHW Night Period Monday - Sunday 10pm - 7am (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
			>2 consecutive sleep periods	CO1, CO2, RO, AO
	>25	Highly intrusive	Any	CO1, CO2, RO
			>2 consecutive sleep periods	CO1, CO2, RO, AO, AltA

Vibration - Additional Mitigation Measures Matrix			
Time Period	**Duration**	**Exceedance of 'preferred' value**	**Exceedance of 'maximum' value**
OOHW Daytime Period Sunday 8am-6pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Evening Period Mon-Sun 6pm-10pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Night Period Mon-Sat 10pm-7am Sun 10pm-8am	Any	CO1, CO2, RO	CO1, CO2, RO, AltA

Additional Mitigation Measures	
Measure	**Abbreviation**
Communication (Category 1)[1]	CO1
Communication (Category 2)[2]	CO2
Respite Offer[3]	RO
Alternative Accommodation	AltA
Agreement with Owners	AO

Note 1: CO1: Communication to provide information on the OOHW via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing.

Note 2: CO2: Communication should be personalised (e.g. door knock, meeting, telephone call). Contact with these residents should commence early to enable feedback to be considered by the proposal.

Note 3: RO are not applicable to non-residential receivers. RO may comprise of pre-purchased movie tickets, dinner vouchers or similar. RO can also be provided by limiting high noise generating works and allowing at least a one-hour respite period between blocks of work. Where possible, the timing of this respite should be discussed with the impacted community.

Receiver Types			
Code	**Description**	**Code**	**Description**
RES	Residential	OED	Other Educational
COM	Commercial	OHO	Other Hotel
IND	Industrial	OLI	Other Library
OOA	Other Outdoor Active Recreation	OME	Other Medical
OOP	Other Outdoor Passive Recreation	OPW	Other Place of Worship
OCC	Other Child Care	OPB	Other Public Building

Construction Noise and Vibration Impact Statement (CNVIS)

This report presents the outcomes of detailed noise/vibration modelling relating to specific construction activities proposed on site in accordance with the methodology outlined in the *Construction Noise and Vibration Management Plan* (CNVMP) and overarching *Construction Noise and Vibration Impact Statement* (CNVIS).
Prior to detailed noise/vibration modelling being undertaken, work activities are reviewed and considered in relation to industry best practice, consistent with the requirements of the CNVMP. Consideration is first given to eliminating the noise/vibration emissions so far as reasonably practicable. Where elimination is not practicable, efforts are been made to reduce the risk as far as practical by implementing noise and vibration management measures as outlined in the overarching CNVIS and CNVMP.
Examples of these measures include selecting the quietest equipment and processes to complete the works, considering staging and periods of respite to minimise prolonged periods of noise and vibration exposure, and maximising distances between construction activities and sensitive receivers.

Consultation with Affected Receivers
In accordance with CoA E78, the CNVIS must include specific mitigation measures identified through consultation with affected sensitive land user(s) and the mitigation measures must be implemented for the duration of the Work. Details of this consultation are provided in the overarching CNVIS for each enhancement site.

Predicted Noise Levels
The assessment presents the highest predicted level at each receiver building, considering predictions at each floor and façade from all potential work areas. The assessment is generally considered conservative as the calculations assume several items of construction equipment are in use at the same time within each work area. The assessment uses 'realistic worst-case' scenarios to determine the impacts from the noisiest 15-minute period that is likely to occur for each work scenario.

Assessment Details

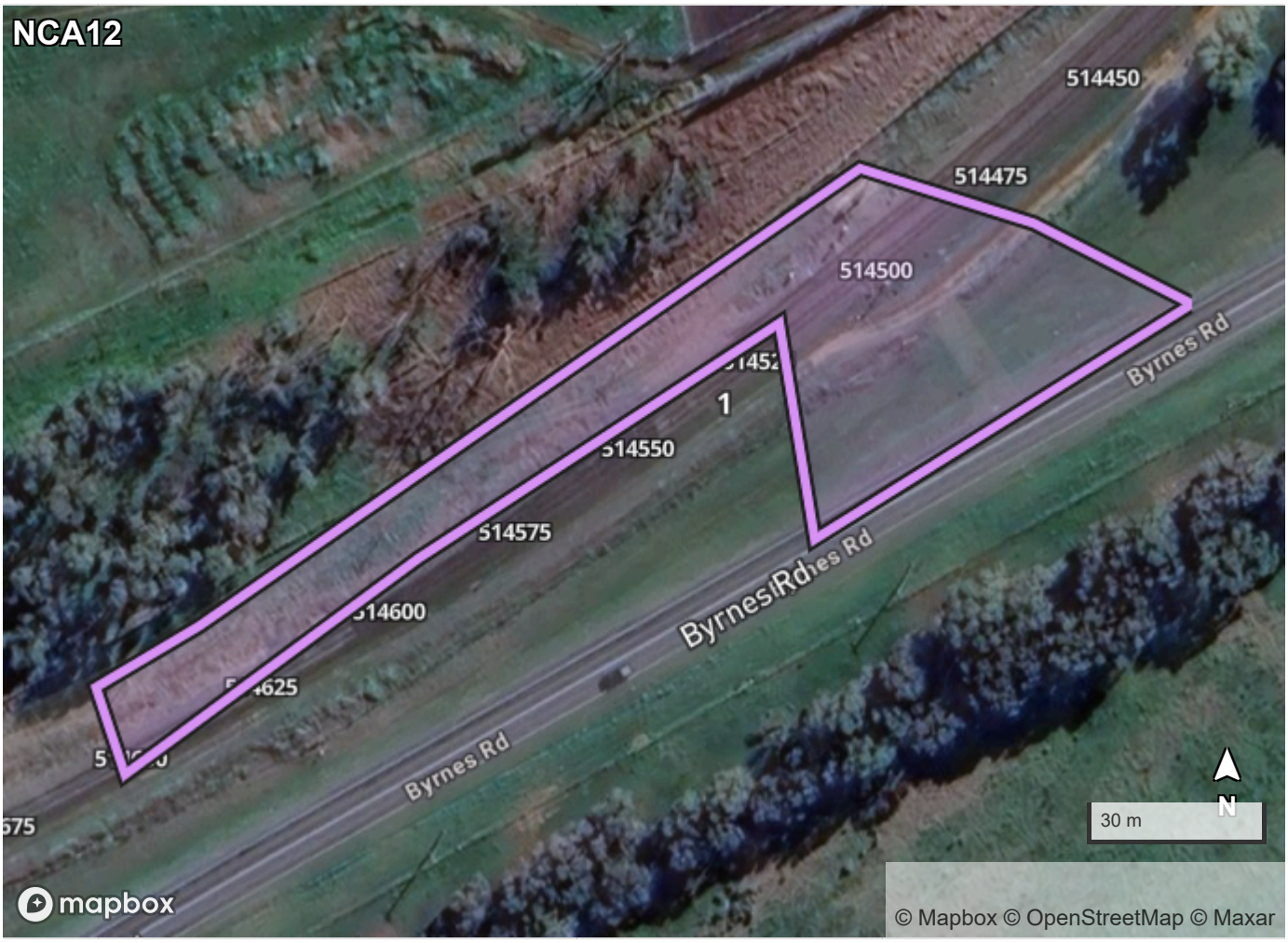
Author Name	
Author Email	noiseassessments@martinus.com.au
Author Organisation	Martinus Rail
Project Name	A2I - Albury to Illabo
Assessment Name	Bomen Site Establishment #2
Assessment Number	413
Stage	A2I Construction
Permit Number	
Start Date	2026-03-11
End Date	2026-03-13
Assessment Period	Day - out of hours

Equipment Details

Plant/Equipment	Equipment Sound Power Level (Unadjusted), dBA	Number of Units	Temporary Noise Barrier
1: Southern Extension (Height: Ground)	Total: 114		
Front End Loader 100% operation	113	1	No
Truck - road truck/ truck & dog (30T) 100% operation	108	1	No

Note 1: Equipment classed as 'annoying' in the *Interim Construction Noise Guideline (DECC, 2009)* include a 5 dB correction.
Note 2: Equipment sound power levels consider the mitigation measures outlined in the overarching CNVIS to provide mitigated results.

Assessment Results



	Residential	Non-Residential
Highly Intrusive	0 property	0 property
Moderately Intrusive	0 property	0 property
Clearly Audible	0 property	0 property
Noticeable	0 property	0 property

Legend

Project Boundary
Work Areas
Barriers

Results by Receiver

Address	Land Use	Noise Catchment Area	Construction Noise Management Level, dBA	Predicted Noise Level, dBA	Predicted Noise Level Above Noise Management Level, dB	Noise Category

No results

Recommended Mitigation Measures

This assessment has been conducted with regard to the relevant CNVIS and CNVMP. To manage noise and vibration impacts, project specific mitigation measures may be considered such as reviewing construction staging methodology to identify opportunities to schedule intensive works during less sensitive time periods and by providing a clear process for community engagement and complaints. Likewise, the requirements and actionable items within the overarching CNVIS and CNVMP should be considered and adopted where appropriate. Following the consideration of project specific noise mitigation measures, additional noise mitigation measures to be explored are described in the Inland Rail NSW Construction Noise and Vibration Framework (CNVF) and summarised below.

Airborne Noise - Additional Mitigation Measures Matrix				
Time Period	**Exceedance of NML**	**Perception**	**Duration**	**Communication Category/Management Measure**
OOHW Daytime Period Sunday 7am - 6pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
OOHW Evening Period Monday - Sunday 6pm - 10pm (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
	>25	Highly intrusive	Any	CO1, CO2
			>2 consecutive rest periods	CO1, CO2, RO
OOHW Night Period Monday - Sunday 10pm - 7am (including public holidays)	<5	Noticeable	Any	CO1
	5 - 15	Clearly audible	Any	CO1
	16 - 25	Moderately intrusive	Any	CO1, CO2
			>2 consecutive sleep periods	CO1, CO2, RO, AO
	>25	Highly intrusive	Any	CO1, CO2, RO
			>2 consecutive sleep periods	CO1, CO2, RO, AO, AltA

Vibration - Additional Mitigation Measures Matrix			
Time Period	**Duration**	**Exceedance of 'preferred' value**	**Exceedance of 'maximum' value**
OOHW Daytime Period Sunday 8am-6pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Evening Period Mon-Sun 6pm-10pm	Any	CO1, CO2	CO1, CO2, RO
OOHW Night Period Mon-Sat 10pm-7am Sun 10pm-8am	Any	CO1, CO2, RO	CO1, CO2, RO, AltA

Additional Mitigation Measures	
Measure	**Abbreviation**
Communication (Category 1)[1]	CO1
Communication (Category 2)[2]	CO2
Respite Offer[3]	RO
Alternative Accommodation	AltA
Agreement with Owners	AO

Note 1: CO1: Communication to provide information on the OOHW via methods such as letter box drop, email, newsletter, media advertisements and/ or website prior to the works commencing.

Note 2: CO2: Communication should be personalised (e.g. door knock, meeting, telephone call). Contact with these residents should commence early to enable feedback to be considered by the proposal.

Note 3: RO are not applicable to non-residential receivers. RO may comprise of pre-purchased movie tickets, dinner vouchers or similar. RO can also be provided by limiting high noise generating works and allowing at least a one-hour respite period between blocks of work. Where possible, the timing of this respite should be discussed with the impacted community.

Receiver Types			
Code	**Description**	**Code**	**Description**
RES	Residential	OED	Other Educational
COM	Commercial	OHO	Other Hotel
IND	Industrial	OLI	Other Library
OOA	Other Outdoor Active Recreation	OME	Other Medical
OOP	Other Outdoor Passive Recreation	OPW	Other Place of Worship
OCC	Other Child Care	OPB	Other Public Building

MARTINUS

Head Office | 1/23-27 Waratah Street | KIRRAWEE NSW 2232

Appendix B AHIMS Basic Search Results

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : Bomen - CA 5

Client Service ID : 1015979

Lauren Cullenward

26 yentoo drive
Glenfield Park New South Wales 2560

Attention: Lauren Cullenward

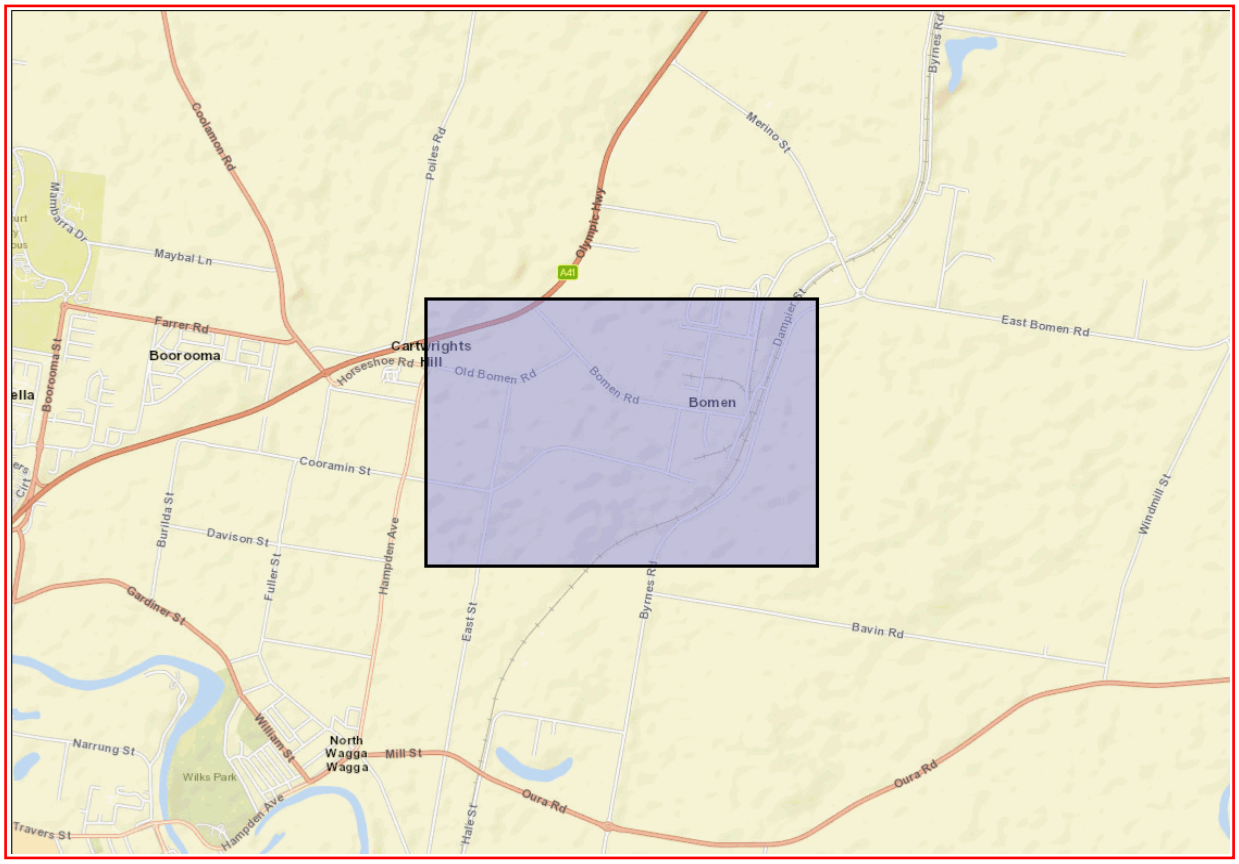
Email: lauren.cullenward@martinus.com.au

Date: 20 June 2025

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -35.0828, 147.3883 - Lat, Long To : -35.0652, 147.4192, conducted by Lauren Cullenward on 20 June 2025.

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



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

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

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

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

Important information about your AHIMS search

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

Level 6, 10 Valentine Ave, Parramatta 2150
Locked Bag 5020 Parramatta NSW 2124
Tel: (02) 9585 6345

ABN 34 945 244 274
Email: ahims@environment.nsw.gov.au
Web: www.heritage.nsw.gov.au

Appendix C Heritage Assessment Memorandum

OzArk Environment & Heritage
Dubbo | Queanbeyan
Wollongong | Newcastle
Hazelbrook | Stroud

T: 02 6882 0118
enquiry@ozarkehm.com.au
www.ozarkehm.com.au

ABN 29 675 720 564

145 Wingewarra St
PO Box 2069
DUBBO NSW 2830

27 October 2025

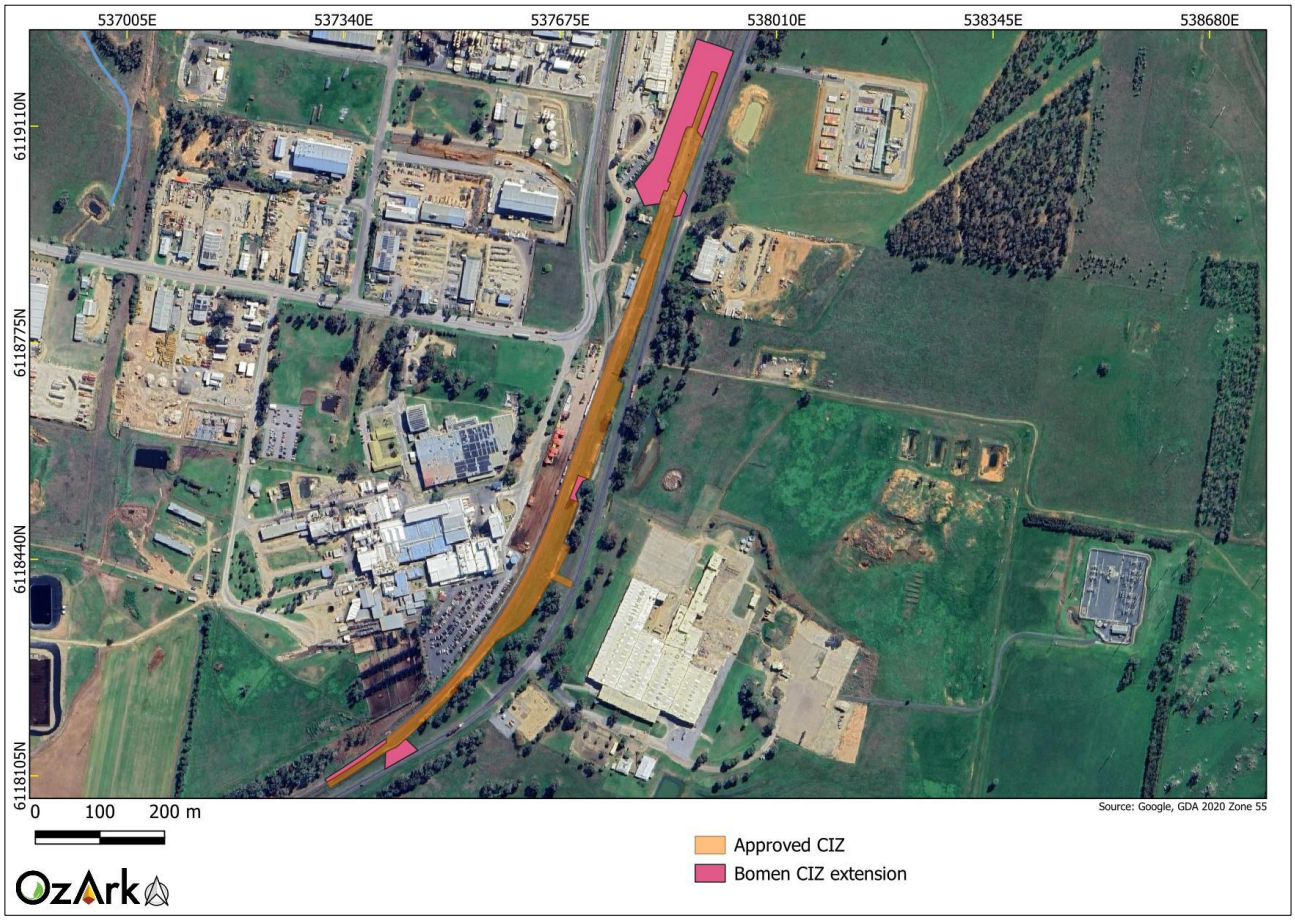
INLAND RAIL: ALBURY TO ILLABO (A2I) – BOMEN CIZ EXTENSION
CIZ EXTENSION HERITAGE ASSESSMENT: MEMORANDUM OF FINDINGS

1 INTRODUCTION

OzArk Environment & Heritage (OzArk) has been engaged by has been engaged by Inland Rail Pty Ltd (IR, the client), on behalf of Australian Rail Track Corporation (ARTC, the proponent), to provide this memorandum regarding the proposed expansion of the Inland Rail Albury to Illabo (A2I) Construction Impact Zone (CIZ extension, the proposal). The additional areas required to complete the required construction works was not included in the original assessment covered by the Environmental Impact Statement (EIS) (**Figure 1-1**). The proposal is in the Wagga Wagga Local Government Area (LGA).

This memorandum will inform a Consistency Assessment (CA) for the proposal.

Figure 1-1: Aerial of the proposed CIZ Extension.



2 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 works proposed within the approved CIZ **Figure 1-1**.

2.1 PREVIOUS ASSESSMENT / OTHER DOCUMENTATION

The Albury to Illabo (A2I) section of the Inland Rail project requires the 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. In 2022, GML Heritage prepared a *Statement of Heritage Impact* and an *Aboriginal Cultural Heritage Assessment Report* to support the Environment Impact Statement (EIS) for the A2I section of the Inland Rail project

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, if" they have no impacts on heritage items (including areas of archaeological sensitivity)" (A15(c)).

The following memo will assess whether CoA A15 can be met in terms of the proposed CIZ extension at Bomen, as shown in pink on **Figure 1-1.**

3 APPROACH

OzArk has prepared this Heritage Memorandum of Findings with reference to the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (Due Diligence Code), 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 CIZ extension.

4 PROPOSED ACTIVITY

The extension of the CIZ in six areas will allow for various works associated with the approved works at Bomen and comprise:

- Site establishment and material laydown that will require minor trimming of tree vegetation and removal of non-native vegetation
- Two areas at the intersections east and west of the stockpiling area which will be required to do traffic modifications including installation of signage to make the intersections safer due to increase in traffic
- Three areas to the south required to widen the approved CIZ to enable trafficability of construction vehicles in the rail corridor, as well as to provide greater accessibility to perform approved track works.

The study area for this CIZ extension covers approximately 1.5 hectares, as shown on **Figure 4-1** to **Figure 4-3**.

Figure 4-1: Aerial showing the study area in relation to SHR and LEP curtilages (source: Martinus).

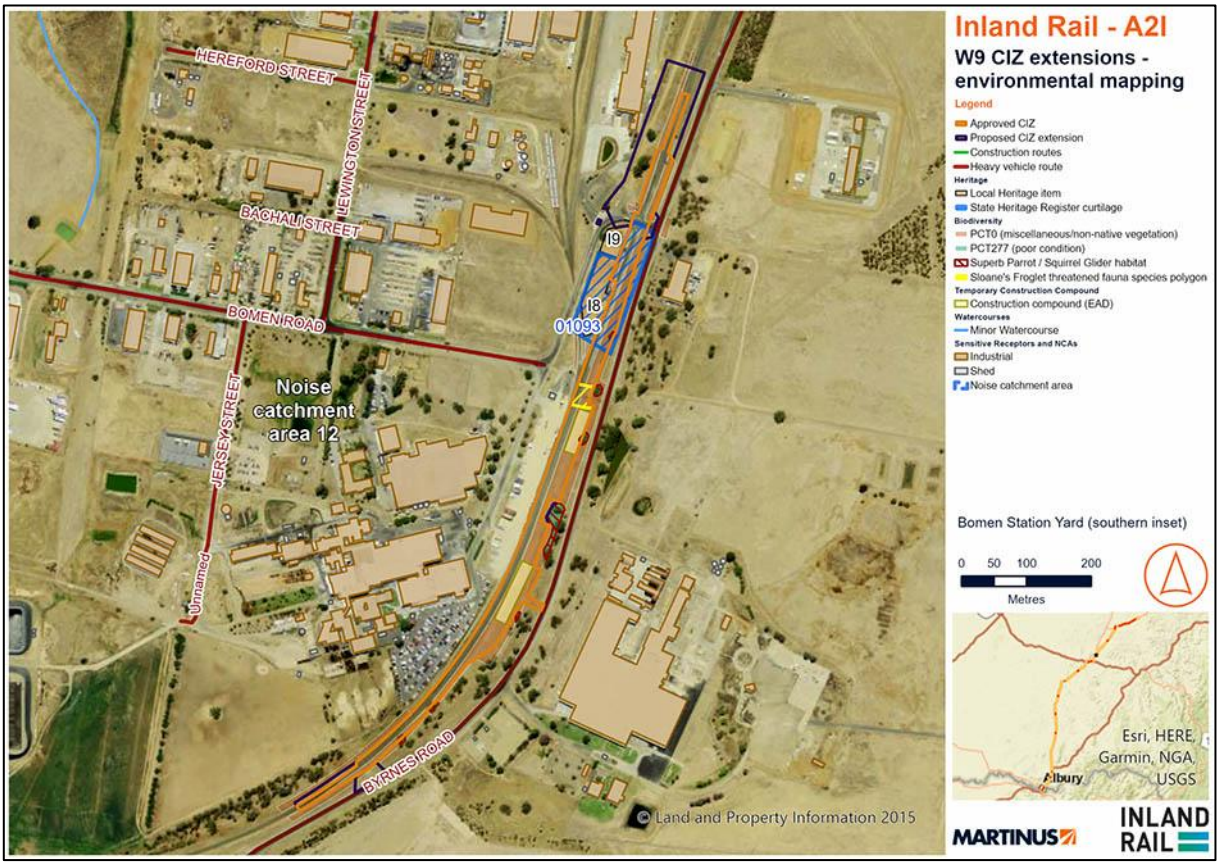


Figure 4-2: Aerial showing the study area in relation to SHR and LEP curtilages (north) (source: Martinus).

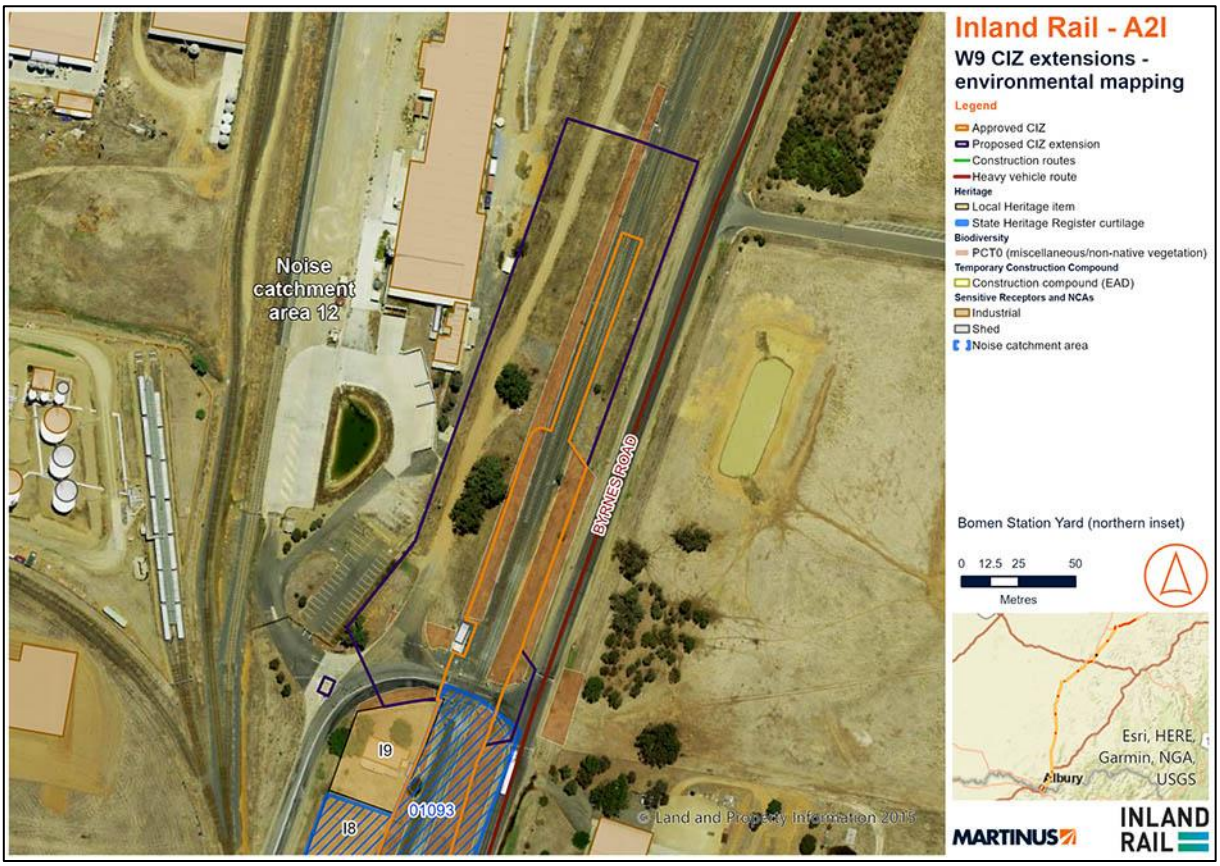
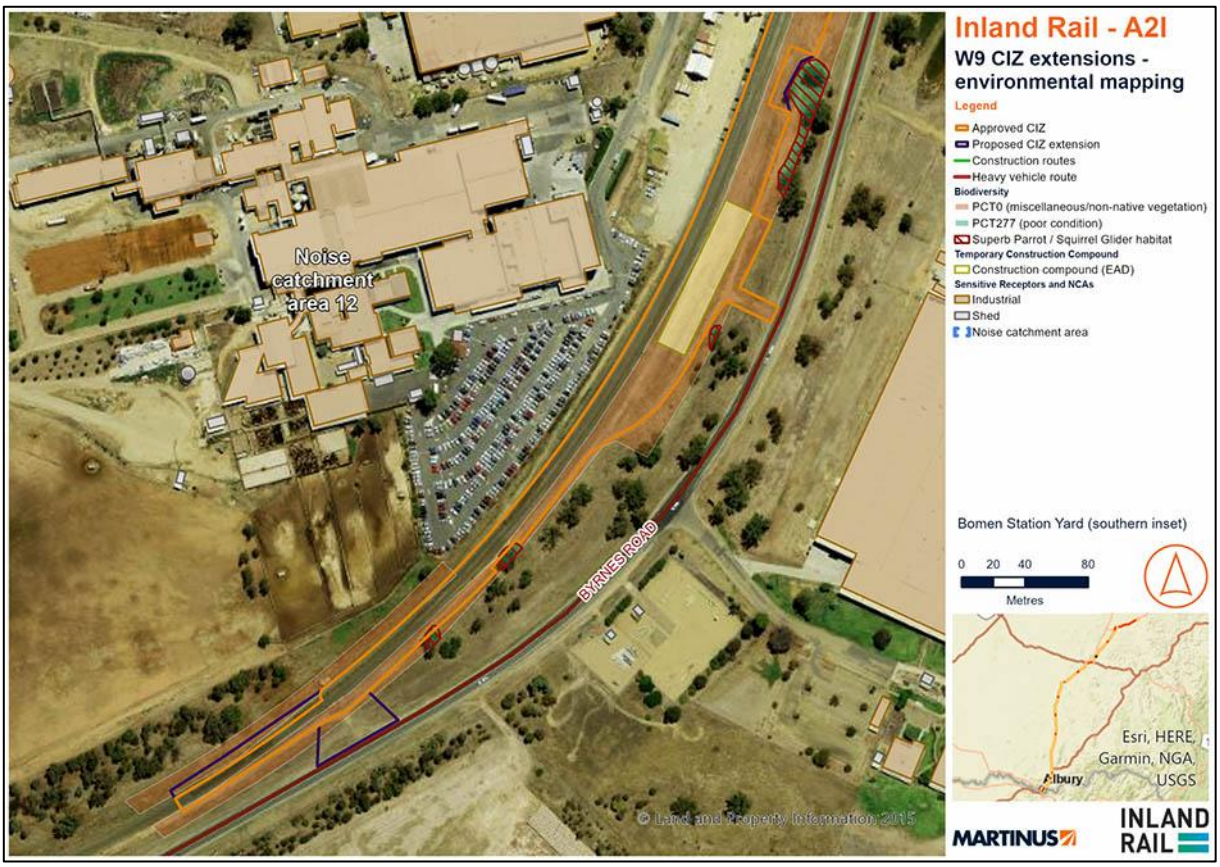


Figure 4-3: Aerial showing the study area in relation to SHR and LEP curtilages (south) (source: Martinus).



5 ABORIGINAL CULTURAL HERITAGE ASSESSMENT

5.1 AHIMS SEARCH

On 27 October 2025, a basic search of the Aboriginal Heritage Information Management System (AHIMS) was undertaken over a 1 kilometre (km) x 1 km area centred on the CIZ extension (GDA, Zone: 55, Eastings: 536737 - 538744, Northings : 6117801 - 6119804) (see **Appendix 1**). Five Aboriginal sites and one Aboriginal Place, Bomen Axe Quary, have been registered within the search area but are not located within or near to the proposed CIZ extension.

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

5.2 LANDFORM

The CIZ extension extends across an undulating plain, situated between 224 to 230 m above sea level (Australian Height Datum), gently sloping to the southwest. No watercourses are within 200 m of the study area, with the closest named watercourse being Dukes Creek, approximately 1.6 kilometres (km) northwest of the CIZ extension at its closet point.

Landforms with identified archaeological sensitivity as set out in the *Due Diligence Code of Practice* are not present within the study area.

5.3 DESKTOP INSPECTION

Given the limited size of the study area, the levels of visible disturbance and distance to reliable water, a desktop level inspection has been deemed appropriate.

The CIZ extension appears to have been highly disturbed by the construction of the railway, Brynes Road and Dampier Street. Aerial of the study area also shows that an unsealed vehicle track runs the length of the northernmost CIZ extension with verges cleared of all mature vegetation. One semi-mature tree is located within the study area; however, desktop imagery shows the tree is not of a sufficient age for cultural modification.

It is clear from a desktop review the CIZ extension has been heavily disturbed and the potential for archaeological deposits to be present is considered low.

5.4 CONCLUSION – ABORIGINAL HERITAGE

The assessment for Aboriginal heritage using the Due Diligence Code has determined that the proposed CIZ extension has a low likelihood of harming Aboriginal objects or landscape features with archaeological sensitivity (see **Table 5-1**).

No previously recorded Aboriginal sites are within or near to the CIZ extension, and it was determined that due to land use disturbance as well as distance to watercourses, there is a low likelihood of intact, subsurface archaeological deposits. As documented in **Table 5-1**, no further archaeological investigation is required.

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 5-1: Due Diligence Code of Practice application

Step	Reasoning	Answer
Step 1 Will the activity disturb the ground surface or any culturally modified trees?	The activities of ARTC will involve minor ground disturbance through the use of heavy machinery as part of site establishment, signage works and stock piling. The proposal activity is not an exempt activity or a low impact activity.	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 indicated that there are no Aboriginal sites within the study area.	No
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 not present in the study area.	No
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, and landforms with identified archaeological sensitivity are not present. Visual inspection of the study area not required. Works may proceed with caution.	No.
Conclusion		
Proceed with caution		

6 NON-ABORIGINAL HERITAGE ASSESSMENT

6.1 DESKTOP SEARCH

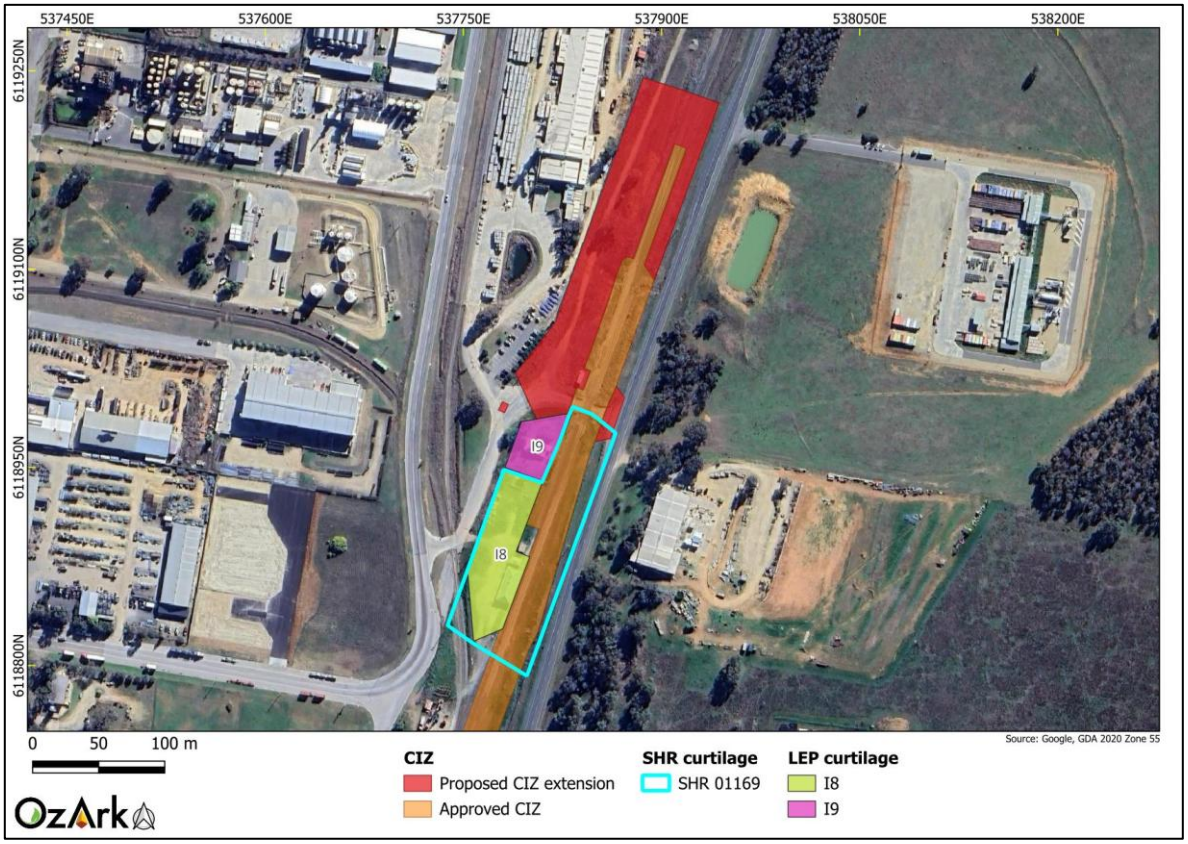
A desktop search was conducted on the following databases to identify any potential previously recorded heritage within the study area. The results of this search are summarised in **Table 6-1**.

Table 6-1: Historic heritage: desktop-database search results.

Name of Database Searched	Date of Search	Type of Search	Comment
National and Commonwealth Heritage Listings	27 October 2025	Wagga Wagga LGA	No sites within CIZ extension.
State Heritage Register (SHR)	27 October 2025	NSW	The CIZ extension minorly infringes upon the curtilage of SHR item "Henty Railway Station and Yard Group" (SHR 01169).
Local Environmental Plan (LEP)	27 October	Wagga Wagga LEP 2010	LEP item I9 "Bomen Stationmaster's Residence" abuts the north CIZ extension area.

The CIZ extension interacts with both LEP and SHR curtilages as shown in **Figure 6-1**. LEP item I9 "Bomen Stationmaster's Residence" abuts the southern end of the CIZ extension while SHR item "Henty Railway Station and Yard Group" (SHR 01169) is minorly encroached upon by the CIZ extension. The LEP listed "Bomen Railway Station (I8) is located south of the Stationmasters Residence within the SHR curtilage and does not interact with the CIZ extension.

Figure 6-1: Aerial showing nearby heritage items. Only the northern section of the proposed CIZ extension is shown as there are no heritage items near the southern area.



6.2 SUMMARY OF SIGNIFICANCE

The SHR summaries the significance of the Bomen Railway Station and residence as:

Bomen station group and residence is a rare one-off design station from the boom period of railway construction. Of particular importance is the continuous pitched roof extending over the platform and the recessed verandah on the street side. The verandah column details are also unusual. The intactness of the buildings is also of significance. The inclusion of the well is an unusual element in a station group. This station was the terminus of the southern line from September 1878 to September 1879 while the rail bridge over the Murrumbidgee River and flood plain was finished. They are focal buildings in the small township of Bomen and indicate the former significance of the site in the development of the railway system throughout the state.

The SHR lists the following elements as significant:

Buildings

- Station building – type 2, brick, 1877
- Signal box – 1878 (signal box constructed c1920, timber with skillion room, removed c1995
- Station master's residence - type 3, brick, 1877 (Lot 1/DP 830096).
- Goods shed – semi-elliptical roof non-standard 45'x17' corrugated iron

Structures

- Platform face – brick, 1887
- Well – decorative iron vents

The Stationmaster's Residence was initially part of the SHR listing; however, the building was sold to a private owner in November 1994 and has since been removed from the listing. The residence remains listed under the Wagga Wagga LEP.

6.3 DESKTOP ASSESSMENT

Given the limited nature of the CIZ extension area and the high level of land use disturbance evident on imagery, a desktop level inspection has been deemed appropriate in this case.

The proposed works will avoid all buildings and structures outlined in **Section 6.1** which have been identified as holding local or state significance. It is considered that the viewshed and aesthetics of the items will not be impacted by the signage and temporary activities of the proposal. Signage will be erected in areas wherein existing modern traffic infrastructure is present. Additionally, the proposed works within the northernmost CIZ extension area will only utilise existing sealed and unsealed roads and as such there is negligible risk of harm to listed heritage elements.

The results of this assessment are consistent with those presented by GML (2022) with the proposed works having negligible impact to the overall heritage significance of the railway station and Station Master's residence.

Additionally, the CIZ extension has a low likelihood to contain unrecorded, significant, historic archaeological deposits due to the high levels of disturbance in the area.

7 CONCLUSION – HISTORIC HERITAGE

The assessment for historic heritage has determined that there will be no likely impacts to historic heritage as a result of the proposed CIZ extension. There are no heritage items located within the proposed CIZ extension area and impacts to the nearby LEP and SHR heritage listed items will be negligible.

Therefore, the works may proceed with caution with no further management measures. 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 Stage B Construction Management Plan*.

8 REFERENCES

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

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

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

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

Heritage Council of NSW 2021. *Assessing heritage significance. Guidelines for assessing places and objects against the Heritage Council of NSW criteria*.

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

APPENDIX 1: AHIMS SEARCH

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : Bomen
Client Service ID : 1059127

OzArk Environmental and Heritage Management - Dubbo
PO Box 2069
Dubbo New South Wales 2830
Attention: Imogen Crome
Email: imogen@ozarkehm.com.au

Date: 27 October 2025

Dear Sir or Madam:

AHIMS Web Service search for the following area at Datum :GDA, Zone : 55, Eastings : 536737.0 - 538744.0, Northings : 6117801.0 - 6119804.0 with a Buffer of 0 meters, conducted by Imogen Crome on 27 October 2025.

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

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

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

ID	Aboriginal Place Name
106	Bomen Axe Quarry

Appendix D Biodiversity Assessment Report Memo

Constance Georgiou

Environmental Approvals Advisor

Martinus Rail Pty Ltd

6 November 2025

Dear Constance,

Biodiversity Memorandum: Albury to Illabo Inland Rail (A2I) – Bomen CIZ Extension.

This memo was developed for Martinus Rail Pty Ltd (Martinus) on behalf of Inland Rail Proprietary Limited to address potential ecological constraints associated with the proposed CIZ extension to the approved construction impact zone (CIZ) in the Bomen CIZ Extension.

Incidentally, the subject site addressed in this memo was not assessed as part of the Inland Rail, Albury to Illabo Revised Technical Paper 8: Biodiversity Assessment Report (BDAR) (WSP, 2024). As a result, this memo is necessary to address requirements of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act), NSW Biodiversity Conservation Act 2016 (BC Act), NSW Water Management Act 1994 (WM Act) and NSW Fisheries Management Act 1994 (FM Act) and NSW Biosecurity Act 2015 and relevant State Environmental Planning Policies (SEPPs).

Results of this assessment will determine if additional works are required to address ecological constraints and fulfil legislative requirement of the relevant Acts.

If you have any queries, feel free to contact me.

Kind regards,

Joel Little

Senior Ecologist

Project Number	2025-47-09 Martinus A2I		
Project Name	Bomen CIZ Extension		
Project Address	Unit 1, 80 Bomen Rd, Bomen 2650		
Prepared for	Martinus Rail Pty Ltd		
Author	Mikayla Green, Joel Little		
Internal Review	Technical	QA	Approver
	Joel Little	Joel Little	Carl Tippler
Version	Draft V1	28 August 2025	Martinus
	Draft V1.1	8 September 2025	Carl Tippler
	Final	15 September 2025	Martinus
	Draft V2	11 November 2025	Carl Tippler

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Contents

1. Scope of assessment

Habitat Innovation and Management has been contracted by Martinus to provide a Biodiversity Assessment Memo for the proposed Bomen CIZ Extension works area. The assessment will include a site characterisation, desktop review and flora and fauna survey. The potential constraints and impacts from the Bomen CIZ Extension to ecological communities listed as threatened under the Biodiversity Conservation Act 2016 (BC Act), Fisheries Management Act 1994 (FM Act) and Matters of National Environmental Significance and listed Areas of Outstanding Biodiversity Value under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and the requirements of the Biosecurity Act 2015 (NSW) will be identified and assessed.

2. Locality and site context

The area of the proposed extension (subject site) covers 1.2047 hectares and is located in Bomen NSW 2650, within the existing railway corridor and extends into adjacent land and named as the Bomen CIZ Extension, (

Figure 1 and Figure 3.

The subject site is characterised by the railway corridor, railway works area, access track, a corridor, railway works area, access track, a mix of highly disturbed vegetation and a small number of large native trees. The site borders Dampier St and Byrnes Rd to the south and east, is bound by an industrial work site to the west and the existing rail corridor to the north.

3. Proposed activities

It is proposed to use the Bomen CIZ Extension for the purposes of site establishment and site operational activities, including use of a laydown area and site compound to support the existing CIZ works.

As the scope of works was not delineated at the time of assessment, this assessment is based on the potential complete removal of all vegetative cover and fauna habitat.

Offsite biodiversity impacts may include noise, dust and the potential for sediment tracking or sediment migration or pollution from onsite fuels and chemicals.

This assessment is limited to the activities listed.

Figure 1: Locality map showing the greater context of the proposed Bomen CIZ extension.

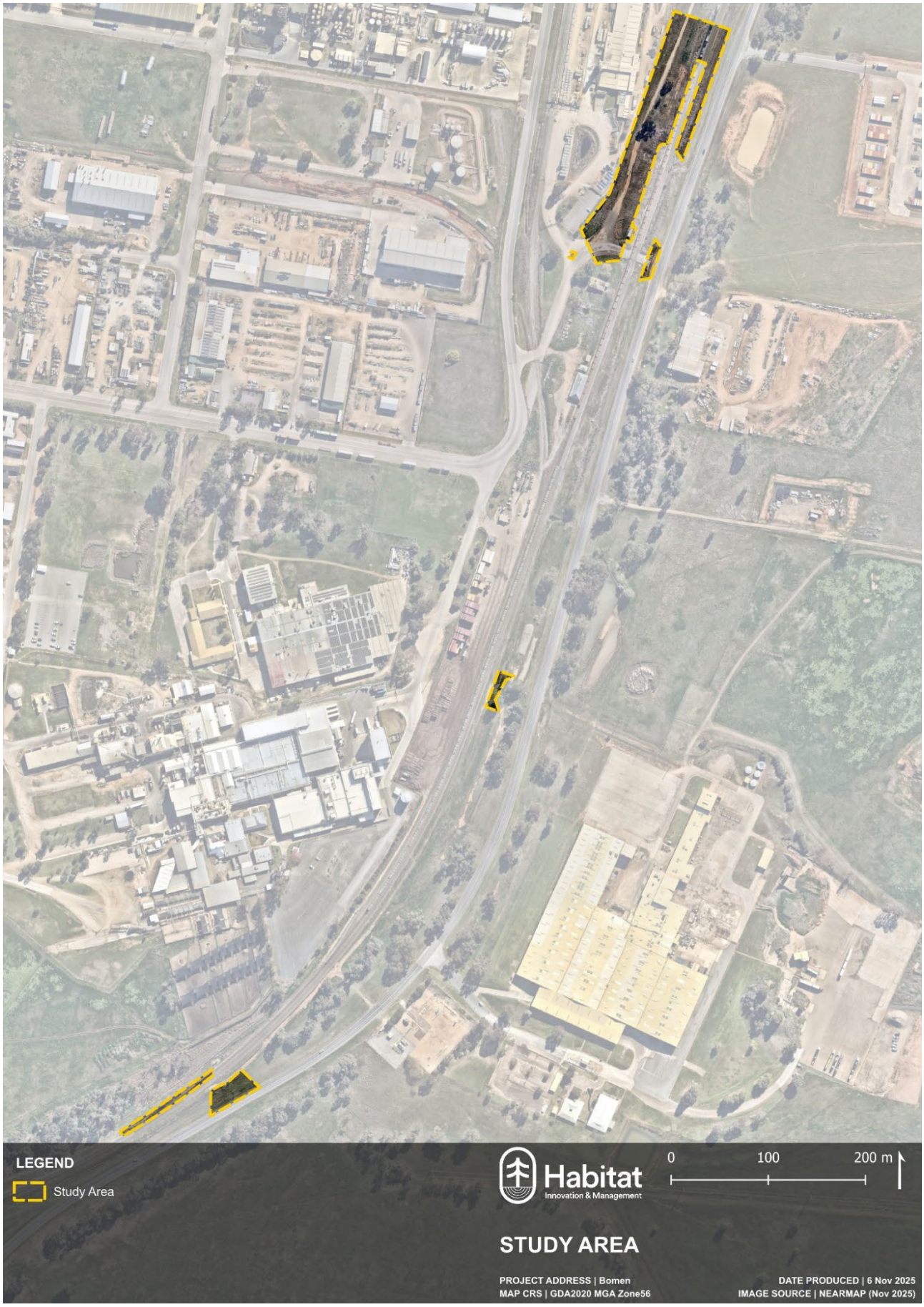

Figure 2: Existing Bomen CIZ as detailed in the Revised Technical Paper 8: BDAR, Part 1 of 2.

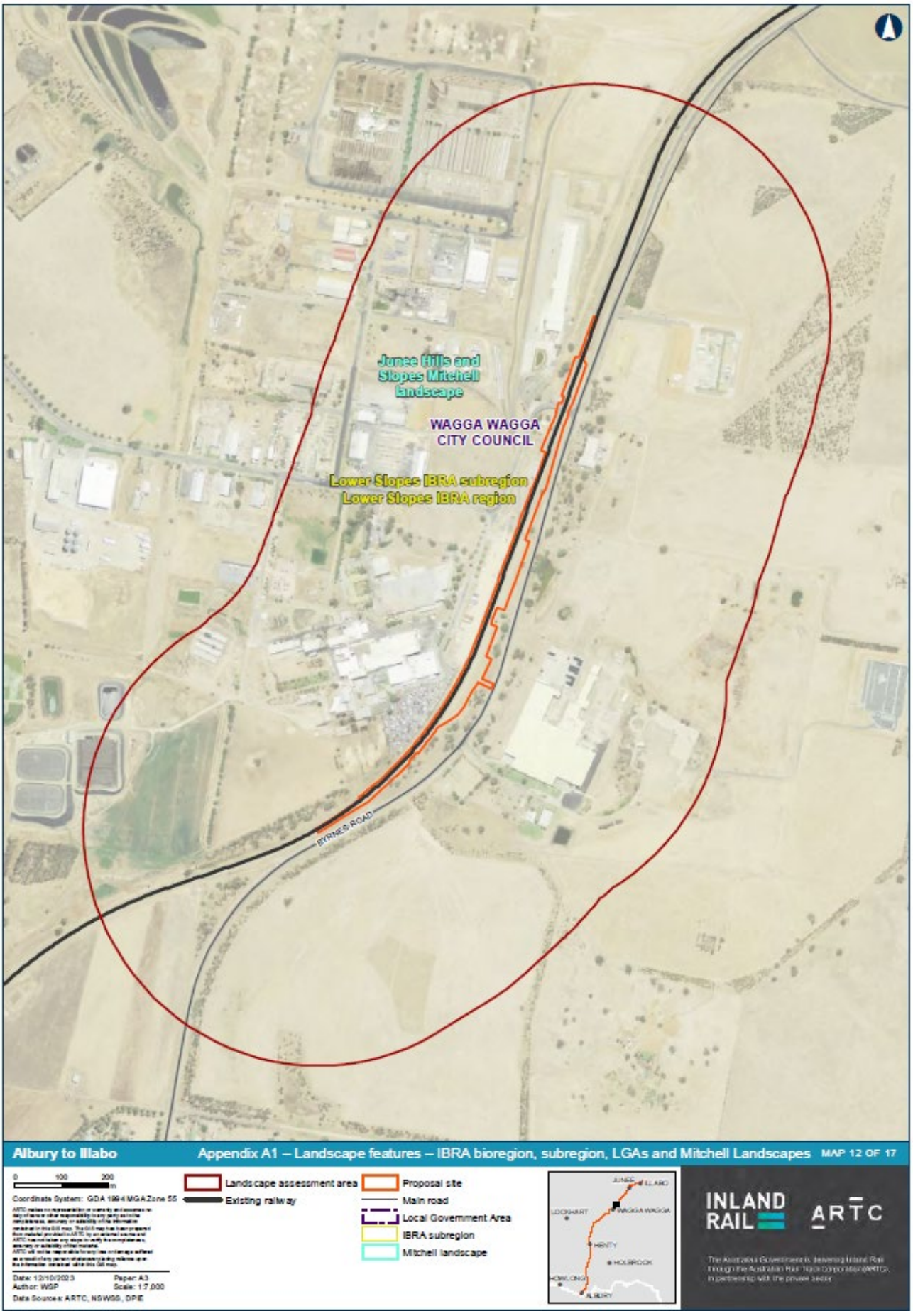

Figure 3: Subject site detailing the Bomen CIZ extension and surrounds.

4. Relevant legislation

Table 1 outlines how the project has been considered under relevant Commonwealth and State environmental legislation.

Table 1: Legislation relevant to subject site.

Legislation, policy and Guidelines	Description	Project Relevance
Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)	The EPBC Act protects Matters of National Environmental Significance (MNES), such as threatened species and ecological communities, migratory species (protected under international agreements), and National Heritage places (among others).	Threatened species (flora and fauna) listed under Commonwealth legislation in and adjacent to the subject site area are protected under the EPBC Act and potential harm must be assessed.
Biodiversity Conservation Act 2016 (BC Act)	Part 7 of the BC Act provides the environmental assessment requirements for activities being assessed under Part 5 of the EP&A Act. If a significant impact is likely, a Species Impact Statement is required. A Biodiversity Development Assessment Report may also be required if the proponent elects for this. Section 7.2(1)(a) and 7.3 describe the assessment requirements and thresholds for what is considered a significant impact.	Threatened species (flora and fauna) listed under NSW legislation in and adjacent to the subject site are protected under the BC Act and potential harm must be assessed.
Water Management Act 2000 (WM Act)	The objects of this Act are to provide for the sustainable and integrated management of the water sources of the State for the benefit of both present and future generations and, in particular— (a) to apply the principles of ecologically sustainable development, and (b) to protect, enhance and restore water sources, their associated ecosystems, ecological processes and biological diversity and their water quality, and (c) to recognise and foster the significant social and economic benefits to the State that result from the sustainable and efficient use of water, including— (i) benefits to the environment, and (ii) benefits to urban communities, agriculture, fisheries, industry and recreation, and (iii) benefits to culture and heritage, and (iv) benefits to the Aboriginal people in relation to their spiritual, social, customary and economic use of land and water, (d) to recognise the role of the community, as a partner with government, in resolving issues relating to the management of water sources, (e) to provide for the orderly, efficient and equitable sharing of water from water sources, (f) to integrate the management of water sources with the management of other aspects of the environment, including the land, its soil, its native vegetation and its native fauna, (g) to encourage the sharing of responsibility for the sustainable and efficient use of water between the Government and water users, (h) to encourage best practice in the management and use of water.	No mapped waterways bisect the proposed extension area, although there is one modified waterway that run adjacent to the extension area and falls under the WM Act particularly Division 7 which outlines Environmental Protection. This will relate to the drainage line that bisects the Pearson Street site.

Fisheries Management Act 1994 (FM Act)	The FM Act aims 'to conserve, develop and share the fishery resources of the State for the benefit of present and future generations and, to: • Conserve fish stocks and key fish habitats • Conserve threatened species, populations and ecological communities of fish and marine vegetation • Promote ecologically sustainable development, including the conservation of biological diversity • Promote viable commercial fishing and aquaculture industries • Promote quality recreational fishing opportunities and appropriately share fisheries resources between the users of those resources and provide social and economic benefits for the wider community of New South Wales.	This Act relates to Key Fish Habitat and threat to aquatic species. There is no land mapped as Key Fish Habitat within the scope of the CIZ extension.
Biosecurity Act 2015	The objectives of the Act are: (1) The primary object of this Act is to provide a framework for the prevention, elimination and minimisation of biosecurity risks posed by biosecurity matter, dealing with biosecurity matter, carriers and potential carriers, and other activities that involve biosecurity matter, carriers or potential carriers. (2) The other objects of this Act are as follows— (a) to promote biosecurity as a shared responsibility between government, industry and communities, (b) to provide a framework for the timely and effective management of the following— (i) pests, diseases, contaminants and other biosecurity matter that are economically significant for primary production industries, (ii) threats to terrestrial and aquatic environments arising from pests, diseases, contaminants and other biosecurity matter, (iii) public health and safety risks arising from contaminants, non-indigenous animals, bees, weeds and other biosecurity matter known to contribute to human health problems, (iv) pests, diseases, contaminants and other biosecurity matter that may have an adverse effect on community activities and infrastructure, (c) to provide a framework for risk-based decision-making in relation to biosecurity, (d) to give effect to intergovernmental biosecurity agreements to which the State is a party, (e) to provide how biosecurity requirements in other jurisdictions can be met, to maintain market access for industry.	The Biosecurity Act 2015 (NSW) provides a framework for the prevention, elimination and minimisation of biosecurity risks posed by an activity as a matter of biosecurity. As defined in Part 3, section 23 of this Act, any non-conformance by an individual is defined as guilty of an offence. No priority weeds were identified within the Subject Land at the time of the survey: All priority weeds are to be appropriately managed in accordance with the *Biosecurity Act 2015*.

5. Method

To assess the potential extent and significance of impacts to flora and fauna associated with the CIZ extension, a combination of desktop review and field-based surveys was undertaken. The following sections provide a detailed description of the methods and findings for each component of the assessment.

5.1 Desktop review

The desktop review was conducted prior to field surveys. The purpose of the desktop review is to map any Plant Community Types (PCTs), Threatened Species records, Critically Endangered Ecological Community (CEEC), Threatened Desktop Ecological Community (TEC), waterways, Strahler Stream Order and Key Fish Habitat (KFH). Project documentation was reviewed in addition to current spatial data and records to ensure that the findings in the documents are still valid.

The desktop review included analysis of:

- Inland Rail Albury to Illabo EIS Supporting Documentation:
    - Revised Technical Paper 8: Biodiversity Development Assessment Report, Part 1 and 2 WSP (2024).
    - Technical Paper 9: Aquatic Biodiversity Assessment, WSP (2022)
    - Updated Mitigation Measures, WSP (2023).
- Construction Biodiversity Management Plan – Albury to Illabo (Stage B), Martinus Rail, (2025).
- Protected Matters Search Tool (2025) – Matters of National Environmental Significance, EPBC Act 1999.
- SEED spatial map (2025), NSW Government.
- NSW Hydrology, Hydrology (all types).
- SVTM NSW Extant PCT, Plant Community Types with labels.
- BioNet Atlas (2025), NSW Office of Environment and Heritage.
- BioNet Vegetation Classification (2025), NSW Office of Environment and Heritage.
- Fisheries Spatial Portal (2025), NSW Department of Primary Industries and Regional Development.
- SIX Maps (Spatial Information Exchange) spatial services (2025), NSW Government.

Inland Rail Albury to Illabo EIS Supporting Documentation

The EIS supporting documents relating to the CIZ Extension at Bomen CIZ Extension provide detailed assessment information relating to threatened flora and fauna species, threatened ecological communities, potential breeding and critical habitat of threatened species and Matters of National Environmental

Significance. They also provide guidance on the recommended mitigation measures to manage and minimise the impacts to any sensitive receivers.

Construction Biodiversity Management Plan

The Martinus CBMP addresses the Conditions of Approval and the Updated Mitigation Measures. It also describes how the potential impacts on biodiversity from the Stage B construction works will be managed. It provides more detail to the matters identified in the EIS supporting documentation, provides instruction and lists actions to be complied with at particular sites and safeguards for threatened species and ecological communities.

Matters of National Environmental Significance

Matters of National Environmental Significance listed under the Commonwealth *Environment Protection and Biodiversity Conservation Act* 1999 (EPBC Act) are identified from the Protected Matters Search Tool (PMST) report as well as the BioNet Atlas/Vegetation Classification database.

The PMST was designed to assist in searching for matters protected under the (EPBC Act) by generating an indicative list of protected matters that may occur in or near a selected area.

The PMST is a generalised search tool, compared to other search tools such as BioNet Atlas, as it incorporates likely habitat as well as species records in the broader area of the mapped location to generate the report. It does not confirm that species or plant communities exist within the search area but rather is a tool to inform further assessment and considerations.

Plant Community Types

A review of NSW SEED mapping State Vegetation Type Mapping (SVTM) extent was undertaken to identify any native PCT within the proposed rail development site. PCT diagnostic data and associated threatened ecological communities are then extracted from the BioNet Vegetation Classification Database.

Threatened flora

Review of the PMST report and BioNet Atlas Vegetation Classification was undertaken to identify any threatened flora species (under the BC Act or EPBC Act) which have previously been recorded within a 10 km radius of the subject site. This is consistent with the method in the BDAR (WSP 2022).

Threatened fauna

Review of the PMST report and BioNet Atlas was undertaken on 23 July 2025 to identify any threatened fauna species (under BC Act and EPBC Act) which have previously been recorded within a 10 km radius of the subject site. This is consistent with the method in the BDAR (WSP 2022).

Also assessed were records of endangered populations or international migratory species listed under the BC Act and EPBC Act which have been recorded within 10km of the subject site.

Strahler stream order

Strahler Stream Order is used to describe the hierarchy of streams from the top of a catchment to the bottom. A first order stream starts at the top of the catchment and has no other streams flowing into it. They are the smallest streams in the system.

When two streams with the same order join, the resulting stream has the next highest order e.g. where two first order streams join, they form a second order stream. Consequently, they are bigger in size due to the water from both streams combining into one. The Strahler system must be applied to streams shown in the *Water Management (General) Regulation* 2018 hydro line spatial data.

Key Fish Habitat

One of the objectives of *the Fisheries Management Act* 1994 (FM Act) is the conservation of 'Key Fish Habitat' (KFH). To support this objective, a policy-based definition of KFH has been developed to inform the preparation of mapping. KFH includes most permanent and semi-permanent freshwater habitats such as rivers, creeks, lakes, lagoons, billabongs, weir pools, and impoundments, generally delineated to the top of the bank.

Field validation of mapped KFH within the unnamed waterway was undertaken in accordance with the framework outlined in the Policy and Guidelines for Fish Habitat Conservation and Management (DPIE Fisheries, 2013). This process allowed for determination of KFH Type and Class based on observed habitat features and the potential presence of threatened species.

The assessment criteria for KFH Type and Class (DPIE Fisheries, 2013) are provided in Table 2 and Table 3. KFH mapping data was sourced from the Fisheries Spatial Data Portal (2024).

Table 2. Extract from Fisheries NSW Policy and Guidelines for Fish Habitat Conservation and Management (NSW Department of Primary Industries 2013) showing KFH type classification.

TYPE 1 - Highly sensitive key fish habitat:

- *Posidonia australis* (strapweed)
- *Zostera, Heterozostera, Halophila and Ruppia* species of seagrass beds >5m^2 in area
- Coastal saltmarsh >5m^2 in area
- Coral communities
- Coastal lakes and lagoons that have a natural opening and closing regime (i.e. are not permanently open or artificially opened or are subject to one off unauthorised openings)
- Marine park, an aquatic reserve or intertidal protected area
- SEPP 14 coastal wetlands, wetlands recognised under international agreements (e.g. Ramsar, JAMBA, CAMBA, ROKAMBA wetlands), wetlands listed in the Directory of Important Wetlands of Australia[2]
- Freshwater habitats that contain in-stream gravel beds, rocks greater than 500 mm in two dimensions, snags greater than 300 mm in diameter or 3 metres in length, or native aquatic plants
- Any known or expected protected or threatened species habitat or area of declared 'critical habitat' under the FM Act
- Mound springs

TYPE 2 – Moderately sensitive key fish habitat:

- *Zostera*, *Heterozostera, Halophila* and *Ruppia* species of seagrass beds <5m^2 in area
- Mangroves
- Coastal saltmarsh <5m^2 in area
- Marine macroalgae such as *Ecklonia* and *Sargassum* species
- Estuarine and marine rocky reefs
- Coastal lakes and lagoons that are permanently open or subject to artificial opening via agreed management arrangements (e.g. managed in line with an entrance management plan)
- Aquatic habitat within 100 m of a marine park, an aquatic reserve or intertidal protected area
- Stable intertidal sand/mud flats, coastal and estuarine sandy beaches with large populations of in-fauna
- Freshwater habitats and brackish wetlands, lakes and lagoons other than those defined in TYPE 1
- Weir pools and dams up to full supply level where the weir or dam is across a natural waterway

TYPE 3 – Minimally sensitive key fish habitat may include:

- Unstable or unvegetated sand or mud substrate, coastal and estuarine sandy beaches with minimal or no in-fauna
- Coastal and freshwater habitats not included in TYPES 1 or 2
- Ephemeral aquatic habitat not supporting native aquatic or wetland vegetation

Notes: For the purposes of these policy and guidelines the following are **not considered key fish habitat**[5]:

- First and second order streams on gaining streams (based on the Strahler method of stream ordering)
- Farm dams on first and second order streams or unmapped gullies
- Agricultural and urban drains
- Urban or other artificial ponds (e.g. evaporation basins, aquaculture ponds)
- Sections of stream that have been concrete-lined or piped (not including a waterway crossing)
- Canal estates

Table 3. Extract from Fisheries NSW Policy and Guidelines for Fish Habitat Conservation and Management (NSW Department of Primary Industries 2013) showing KFH class classification.

CLASS 1 Major key fish habitat	Marine or estuarine waterway or permanently flowing or flooded freshwater waterway (e.g. river or major creek), habitat of a threatened or protected fish species or 'critical habitat'.
CLASS 2 Moderate key fish habitat	Non-permanently flowing (intermittent) stream, creek or waterway (generally named) with clearly defined bed and banks with semi-permanent to permanent waters in pools or in connected wetland areas. Freshwater aquatic vegetation is present. TYPE 1 and 2 habitats present.
CLASS 3 Minimal key fish habitat	Named or unnamed waterway with intermittent flow and sporadic refuge, breeding or feeding areas for aquatic fauna (e.g. fish, yabbies). Semi-permanent pools form within the waterway or adjacent wetlands after a rain event. Otherwise, any minor waterway that interconnects with wetlands or other CLASS 1-3 fish habitats.
CLASS 4 Unlikely key fish habitat	Waterway (generally unnamed) with intermittent flow following rain events only, little or no defined drainage channel, little or no flow or free standing water or pools post rain events (e.g. dry gullies or shallow floodplain depressions with no aquatic flora present).

5.2 Field assessment

A field assessment was undertaken to validate the presence of flora, fauna and habitat constraints identified by the desktop review and provide accurate survey of vegetation condition and habitat suitability.

A diurnal field assessment was undertaken by Habitat Ecologist Mikayla Green on 15 August 2025 and included mapping of ecological constraints in the development extension zone, recording all fauna incidentally encountered and mapping of any significant habitat features. Weather during the survey was sunny with partial cloud cover.

Opportunistic flora and fauna survey

Flora and fauna surveys were conducted as a meander survey across the extent of the proposed CIZ extension area.

Plant Community Type validation

Any plant community types identified from the SVTM were validated on site during field surveys. This involved traversing the site on foot to map native vegetation of all levels of stratum, to confirm any PCT on site.

Waterway validation

Waterway validation was undertaken by visual assessment of the location of any mapped waterways and determining the presence of key geomorphic features including a defined channel and/or flow path, creek banks and floodplain.

Survey limitations

Survey limitations are mitigated as best as possible with any biodiversity assessment, but due to the nature of undertaking ecological assessments, not all limitations are able to be eliminated. Identified survey limitations have been included below:

- Time of year - Native vegetation species flower and fruit at varying times of the year. Often the flowers, fruit and buds are key features for identification. This was further compounded by winter and drought conditions during the survey period and the resulting lack of seed heads on grasses, and leaves and fruit on trees. As a result, accurate identification of flora can be more challenging.
- Only one diurnal survey was conducted. Often not all species are recorded in one fauna survey and repeat surveys would increase the likelihood of species detection.

6. Results

6.1 Desktop assessment

Inland Rail Albury to Illabo EIS Supporting Documentation:

The study area in the Biodiversity Assessment Report, the Aquatic Biodiversity Assessment and Update Mitigation Measures include the area identified for the Bomen CIZ Extension area, though the activities related to a specific construction footprint. Of relevance to the Bomen CIZ Extension include:

Revised Technical Paper 8: Biodiversity Development Assessment Report Parts 1 and 2 Appendices which shows the vegetation communities, watercourses and threatened species polygons for the site:

- A2, Map 12. *Rivers, streams, wetlands and connectivity features*. No natural watercourses are identified. One artificial waterbody east of the CIZ extension is identified.
- B1, Map 12. *Native vegetation regulatory mapping category 1 – exempt land*. The subject site is entirely within the exempt land category
- B2, Map 18. Native vegetation types, zones and BAM integrity plots within the study area. The majority of the subject site is classified as Miscellaneous ecosystem - highly disturbed areas with no or limited native vegetation.
- B3, Map 11. Threatened ecological communities (BC Act) within the study area. No BC Act TEC are identified within the subject site though White Box - Yellow Box - Blakely's Red Gum Grassy Wood land and Derived Native Grassland is identified in the existing CIZ works area.
- C4, Map 12. *Threatened fauna species recorded and candidate threatened species polygons*. Superb Parrot and Sloane's Froglet impact area polygons exist to the south of the subject site in the existing CIZ extension area.
- C5, Map 12. *Sloanes Froglet habitat mapping.* Breeding habitat exists directly east and west of the proposed CIZ extension area.

Technical Paper 09: Aquatic Biodiversity Impact Assessment:

- Table 5-1. Potential construction impacts on water quality and aquatic biodiversity at each enhancement site and associated risk to receiving watercourse. States that "no watercourses were identified within the study area relevant to this site.

The Update Mitigation Measures relevant to the CIZ extension area are listed in Table B-1 of the report. The measures of relevance to this project are listed below and are discussed in further detail in Table 4 and addresses in Section 8. Recommendations of this report.

- BD1 – Avoiding Impacts on biodiversity.
- BD5 - Avoidance of fauna impacts.
- BD6 - Managing the potential for biodiversity impacts during construction.
- BD7 - Managing the potential for biodiversity impacts during construction.
- BD9 – Sloane's Froglet.
- BD12 – Unexpected finds (biodiversity).

The EIS supporting documents do not identify any further biodiversity constraints for the proposed Bomen CIZ Extension area.

Construction Biodiversity Management Plan.

The CBMP details a range of environmental values and constraints for the entire Inland Rail Albury to Illabo project area. This includes:

- White Box – Yellow Box – Blakely's Red Gum Grassy Woodland and Derived Native Grassland (PCT 277), listed as Critically Endangered under the BC Act.
- Nine threatened flora species listed under the BC Act.
- Four threatened fauna species listed under the BC Act and with suitable habitat within the project site.
- Six threatened fauna species listed under the BC Act and recorded in the study area.
- 26 watercourse, 3 waterbodies within the study area, with 12 ranks as medium to high priority areas. Four watercourses were to contain small, shallow remnant pools including Oddies Creek, Eight Mile Creek, Buckaringah Creek and Jeralgambeth Creek. The Murray River is the main watercourse in the study area.
- Two Weeds of National Significance (Bridal Creeper and Blackberry) along with two priority weeds and 13 high-threat weeds.
- White Box – Yellow Box – Blakely's Red Gum Grassy Woodland and Derived Native Grasslands (PCT 277) listed under the EPBC Act.
- 18 threatened flora species listed under the EPBC Act and know or predicted to occur within the study area.
- 31 threatened fauna species listed under the EPBC Act and know or predicted to occur within the study area.

- 14 migratory species listed under the EPBC Act and know or predicted to occur within the study area. The White-throated Needletail is the only one with a moderate likelihood of occurrence within the study area.
- One nationally important wetland is known to occur within proximity to the study area = Doodle Corner Swamp, which is 1km southwest of the Henty Yard CIZ and 2.3km downstream of Buckaringah Creek.

The CBMP has collated much of the information in the EIS supporting documents into succinct figures and tables as well as summarising the Environment Minister's conditions of approval. CBMP information includes Figure 4: Martinus CBMP Sensitive area mapping - below which shows the identified vegetation communities and potential threatened species breeding habitat. This includes two areas of potential breeding habitat for the threatened (BC Act and EPBC Act) Sloane's Froglet immediately east and west of the proposed CIZ Extension area. A small patch of state and nationally threatened ecological community, White Box – Yellow Box – Blakely's Red Gum Grassy Woodland and Derived Native Grassland, is identified in the southern portion of the existing CIZ works area.

The Updated Mitigation Measures for biodiversity have been reviewed and cross-referenced to the actions listed in the CBMP. The measures relevant to the Bomen CIZ Extension are summarised in Table 4 below.

The ecological impacts of the Inland Rail project are detailed in Section 5.2 of the CBMP, and the relevant section for the Bomen CIZ Extension is included in Table 4 below.

Table 4: Mapped TEC and endangered species for the proposed Bomen CIZ Extension area.

Enhancement Site	**Threatened Ecological Communities**	**Threatened Fauna / Flora Polygons Present**
Bomen Yard	BC Act - White Box - Yellow Box -Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and Riverina Bioregions – Critically Endangered.	• Superb Parrot • Squirrel Glider • Sloane's Froglet (Sloane's Froglet Survey identified none present)

Figure 4: Martinus CBMP Sensitive area mapping - biodiversity

Table 5: Update Mitigation Measures relevant to the proposed CIZ Extension works.

REF	ISSUE / IMPACT	MITIGATION MEASURE	WHERE ADDRESSED
BD1	Avoiding impacts on biodiversity	Detailed design and construction planning will seek to identify refinements that further avoid or minimise the need to further impact or disturb native vegetation, fauna habitat and riparian habitat.	CBMP Section 6.11
BD2	Connectivity and fauna passage	During detailed design, provision of one glider pole on each side of the rail corridor will be further investigated to enhance habitat connection between patches of remnant vegetation for squirrel glider at the Billy Hughes bridge enhancement site.	CBMP Table 20: Fauna Connectivity Strategy.
BD5	Avoidance of fauna impacts	Pre-clearance surveys will be carried out prior to construction by a suitability qualified ecologist in accordance with the biodiversity management sub-plan. This would include: inspections of structures that provide potential microbat habitat. If bats are identified roosting in these structures, individuals will be excluded from this habitat (meaning bats can exit the habitat unharmed during their nocturnal activity period but not re-enter) native aquatic fauna salvage in watercourses of residual pools directly impacted by construction, including but not limited to Sloane's Froglet mapped habitat areas. All salvaged aquatic fauna will be relocated to similar habitat nearby.	CBMP Section 6.1 & Section 6.11
BD6	Managing the potential for biodiversity impacts during construction	Exclusion areas will be established and maintained around native vegetation and riparian vegetation identified for retention and protection, particularly areas of biodiversity value adjoining the proposal site that are located in close proximity to work areas and identified on the Sensitive Areas Map (refer to Appendix E-4) for consideration. Additional exclusion areas within the proposal site will be identified through mitigation measure BD1.	CBMP Section 6.1 & Section 6.11
BD7	Managing the potential for biodiversity impacts during construction	Construction workforce will be supplied with sensitive area maps (showing clearing boundaries and exclusion zones), including updates as required (refer Appendix E-4 for guidance on sensitive areas to be considered when outside of the construction area).	CBMP Section 6.11 & Appendix C – Sensitive Area Mapping- Biodiversity
BD9	Sloane's froglet	Temporary frog exclusion fencing will be considered where construction compounds/laydown areas occur adjacent to mapped potential Sloane's froglet breeding habitat.	CBMP Section 6.11

BD10	Managing the potential for biodiversity impacts during construction	Prior to construction commencing, pre-clearance seasonal surveys will be undertaken for Sloane's Froglet at locations where prescribed impacts are shown in Appendix C5 of Appendix G: Revised Technical Paper 8: Biodiversity Development Assessment Report. Should the pre-clearance seasonal surveys identify the Sloane's Froglet is present, the following measures will be undertaken as necessary: implementation of suitable erosion and sediment controls (with reference to Appendix E of the Sloane's Froglet stormwater wetland design guidelines (Albury City Council and NSW Office of Environment and Heritage, 2017)) implementation of the exclusion zone as indicated in Map 3 of Appendix C5 of Appendix G: Revised Technical Paper 8: Biodiversity Development Assessment Report.	CBMP Section 4.1.3 & Section 6.9 Appendix C: Sensitive Area Mapping – Biodiversity Appendix D: Sloane's Froglet Survey
BD14	Unexpected finds (biodiversity)	A species UFP will be implemented if TECs, flora and fauna species, not assessed in the biodiversity assessment, are identified in the proposal site. This will include stop work orders in the immediate area and notifying DPHI. Measures to ensure construction crews can identify Regent Honeyeaters at the Billy Hughes Bridge site will be implemented and DPHI and BCS* would be notified and a stop work order implemented if necessary. Site- and species-specific measures will be included in the CEMP Biodiversity Sub-plan to assist construction crews to identify species at- risk of construction impacts and adopt suitable responses. The measures will include notification requirements and be consistent with stop-work and restart protocols. An example species and location is the Regent Honeyeater potentially present at the Billy Hughes Bridge site.	CBMP Section 6.1.7 Appendix A: Unexpected Threatened Species Finds Procedure Appendix H: Threatened species Identification

Native vegetation and Threatened Ecological Communities

A 14 August 2025 review of the Protected Matters Search Tool (PMST report) showed that two Threatened Ecological Communities (TECs) have potential to be in or near the subject site. A summary of these TECs is shown in Figure 5. The White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland is the TEC identified in the existing Bomen CIZ, to the south of the proposed extension.

Table 6: TECs recorded in the PMST report and their likelihood of occurring within the subject site.

Commonwealth Community ID	**Community Name**	**Threatened ecological communities listing under EPBC Act**	**Likeliness to occur**
43	White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland	Critically Endangered	Likely
86	Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia	Endangered	Likely

An 18 August 2025 review of the Stage Vegetation Type Mapping (SVTM) (SEED 2025) did not identify any PCT within the CIZ extension area. The closest mapped PCT is PCT 277 approximately 30 metres east from the subject site (Figure 5). PCT 277, PCT 9, PCT 45 and PCT 346 is also mapped to occur within 2.5km of the site.

As there is no mapped PCT within the CIZ Extension, there are no associated Threatened Ecological Communities associated within the site and the land within the subject site is mapped as ‘not classified’ (Figure 5).

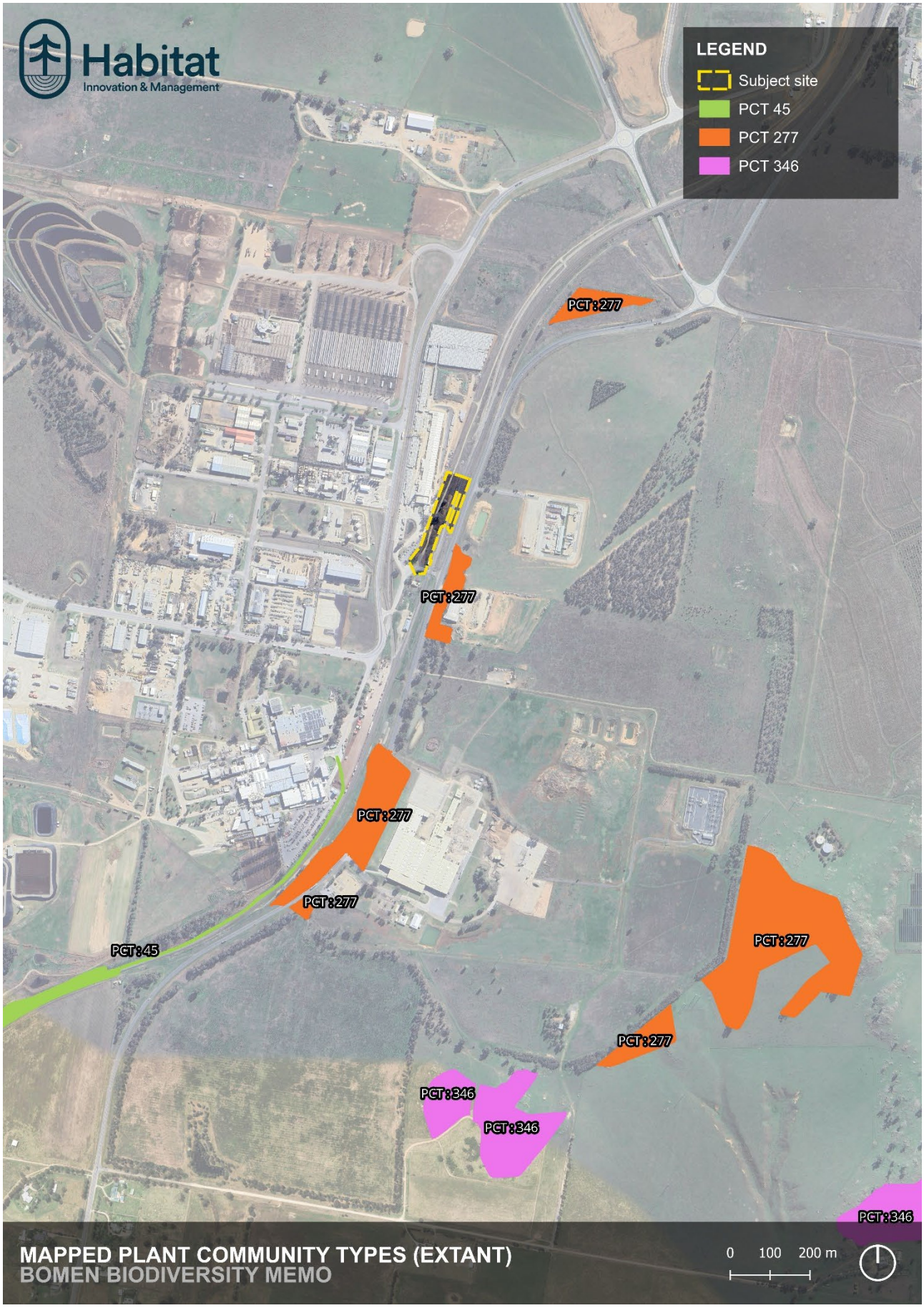

Figure 5: Mapped Extant Plant Community Types.

Threatened flora

A 14 August 2025 review of the Protected Matters Search Tool (PMST) identified six threatened flora species as 'known', 'likely' or 'may' occur in or near the subject site. These species are listed in Table 7 below.

Table 7: PMST Threatened flora species.

Scientific Name	Common Name	Likelihood of occurrence	Listing under EPBC Act
Amphibromus fluitans	River Swamp Wallaby-grass, Floating Swamp Wallaby-grass	Known	Vulnerable
Caladenia concolor	Crimson Spider-orchid, Maroon Spider-orchid	Likely	Vulnerable
Leucochrysum albicans subsp. tricolor	Hoary Sunray, Grassland Paper-daisy	Likely	Endangered
Prasophyllum petilum	Tarengo Leek Orchid	May	Endangered
Prasophyllum validum	Sturdy Leek-orchid, Mount Remarkable Leek-orchid	May	Vulnerable
Swainsona murrayana	Slender Darling-pea, Slender Swainson, Murray Swainson-pea	May	Vulnerable

A 19 August 2025 search of the NSW BioNet Atlas database within a 10 km radius of the subject site showed that four threatened vegetation species have previously been recorded and uploaded to this database. Four species are listed under the BC Act in NSW and three are also listed under the EPBC Act (Table 8). Only a small number of each of these species have previously been recorded.

Table 8: Vegetation species recorded on BioNet Atlas within a 10 km radius of the subject site.

Scientific Name	Common Name	Listing under NSW BC Act	Listing under EPBC Act	Number of records
Brachyscome muelleroides	Claypan Daisy	Vulnerable	Vulnerable	1
Senecio garlandii	Woolly Ragwort	Vulnerable	Not listed	2
Swainsona recta	Small Purple-pea	Endangered	Endangered	2
Eucalyptus nicholii	Narrow-leaved Black Peppermint	Vulnerable	Vulnerable	1

A 19 August search of the NSW BioNet Atlas database identified ten TECs that have been recorded within a 10 km radius of the subject site (Table 9). The only TEC identified in proximity to the subject site is White Box – Yellow Box – Blakely's Red Gum Grassy Woodlands which are endangered under the BC Act and EPBC Act and is associated with PCT 277. No PCTs or TEC are mapped to occur within the subject site.

Table 9: Threatened Ecological Communities within 10km of the subject site.

Community Name	BC Act status	EPBC Act status	Likelihood of occurrence
Coolac-Tumut Serpentinite Shrubby Woodland in the NSW South Western Slopes and South Eastern Highlands Bioregions	Endangered		Known
Fuzzy Box Woodland on alluvial Soils of the South Western Slopes, Darling Riverine Plains and Brigalow Belt South Bioregions	Endangered		Known
Grey Box (Eucalyptus microcarpa) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia		Endangered	Known
Inland Grey Box Woodland in the Riverina, NSW South Western Slopes, Cobar Peneplain, Nandewar and Brigalow Belt South Bioregions	Endangered		Known
Mallee and Mallee-Broombush dominated woodland and shrubland, lacking Triodia, in the NSW South Western Slopes Bioregion	Extinct		Known
Myall Woodland in the Darling Riverine Plains, Brigalow Belt South, Cobar Peneplain, Murray-Darling Depression, Riverina and NSW South Western Slopes bioregions	Endangered		Known
Sandhill Pine Woodland in the Riverina, Murray-Darling Depression and NSW South Western Slopes bioregions	Endangered		Known
Weeping Myall Woodlands		Endangered	Known
White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland in the NSW North Coast, New England Tableland, Nandewar, Brigalow Belt South, Sydney Basin, South Eastern Highlands, NSW South Western Slopes, South East Corner and	Critically Endangered		Known
White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland		Critically Endangered	Known

Threatened fauna

A search on 14 August 2025 of the Protected Matters Search Tool (PMST) listed 26 threatened fauna species listed under the EPBC Act which were categorised as 'known', 'may' or are 'likely' to occur on or near the site (Table 10).

Table 10: EPBC Act Threatened fauna species per the PMST search.

Scientific Name	Common Name	Likelihood of occurrence	Threatened Category
Aves			
Anthochaera phrygia	Regent Honeyeater	May	Critically Endangered
Aphelocephala leucopsis	Southern Whiteface	Likely	Vulnerable
Botaurus poiciloptilus	Australasian Bittern	May	Endangered
Calidris acuminata	Sharp-tailed Sandpiper	May	Vulnerable
Calidris ferruginea	Curlew Sandpiper	May	Critically Endangered
Climacteris picumnus victoriae	Brown Treecreeper (south-eastern)	Likely	Vulnerable
Falco hypoleucos	Grey Falcon	Likely	Vulnerable
Gallinago hardwickii	Latham's Snipe, Japanese Snipe	May	Vulnerable

Grantiella picta	Painted Honeyeater	Likely	Vulnerable
Hirundapus caudacutus	White-throated Needletail	May	Vulnerable
Lathamus discolor	Swift Parrot	Known	Critically Endangered
Leipoa ocellata	Malleefowl	May	Vulnerable
Lophochroa leadbeateri leadbeateri	Major Mitchell's Cockatoo (eastern), Eastern Major Mitchell's Cockatoo, Pink Cockatoo (eastern)	May	Endangered
Melanodryas cucullata cucullata	South-eastern Hooded Robin, Hooded Robin (south-eastern)	Likely	Endangered
Neophema chrysostoma	Blue-winged Parrot	Likely	Vulnerable
Pedionomus torquatus	Plains-wanderer	May	Critically Endangered
Polytelis swainsonii	Superb Parrot	Known	Vulnerable
Rostratula australis	Australian Painted Snipe	Likely	Endangered
Stagonopleura guttata	Diamond Firetail	Likely	Vulnerable
Crustacean and fish			
Euastacus armatus	Murray Crayfish	May	Vulnerable
Macquaria australasica	Macquarie Perch	May	Endangered
Amphibia			
Crinia sloanei	Sloane's Froglet	May	Endangered
Litoria raniformis	Southern Bell Frog, Growling Grass Frog, Green and Golden Frog, Warty Swamp Frog, Golden Bell Frog	May	Vulnerable
Nyctophilus corbeni	Corben's Long-eared Bat, South-eastern Long-eared Bat	May	Vulnerable
Mammalia			
Phascolarctos cinereus (combined populations of Qld, NSW and the ACT)	Koala (combined populations of Queensland, New South Wales and the Australian Capital Territory)	Likely	Endangered
Pteropus poliocephalus	Grey-headed Flying-fox	Likely	Vulnerable
Caladenia arenaria	Sand-hill Spider-orchid	May	Endangered
Reptilia			
Aprasia parapulchella	Pink-tailed Worm-lizard, Pink-tailed Legless Lizard	Likely	Vulnerable

A 19 August 2025 search on the NSW BioNet Atlas database within a 10 km radius of the proposed rail development site showed that 42 threatened species listed under the NSW BC Act and Commonwealth EPBC Act have previously been recorded in the area (Table 11).

Table 11: BioNet Atlas Database threatened species recorded within a 10 km radius of the subject site.

Scientific Name	Common Name	BC Act status	EPBC Act status	Records
Birds				
Callocephalon fimbriatum	Gang-gang Cockatoo	Endangered	Endangered	3
Neophema pulchella	Turquoise Parrot	Vulnerable		4
Ninox connivens	Barking Owl	Vulnerable		5
Polytelis swainsonii	Superb Parrot	Vulnerable	Vulnerable	95
Tyto novaehollandiae	Masked Owl	Vulnerable		1
Anthochaera phrygia	Regent Honeyeater	Critically Endangered	Critically Endangered	1
Calyptorhynchus lathami lathami	South-eastern Glossy Black-Cockatoo	Vulnerable	Vulnerable	4
Lophochroa leadbeateri	Pink Cockatoo	Vulnerable	Endangered	2
Artamus cyanopterus cyanopterus	Dusky Woodswallow	Vulnerable		8
Burhinus grallarius	Bush Stone-curlew	Endangered		4
Calidris acuminata	Sharp-tailed Sandpiper	Vulnerable	Vulnerable	21
Calidris ferruginea	Curlew Sandpiper	Critically Endangered	Critically Endangered	3
Circus assimilis	Spotted Harrier	Vulnerable		5
Climacteris picumnus victoriae	Brown Treecreeper (eastern subspecies)	Vulnerable	Vulnerable	25
Daphoenositta chrysoptera	Varied Sittella	Vulnerable		1
Epthianura albifrons	White-fronted Chat	Vulnerable		8
Falco subniger	Black Falcon	Vulnerable		11
Gallinago hardwickii	Latham's Snipe	Vulnerable	Vulnerable	17
Hieraaetus morphnoides	Little Eagle	Vulnerable		26
Hirundapus caudacutus	White-throated Needletail	Vulnerable	Vulnerable	3
Lathamus discolor	Swift Parrot	Endangered	Critically Endangered	17
Melanodryas cucullata cucullata	South-eastern Hooded Robin	Endangered	Endangered	4
Melithreptus gularis gularis	Black-chinned Honeyeater (eastern subspecies)	Vulnerable		4
Pachycephala inornata	Gilbert's Whistler	Vulnerable		3
Parvipsitta pusilla	Little Lorikeet	Vulnerable		3
Petroica boodang	Scarlet Robin	Vulnerable		7
Petroica phoenicea	Flame Robin	Vulnerable		20

Pomatostomus temporalis temporalis	Grey-crowned Babbler (eastern subspecies)	Vulnerable		6
Pyrrholaemus sagittatus	Speckled Warbler	Vulnerable		1
Stagonopleura guttata	Diamond Firetail	Vulnerable	Vulnerable	7
Stictonetta naevosa	Freckled Duck	Vulnerable		1
Tringa nebularia	Common Greenshank	Endangered	Endangered	4
Mammals				
Dasyurus maculatus	Spotted-tailed Quoll	Vulnerable	Endangered	1
Macrotis lagotis	Bilby	Extinct	Vulnerable	1
Miniopterus orianae oceanensis	Large Bent-winged Bat	Vulnerable		1
Myotis macropus	Southern Myotis	Vulnerable		2
Petaurus norfolcensis	Squirrel Glider	Vulnerable		127
Phascolarctos cinereus	Koala	Endangered	Endangered	4
Pteropus poliocephalus	Grey-headed Flying-fox	Vulnerable	Vulnerable	117
Saccolaimus flaviventris	Yellow-bellied Sheathtail-bat	Vulnerable		1
Vespadelus baverstocki	Inland Forest Bat	Vulnerable		1

Endangered Populations

The BioNet Atlas identified one BC Act Endangered population for the Squirrel Glider (*Petaurus norfolcensis*) in the Wagga Wagga Local Government Area.

Migratory Species

Six migratory bird species were listed as having potential of visiting the subject site. These are shown in Table 12.

Table 12: Migratory species extracted from the BioNet database.

Scientific Name	**Common Name**	**BC Act status**	**EPBC Act status**	**Records**
Anthochaera phrygia	Regent Honeyeater	Endangered	Critically Endangered	1
Calidris ferruginea	Curlew Sandpiper	Endangered	Critically Endangered	3
Gallinago hardwickii	Latham's Snipe	Vulnerable	Vulnerable	17
Hirundapus caudacutus	White-throated Needletail	Vulnerable	Vulnerable	2
Lathamus discolor	Swift Parrot	Endangered	Critically Endangered	18
Tringa nebularia	Common Greenshank	Endangered	Endangered	4

Waterway and Strahler stream order

There are no mapped waterways in proximity to the subject site at the Bomen CIZ Extension CIZ extension area as detailed in SEED (2025) and the Aquatic Biodiversity Assessment Report. There are two artificial

waterbodies (dams) located both approximately 40m east and west of the site. The eastern dam appears to be a detention basin within a commercial/industrial estate and the western dam appears to be for livestock purposes (**Error! Reference source not found.**).

Key Fish Habitat

A 19 August 2025 review of the SEED and Fisheries NSW mapping indicate that there is no mapped Key Fish Habitat across the subject site.

Habitat connectivity

The subject site is located in Bomen, a satellite suburb approximately 10 km north of Wagga Wagga. It is surrounded by predominantly Regional Enterprise Zone land which is used for commercial and industrial activities. The subject site and surrounding landscape have limited habitat connectivity, with remnant vegetation in the area fragmented and disconnected from other potential habitat. The proposal will not have an impact on the current or potential habitat connectivity surrounding the subject site.

Karst, caves, crevices, cliffs, rocks or other geological features of significance

The subject site does not contain any significant geological features such as karsts, caves, crevices, or cliffs. The land forming the subject site is also not mapped as contaminated land or there being a risk of acid sulfate soils (WSP, 2024).

Areas of outstanding biodiversity

A 19 August 2025 review of the register has indicated that there are no areas of outstanding biodiversity value registered as being located on or near the subject site.

Topography and soils

A 19 August 2025 review of the Australian Soil Classification Type mapping on SEED NSW showed that the subject site is mapped as Dermosols.

6.2 Field assessment

Incidental fauna survey

Fauna species were recorded opportunistically by Habitat Ecologist, Mikayla Green, whilst the site was traversed on foot on 15 August 2025. The weather was cool but clear skies at the time of surveys and there had been 0 mm of rain recorded in the previous 24 hours.

In total, 12 fauna species were recorded within the subject site, all of which were birds, apart from one, being the Red Fox (Table 13). Overall, nine species are native to Australia and three are exotic. None are listed threatened species under the EPBC or BC Acts.

Table 13: Fauna species recorded within the CIZ extension area

Scientific Name	Common Name	Listing under EPBC Act	Listing under BC Act
Aves			
Cacatua galerita	Sulphur-crested Cockatoo	Not listed	Not listed
Corvus coronoides	Australian Raven	Not listed	Not listed
Grallina cyanoleuca	Magpie-lark	Not listed	Not listed
Gymnorhina tibicen	Australian Magpie	Not listed	Not listed
Hirundo neoxena	Welcome Swallow	Not listed	Not listed
Lichenostomus penicillatus	White-plumed Honeyeater	Not listed	Not listed
Malurus cyaneus	Superb Fairy Wren	Not listed	Not listed
Ocyphaps lophotes	Crested Pigeon	Not listed	Not listed
Passer domesticus	House Sparrow	Exotic	Exotic
Platycercus eximius	Eastern Rosella	Not listed	Not listed
Psephotus haematonotus	Red-rumped Parrot	Not listed	Not listed
Sturnus vulgaris	Common Starling	Exotic	Exotic
Mammalia			
Vulpes vulpes	Red Fox	Exotic	Exotic

PCT and vegetation surveys

The vegetation surveyed for the proposed CIZ extension area is located within the existing railway corridor and is highly disturbed and modified condition. There are no classified Plant Community Types (PCTs) within the survey area and majority of the vegetation consists of exotic vegetation (Figure 7). There are a small number of Yellow Box trees in the northern section of the CIZ (four larger Yellow Box trees (DBH >20 cm), one of which contains tree hollows, and a small number (less than 10) of small saplings within the subject site. One other large Yellow Box tree is adjacent to the very edge of the CIZ extension are to the south. This tree has been appropriately flagged off as a no-go zone. Therefore, all PCT areas adjacent to the site are protected from construction works. All vegetation across the Bomen CIZ extension area is categories as Miscellaneous Vegetation – Highly disturbed areas with little or no native vegetation (Figure 7).

A full vegetation species list for each of the site areas has been outlined below in Table 14. In total 38 vegetation species were recorded within the CIZ extension area, most of which are not native to Australia.

One Weed of National Significance (WoNS) was recorded on site, African Boxthorn (*Lycium ferocissimum*). This nationally significant weed will require appropriate management by Martinus Rail and their contractors. It is regarded as one of the worst weeds in Australia because of its invasiveness, potential for spread, and economic and environmental impacts. All parts of African Boxthorn (fruit, leaves, stem and roots) are poisonous to people, livestock and other animal species. There are several effective methods of chemical and mechanical of control and it will be up to the sub-contractors to appropriately manage this weed.

Figure 6: Miscellaneous Ecosystem (highly disturbed) including Yellow Box trees and exotic understorey.

The vegetation assessed was classified as (Figure 7):

- Miscellaneous Ecosystem – Highly disturbed areas with little or no native vegetation = 14,671.4 m²

Table 14: Vegetation species recorded at the Bomen CIZ Extension.

Scientific Name	Common Name	Native? (Y/N)	WoNS? (Y/N)
Acacia decora	Western Silver Wattle	Y	N
Apium graveolens	Celery	N	N
Avena barabada	Bearded Oats	N	N
Bidens pilosa	Cobbler's Pegs	N	N
Brachychiton populneus	Kurrajong	Y	N
Brassica sp.	Brassica	N	N
Bromus catharticus	Prairie Grass	N	N
Centaurea solstitialis	St Barnaby's Thistle	N	N
Chamaecytisus proliferus	Tree lucerne	N	N
Chloris virgata	Feathertop Rhodes Grass	N	N
Chloris truncata	Windmill Grass	Y	N
Cirsium vulgare	Spear Thistle	N	N
Citrullus lanatus	Paddy Melon	N	N
Conyza sp.	Conyza	N	N
Cynadon dactylon	Couch	Y	N
Cyperus eragostis	Club Rush	N	N
Dittrichia graveolens	Stinkwort	N	N
Echium plantagineum	Pattersons curse	N	N
Eragostis cilanensis	Stink Grass	N	N
Eucalyptus melliodora	Yellow Box	Y	N
Hypericum perforatum	St John's Wort	N	N
Lolium perenne	Rye Grass	N	N
Lycium ferocissimum	African Boxthorn	N	Y
Malva parviflora	Mallow	N	N
Marrubium vulgare	Horehound	N	N
Olea europaea	European Olive	N	N
Onopordum acanthium	Scotch Thistle	N	N
Panicum effusum	Hairy Panic Grass	Y	N
Plantago lanceolata	Ribwort plantain	N	N
Rumex acetosella	Sheep Sorrel	N	N
Rumex brownii	Hooked Dock	Y	N
Rumex crispus	Curled Dock	N	N
Senna sp.	Senna	N	N
Setaria pumila	Pigeon Grass	N	N
Sonanum nigrum	Deadly nightshade	N	N
Sonchus oleraceus	Common Sow Thistle	N	N
Taraxacum sp.	Dandelion	N	N
Trifolium sp.	Clover	N	N

Figure 7: Field validated vegetation types in the proposed CIZ extension area.

Habitat features

Various potential habitat features were recorded on site during the field surveys. These have been outlined below, and key habit feature locations have been mapped in Figure 11. Habitat features included one habitat tree with tree hollows, ballast spread over the ground acting as reptile habitat, one large fallen tree and disturbed ephemeral drainage area.

Habitat Trees

One habitat tree was recorded within the CIZ extension area. The habitat tree is located at the south-western corner of the extension area and contains several tree hollows. These tree hollows likely provide habitat for birds to breed or for microbats to roost. See Figure 8 for images of this habitat tree.

Figure 8: Habitat tree within the subject site with several tree hollows

Drainage line

There is one small drainage line which runs under the railway in a culvert. While the culvert is not included in the CIZ extension area, the drainage one contains some riparian vegetation in an ephemeral area and likely provides habitat for frogs at wetter times. No frogs were recorded calling at the time of field surveys (early morning).

Fallen Timber

One large tree (likely Yellow Box) had fallen within the subject site. This tree was still intact as a large log and loose bark (Figure 9). This fallen timber provides habitat for reptiles and perching habitat for birds.

Figure 9: Large fallen tree as habitat.

Ballast Rock

There is an area on the western side of the rail where ballast rock has been spread across the ground. This rock is likely habitat for small reptiles as they shelter in the crevices between the rocks and forage for insects.

Figure 10: Ballast rock can be seen under the grass.

Table 15: Habitat feature locations

Habitat feature	Location
Habitat tree with tree hollows	-35.070849, 147.414521
Fallen timber	-35.069979, 147.415254
Drainage line	-35.070203, 147.415304
Ballast rock	-35.070661, 147.415154

Waterway validation and Key Fish Habitat

There are no defined waterways within the CIZ extension area, therefore there is no Key Fish Habitat within the subject site.

Figure 11: CIZ Extension Area Habitat Features.

7. Impact Assessment

The footprint of the proposed Bomen CIZ Extension will occupy a highly modified landscape that has existing rail and road infrastructure, drainage lines, and access tracks. The vegetation present is dominated by highly disturbed vegetation. No Plant Community Types were identified. No threatened species or threatened ecological communities were identified in this assessment. No defined waterway exists within the subject site.

Majority of potential habitat identified during field survey was of moderate quality, with exception of one hollow bearing tree which is of high habitat value.

Key habitat features have been mapped and are to be included in pre-clearance assessments, though other lower quality habitat features should also be surveyed if they are intended for removal or impact. This can be included as a pre-clearance mitigation activity.

The proposed activity may require the removal or disturbance to:

- Miscellaneous Ecosystem – Highly disturbed areas with little or no native vegetation = 14,671.4 m²

Results of this assessment found no threatened fauna species are expected to inhabit the site due to the low-quality foraging habitat this area provides and the presence of higher quality habitat further afield in the surrounding landscape.

In conclusion, the proposed extension of the CIZ works area is not likely to cause harm to threatened species, their habitat or disrupt their breeding cycles or disturb any Threatened Ecological Communities.

However, precautionary actions should be taken when removing any habitat features and the following recommendations have been made to ensure best practice pre-and post-clearance procedures are followed to minimise the potential harm to fauna that may be using these features as refuge.

8. Recommendations

To mitigate the potential impacts to biodiversity caused by the proposed CIZ extension the following mitigation measures and recommendations have been developed in line with the adopted Albury to Illabo A21 Stage B Construction Biodiversity Management Plan (CBMP 2025). The relevant management and mitigation measures from the CBMP and Update Mitigation Measures are included in 10. Appendix 1. Relevant Management and Mitigation Measures. The relevant sections of the CBMP are listed alongside the below recommendations:

- The disturbance zone for removal of vegetation and habitat features should be clearly marked for machinery drivers so that all native vegetation outside of the marked disturbance zone is protected (CBMP 6.1).
- Appropriate pre-and post-clearing procedures should be followed when removing or impacting potential habitat to minimise harm to fauna in the area (CBMP 6.1.1 – 6.1.5).
- Works that intersect the mapped drainage area are to be conducted in accordance with Controlled Activity Guidelines and an Erosion and Sediment Control Plan with works to be conducted when dry (CBMP 6.3).
- If any unexpected finds arise (such as threatened species, tree hollows, nests or burrows) that are likely to be impacted by the works, then works are to stop immediately and the site ecologist should be contacted immediately for advice on how to proceed (CBMP 6.1.7, 6.5, 6.6).
- A site-specific Erosion and Sediment Control Plan Construction Environment Management Plan (CEMP) should be developed and implemented to manage and minimise the impacts from site disturbance (CBMP Table 20, CB-26).
- To avoid the spread of weeds and pathogens during construction, the following mitigation measures are recommended (CBMP 6.4):
    - Exposed areas are to be kept to a minimum to reduce the establishment and spread of weeds, including from entering the drainage lines.
    - All exotic biomass cleared within the impact area should be removed from the study area and disposed of at an approved facility.
    - All equipment brought into the impact area is to be washed/cleaned so that it is free of soil, mud, debris or vegetation which may inadvertently introduce weeds and/or other pathogens into the impact area and study area.
    - Measures should be taken to prevent tracking of soils/sediments from work sites to roadways during work vehicle/machinery movement.

If all mitigation measures and recommendations are followed, it is not expected that the proposed development works will have any long-term significant impacts on the local flora and fauna.

9. Conclusions

This Biodiversity Memo has been developed for Martinus Rail in relation to the proposed CIZ extension at the Bomen CIZ Extension site.

The findings of this study conclude that no significant impacts to threatened species, populations or ecological communities are likely as a result of the proposed activity.

Although outside the assessed construction boundary for the Project, the biodiversity impacts are considered consistent with the initial assessment (WSP, 2024), and no further assessment or offsets (ecosystem or species) would be required.

The potential impacts on biodiversity identified for the proposed CIZ extension can be appropriately managed in accordance with the Conditions of Approval and through implementation of the updated management measures outlined in the Preferred Infrastructure Report Submissions Report for the Project.

10. Appendix 1. Relevant Management and Mitigation Measures

Table 16: Relevant CBMP mitigation measures for the proposed CIZ Extension Area.

ID	Management Measure	Location	When to implement	Evidence of implementation
CB-O1	Training will be provided to all project personnel, including relevant sub-contractors on biodiversity management practices and the requirements from this Plan through inductions, toolbox talks and activity specific training.	All	Pre-construction	Toolbox Talks Project Induction Training Records
CB-02	Construction workforce will be supplied with sensitive area maps (showing clearing boundaries and exclusion zones), including updates as required.	All	Pre-Construction Construction	Sensitive Area Plans
CB-09	The project's fauna handling and rescue procedure would be implemented for: • All activities conducted by site personnel (including sub-contractors) that have the potential to encounter fauna that will need to be relocated or removed from site; and • Vegetation clearing and land disturbance. Handling of fauna may be necessary for fauna to be relocated or, if injured, taken to a vet or wildlife carer. A wildlife licence and/or scientific licence must be held by any staff handling fauna and should be undertaken either by the Project Ecologist or a person skilled in handling the species of fauna encountered.	All	Pre-Construction Construction	Fauna Handling Record Sheet
CB-11	Pre-clearance surveys will be carried out prior to construction by a suitability qualified ecologist. This would include but not be limited to: • Inspections of artificial and natural structures that provide potential microbat habitat. If bats are identified roosting in these structures, individuals will be excluded from this habitat (meaning bats can exit the habitat unharmed during their nocturnal activity period but not re-enter); • Visual identification and mapping of potential and confirmed Superb Parrot nest trees within the construction impact zone and visible surrounding areas. If identified, mitigation measures are to be considered in consultation with the project ecologist where works are proposed to occur during breeding season (September to November); • Native aquatic fauna salvage in watercourses of residual pools directly impacted by construction, including but not limited to Sloane's Froglet mapped habitat areas. All salvaged aquatic fauna will be relocated to similar habitat nearby;	All	Pre-Construction Construction	Pre-clearing Survey Reports Fauna Handling Record Sheet

	• Pre-clearance disturbance survey including mapping of weeds and development of suitable controls to manage them • Verification that the area to be cleared is correct and within the boundary and GIS data provided to IRPL.			
CB-12	The project ecologist must be onsite to supervise the clearing works during two stage clearing and in areas of known and assumed present threatened species habitat (i.e. species polygons). They will: • Thoroughly inspect all hollows that are accessible from the ground immediately before clearing; • Carefully determine the appropriate felling methodology and supervise the removal of habitat features and hollows when trees are dropped to the ground; • Ensure detected fauna are encouraged to self-relocate or capture and relocate any encountered fauna to pre-identified release sites; • Ensure that any injured wildlife is transported to a veterinarian or wildlife carer; • Where breeding fauna or dependent young are detected during the clearing works, consult with a licensed carer to determine whether the animal/s require ongoing care or can be safely relocated to an adjacent habitat. Locations of fauna release (including GPS coordinates) will be recorded in a post-clearing report. Once all fauna habitat inspections and any required fauna removal are complete, the remaining vegetation clearing will commence.	All	Pre-Construction Construction	Pre-clearing Survey Reports Fauna Handling Record Sheet Post-clearing report
CB-13	At the completion of clearing, the project ecologist will prepare a Post-Clearing Report.	All	Pre-Construction Construction	Post-clearing Report
CB-16	A species Unexpected Finds Protocol will be implemented if TECs, flora and fauna species, not assessed in the biodiversity assessment, are identified in the project site and will include stop work orders in the immediate area and notifying the DPHI.	All	Pre-Construction Construction	Unexpected Finds Protocol
CB-19	If potential or actual impacts to any threatened communities or species not listed in Condition E20 are discovered, all work that may impact the identified species or community must stop to prevent further impact. The Planning Secretary and DCCEEW (NSW) (and DCCEEW (Cth) where relevant) will be notified in writing. Work will not recommence until the relevant agencies have been consulted and any required approvals have been obtained.	All	Detailed Design Pre-Construction Construction	Communications with the Planning Secretary and DCCEEW (NSW) (and DCCEEW (Cth) where relevant). Monitoring Reports

CB-22	Seed from native plants to be removed will be collected before clearing and used in revegetation and rehabilitation across the project area. Plant propagation must ensure that native species of local provenance from the relevant native vegetation community are available for successful revegetation and landscaping.	All areas where seed can be collected.	Pre-Construction/ Construction	Pre-clearing Survey Reports Post-clearing report
CB-23	Cleared native vegetation and other landscape features will be reused. If reuse is not practicable, consultation with the relevant council(s), land-care groups and relevant government agencies will be undertaken to determine if hollows, tree trunks, mulch, bush rock, root balls, collected plant material, seeds and/or propagated plants, can be used by others in habitat enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.	All	Stage B Construction	Pre-clearing Survey Reports Post-clearing report Communications with the relevant council(s), land-care groups and relevant government agencies where relevant).
CB-28	Where weeds are present in locations that are accessed for construction activities, they will be managed in consultation with the relevant landholder. Consultation would also occur with the relevant authority (LLS Local Land Services, the relevant local council, or NSW DPI) in relation to notifiable weeds.	All	Pre-Construction Construction	Weed Monitoring Report Weekly Environmental Inspection Checklists

Table 17: Updated Mitigation Measures relevant to the proposed CIZ Extension area.

Mitigation Measure	**Description**
BD-5 Avoidance of fauna impacts	Requires Pre-clearance surveys, identification of potential habitat and relocation of suitable salvageable habitat
BD-6 Managing impacts during construction	Exclusion areas around native vegetation and areas of biodiversity values will be established and maintained.
BD7 Sensitive area maps	The construction workforce will be supplied with sensitive area maps
BD12 Unexpected finds	An unexpected finds protocol will be implemented for TEC, threatened flora and fauna

11. References

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WSP (2024). *Albury to Illabo, Preferred Infrastructure Report – Response to Submissions. Appendix G. Revised Technical Paper 8: Biodiversity Development Assessment Report – Part 1 of 2.*

Appendix E Unexpected Finds Procedure (Heritage and Human Remains)

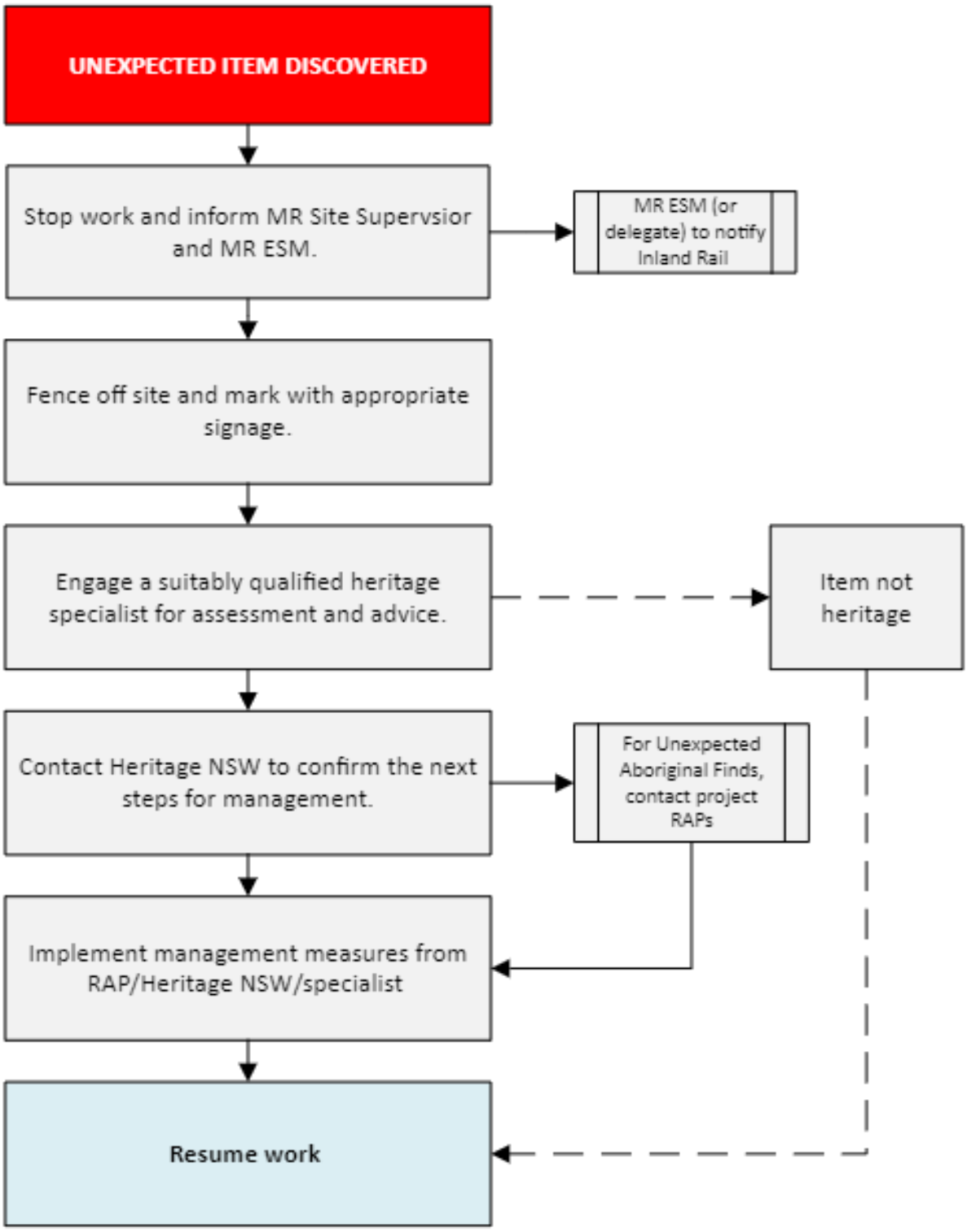
ABORIGINAL AND NON-ABORIGINAL HERITAGE: UNEXPECTED FINDS PROCEDURE

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 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 (phone 02 9873 8500) 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

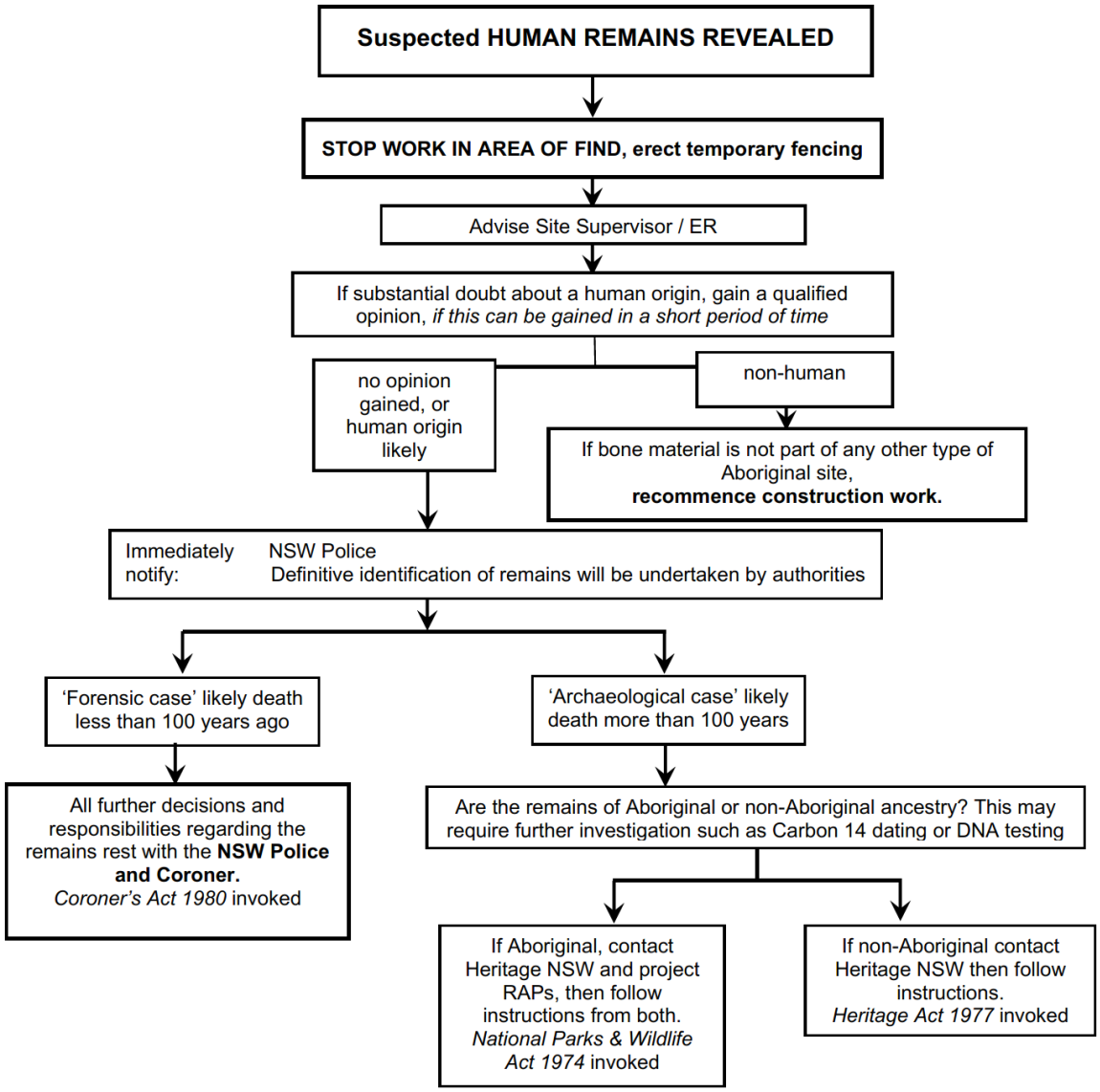
UNEXPECTED HUMAN REMAINS PROCEDURE

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 (phone 02 9873 8500) 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



Appendix F Unexpected Finds Procedure (Flora and Fauna)

Discovery of unexpected threatened entity i.e.
(a) any additional impact to threatened species or ecological communities that were included in the assessment but have been found at a new location
(b) to any threatened entity that was not offset.

Stop all work which is likely to impact on the threatened entity.
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 threatened entity 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**

Notify DPHI and BCS in writing on any additional mitigation measures to be implemented

No

The impact to the species or community was NOT addressed in the EAD , follow up investigation is required

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

Consult with DPHI/BCS as relevant regarding propsed measures, impacts and follow up actions

Record find and follow up actions

Confirm with DPHI/BCS (as relevant) that proposed controls are adequate to proceed.

Records of the find to be submitted to BioNet.

Biodiversity assessment to be prepared and implemented (or alternatively the BDAR is to be updated with new impacts) and additional approval documents to be prepared as required.

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

Martinus Rail Environment Manager or delegate authorises Unexpected Finds Hold Point Release

Recommence works with updated controls where necessary

Appendix G Unexpected Finds Procedure (Contamination)

UNEXPECTED FINDS PROCEDURE

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. The strategy may involve a site auditor if required under the relevant CoAs.
- 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 IMMEDITELY
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.