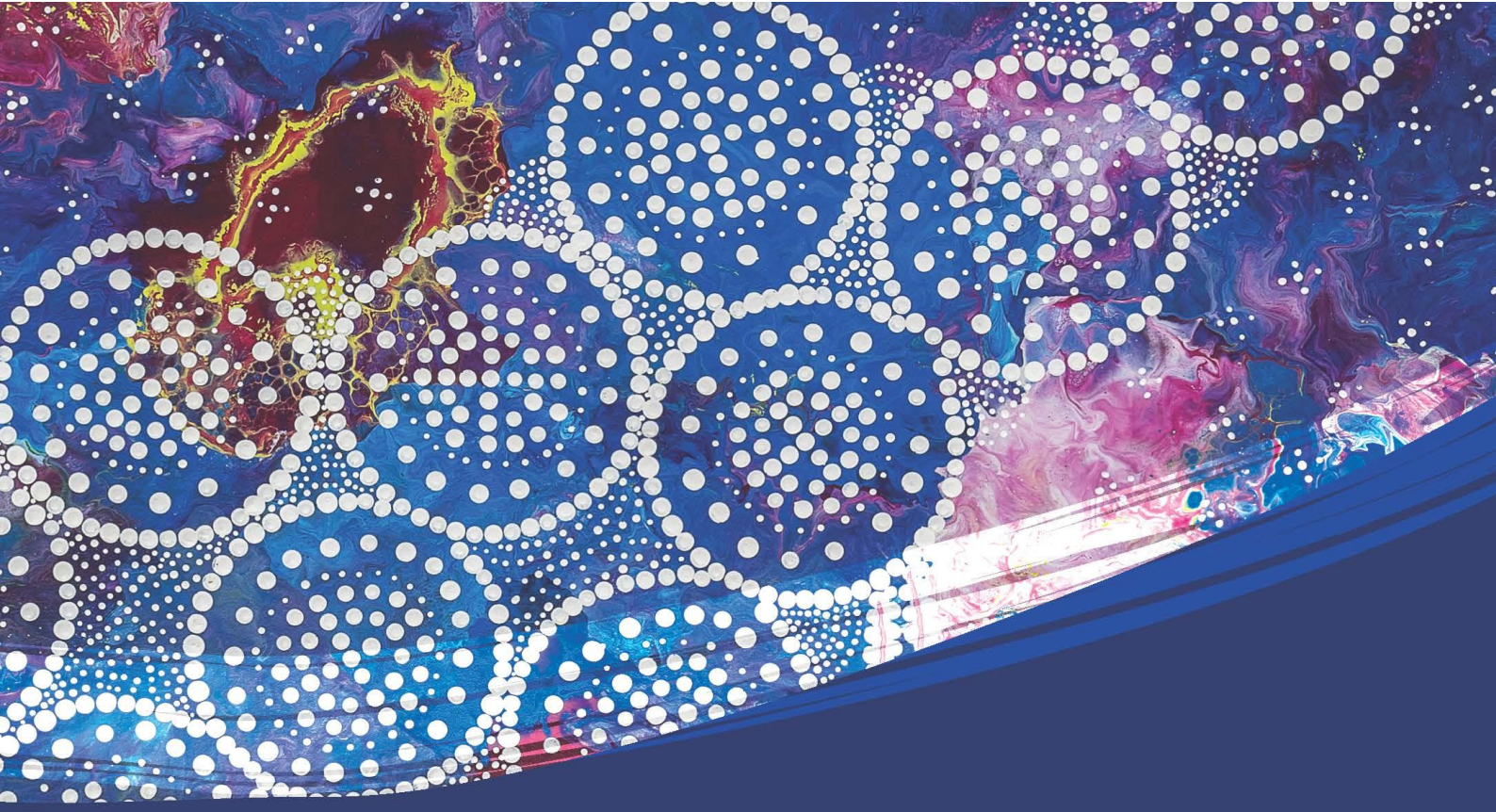

INLAND RAIL

ILLABO TO STOCKINBINGAL PROJECT

I2S | Consistency Assessment (Minor) – Grogan Road Utility Access Track

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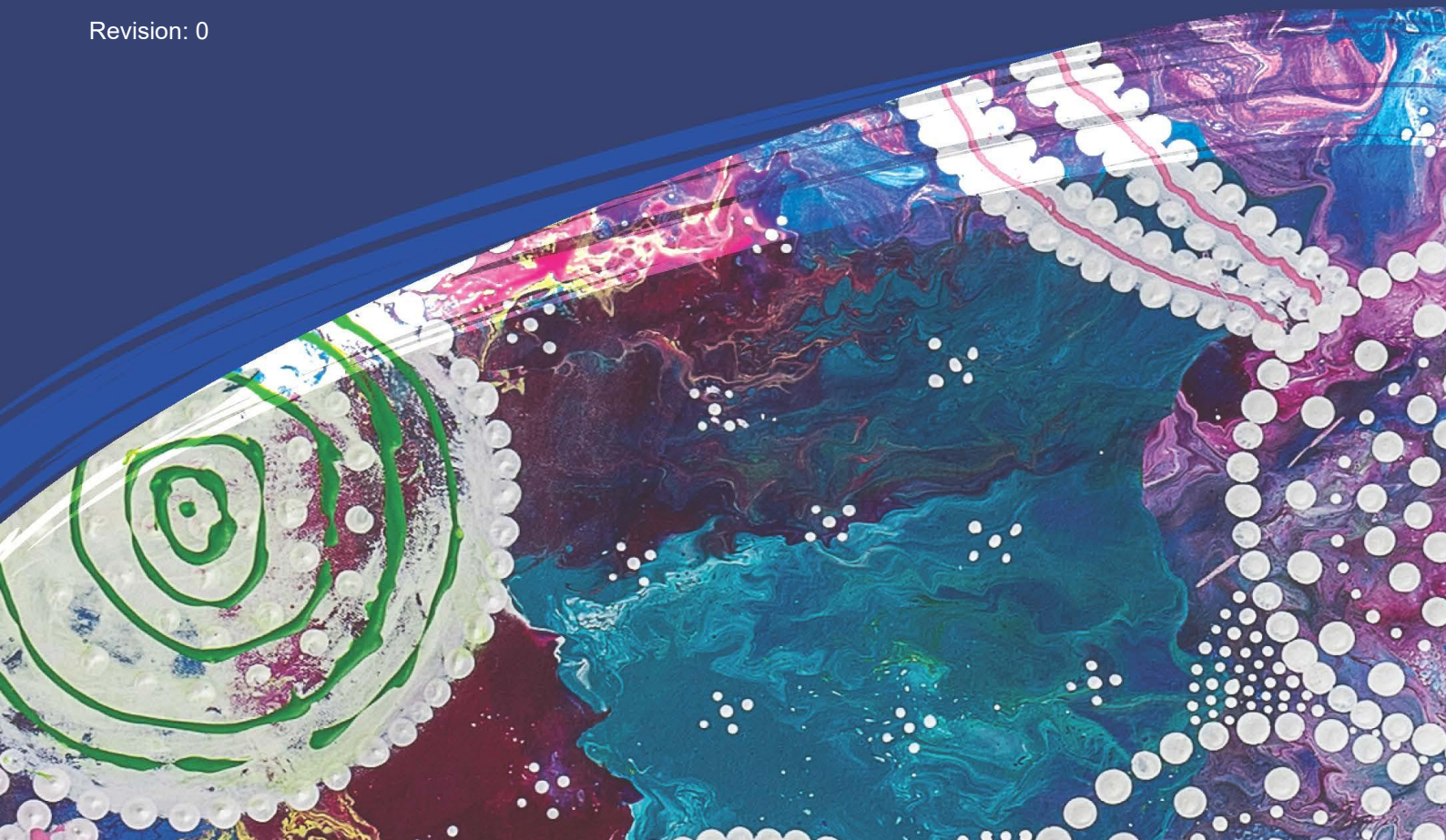

EIS CONSISTENCY ASSESSMENT REPORT (MINOR)

Grogan Road Utility Access Track

6-0019-220-EEC-00-RP-0006

Document Title	I2S | Consistency Assessment (Minor) – Grogan Road Utility Access Track
IRPL Document No.	6-0019-220-EEC-00-RP-0006
Prepared By	Maria Orlova
Document Owner	Daniel Lidbetter
	REVIEWED BY
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Title	Environmental Approvals Manager
Signature **Date**	JOHN HOLLAND Document Number 6-0019-220-EEC-00-RP-0006 Revision 0 **Approved** Mr Daniel Lidbetter - John Holland Pty Ltd Feb 23, 2026, 3:32 PM GMT+11:00 This review has been completed using Aconex Workflow for the Inland Rail - Illabo to Stockinbingal (I2S) Project.

Revision	Date issued	Description
A	15/12/2025	Issued for Review
B	21/01/2026	Issued for Review
0	23/02/2026	Issued for Use

Contents

Glossary

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

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

1 Introduction

1.1 Background

ARTC completed an environmental impact statement of the Inland Rail: Illabo to Stockinbingal (I2S) (the project EIS) in August 2022. The EIS identified a range of environmental, social and planning issues associated with the construction and operation of the Inland Rail: Illabo to Stockinbingal Project and proposed measures to mitigate and manage those potential impacts.

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

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

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

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

This Consistency Assessment (CA) considers whether the construction of a new access track to utility infrastructure (NBN tower and Goldenfields reservoir) on Stockinbingal Hill, is consistent with the impacts described in the EIS. The proposed I2S Project Grogan Road Utility Access Track is partially located outside of the construction footprint, adjacent to the approved Construction Impact Zone (CIZ) assessed within the Environmental Assessment Documentation (EAD) for I2S.

The change is required because the original CIZ did not provide sufficient space to accommodate the access track formation, associated drainage, and culverts necessary to meet design criteria. These design refinements were identified during detailed planning and are essential to ensure safe and reliable access to critical utility infrastructure. This access track will primarily serve the landowner and third-party utilities, while ARTC will only maintain the section from Grogan Road up to the level crossing (LX) for access to the Rail Maintenance Access Road (RMAR).

1.2 Purpose of consistency assessment

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

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

2 Proposed Change

2.1 Description of Proposed Change

Following approval of the Project, John Holland has progressed from concept design to detailed design, which has identified the need for the Grogan Road Utility Access Track

The original CIZ did not account for the footprint required for earthwork batters and associated drainage to meet the design criteria stipulated in the Technical Parameters Agreement (TPA). This design refinement was identified during detailed planning and is necessary to ensure compliance with engineering standards and safe access to critical infrastructure. The change is located on private property, and Inland Rail's Property team is engaging with the landowner regarding easement arrangements and maintenance responsibilities. ARTC will maintain only the section from Grogan Road to the level crossing for RMAR purposes, while the western section will primarily serve the landowner and utilities.

The EIS (Chapter 11: Traffic, Transport and Access) recognised property access and road safety as key considerations during construction and operation, committing to maintain access and consult landowners to minimise impacts (Sections 11.4.1.5 and 11.6.4). It also identified risks such as impacts on private property access and livestock highways, proposing mitigation through detailed design and consultation (Section 11.2.4). The proposed change aligns with these commitments by:

- Providing controlled access adjacent to the corridor, reducing reliance on public roads.
- Addressing identified risks through design refinements consistent with EIS mitigation measures.
- Supporting safe turning movements and minimising traffic conflicts, as included in EIS traffic management strategies (Section 11.4.1.1).

The proposed works will be localised with minimal additional disturbance. The additional areas required for the proposed change outside CIZ approx. 38,000 m² (3.3 ha) and has been adopted as a conservative workspace envelope, created by applying a 30 m parallel buffer to the current CIZ boundary along the access track corridor. This provides contingency for unexpected requirements and includes allowances for:

- the turnaround bay near the NBN tower,
- potential farm dam re-construction (if required), and
- retention/protection of a nearby tree located outside the track formation footprint.

2.2 Proposed scope of work

Table 2-1 Proposed scope of works

	DETAILS
PROPOSED SCOPE OF WORKS	• Installation of temporary fencing to secure the extended CIZ boundary. • Clearing and grubbing of the nominated earthworks footprint i.e. access road, open drains and culverts • Striping topsoil and placing in temporary stockpiles; implement erosion and sediment controls per Project Erosion & Sediment Control Plan (PESCP). • Undertaking cut/fill bulk earthworks to construct the access road formation and open drains. • Installation two culvert crossings culvert crossings at nominated locations in design package (1 x single cell pipe culvert, 1 x double cell pipe culvert) by locally excavating, laying and backfilling culvert pipes and headwalls through constructed formation per Condition of Approval (CoA) E6 & E7 design details. • Construction of wearing surface of access track by placing and compacting 150mm DGS40 subbase followed by 150mm ARTC capping material per F3A pavement detail of E6 design package • Final trim to batters and drains; install rip rap rock where nominated in E6 & E7 design packages • Re-place stockpiled topsoil and vegetate batters, open drains and exposed non-trafficable surfaces in accordance with L5 landscaping design package • Installation of permanent fencing to rail corridor per L6 design package nominated location and construction. • Removal of temporary fencing from CIZ line and demobilisation from site.
LOCATION (INCLUDING CHAINAGE/ GPS LOCATION)	Installation and use of an access track will be at the following locations: • Chainage: Approx. 455.6 to 457 (as shown on Figure 2-1). • Near Grogan Road, Stockinbingal NSW, Adjacent to approved CIZ, west of Grogan Road access gate. See also Appendix A for locations of proposed access track.
DESCRIPTION OF PROPOSED CHANGE	• The proposed change involves the construction of a new utility access road, known as the Grogan Road Utility Access Road, to provide safe and reliable access to the NBN tower and Goldenfields reservoir located on Stockinbingal Hill (during operations). • The track will connect from Grogan Road and extend westward across private property, adjacent to the rail corridor, with an approximate length of 1.5 km and a design width of approx. 18 metres. • This change is required because the CIZ does not allow sufficient space for earthwork batters and drainage to meet the TPA criteria, and it ensures safe access for landowners and utility providers. • The works include clearing and grubbing of vegetation, removal of paddock trees, stripping and stockpiling of topsoil, and bulk earthworks to form the road alignment and associated drainage structures. Two culvert crossings will be installed to manage surface water flows, and the track will be constructed with a subbase of DGS40 material and an ARTC-approved capping layer to ensure durability and compliance with technical standards. The design also incorporates erosion and sediment controls, reinstatement of topsoil, and revegetation of disturbed areas upon completion. • A turnaround bay will be incorporated near the NBN tower to allow safe vehicle manoeuvring. This will ensure efficient access for maintenance and utility vehicles and reduce the need for reversing along the access track. The turnaround bay will be positioned adjacent to the proposed access track and sized to accommodate heavy vehicles. The turnaround bay will require a footprint of approximately 10 m × 50 m (500 m²).
NEED FOR PROPOSED CHANGE	• The CIZ does not allow sufficient space for earthwork batters and drainage to meet TPA design criteria. • Required for safe and permanent access to critical utilities and landowner property.

	• Supports commitments in EIS (Chapter 11) to maintain property access and minimise traffic impacts.
EQUIPMENT REQUIRED	• Heavy Plant: 1 × 40T Excavator 2 × 30T Articulated Dump Trucks 1 × CAT 140M Grader 1 × Smooth Drum Roller (15T) 1 × Padfoot Roller (15T) 1 × CAT Compactor • Support Vehicles: 4 × Light Vehicles (Utilities) 2 × Truck and Tri-axle trailer • Other: Vacuum Excavation Truck Generator (200KV) Hand tools
WORK HOURS	Under CoA E1 of the conditions of approval for the Project, work would be undertaken during the following hours (standard hours): • 7:00 am to 6:00 pm Mondays to Fridays; • 7:00 am to 6:00 pm Saturdays; and • at no time on Sundays or public holidays. No out of hours work (OOHW) is anticipated to be required for the works. Should OOHW be required, OOHW would be undertaken in accordance with requirements included in E3 of the CoA.

Figure 2-1 Location of the proposed access track

Figure 2-2 Gate 11 location – Grogan Road (subject to a separate Consistency Assessment).

3 Consistency review

3.1 Environmental assessment

Table 3-1 Consistency assessment review

FACTOR	Y/ N	DESCRIPTION
Are the proposed works outside the Construction Impact Zone (CIZ)?	**Y**	Yes. The proposed works are partially outside the approved Construction Impact Zone (CIZ). The Grogan Road Utility Access track alignment extends beyond the CIZ boundary assessed in the EIS. The turnaround bay and the additional buffer area are also outside the original CIZ footprint. While the access track connects to the CIZ at the rail corridor interface, the majority of its formation and associated workspace falls outside the approved impact zone.
Are the proposed works outside the Environment Protection Licence (EPL) footprint?	**Y**	A variation will be submitted to update the EPL Premises Boundary maps so that it accurately reflects the refined construction footprint for the Grogan Road Utility Access Track. The proposed works remain consistent with the environmental impacts assessed in the EIS and confirmed through this CA, however, a minor adjustment to the EPL premises map is required to ensure the licensed premises fully encompasses the construction workspace. This update is administrative in nature and will be completed prior to commencement of works.
Are the proposed works on land that require permission from a third party? (TfNSW/ Crown Lands/ property owner etc)	**Y**	The proposed access track is located on private property outside the permanent rail corridor acquisition boundary, which means permission from the landowner is required. Inland Rail's Property team is actively engaging with the landowner to secure an access easement and agree on maintenance responsibilities for the new track and turnaround bay. This agreement will further confirm that the landholder is aware of, and supports, the proposed use of their land for the purpose of the design refinement. The formal easement and any detailed access agreements will be finalised separately through the standard property acquisition and negotiation processes prior to construction.
Does the proposed scope require out of hours work?	**N**	No out of hours work is required for installation of gates. Noise Assessment is included in Appendix B.
Will the works impact on sensitive receivers (air quality/ noise/ visual)?	**N**	The are couple residential sensitive receivers are located approximately 250 m east of the proposed access track, across the existing rail line and across Grogan rd. Both are shown on residential receiver map in Appendix A. The closest to the access track farm buildings identified northeast of the works are

		non-residential agricultural structures and are not treated as sensitive receivers. While the access track is situated within private agricultural land, there are no residential dwellings within or immediately adjacent to the proposed works area—only farmland. A water cart will be used for prepping the foundation which will also be used for dust suppression. All works will be managed in accordance with the endorsed Air Quality Management Plan and Noise and Vibration Management Plan.
Is the proposed works area within non-native vegetation (ecologist verified)?	**Y**	The proposed access track is situated predominantly within cleared agricultural land, characterised by open paddocks and pasture with only occasional scattered vegetation. A single exotic tree subject to possible removal was identified (Peppercorn tree with no habitat features) and verified by the ecologist.
Is any native vegetation clearing required that has not been offset as part of the project's biodiversity offsets?	**N**	No native trees representative of any PCT will be removed as part of the works program. The vegetation to be modified as part of the access track works is mapped within the EIS as PCT PCT 266 White Box grassy woodland in the upper slopes sub-region of the NSW South Western Slopes Bioregion. The EIS identifies this area as corresponding with the EPBC listed White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland. The vegetation along the proposed access way is a highly modified version of the PCT. This vegetation is dominated by exotic grass and pasture species with minimal native groundcover species. See attached Appendix E for details.
Are any known threatened species located within 50 m of the proposed works area?	**N**	No threatened species were recorded within 50 m of the proposed access road footprint during field surveys. However, the broader locality (at least 230m away) supports observations of several threatened fauna species including: Superb Parrot, Grey-crowned Babbler and Squirrel Glider. These species were assumed present based on habitat features (e.g., scattered paddock trees, hollow-bearing trees) and no direct sightings or confirmed presence of these species were recorded during the survey. All threatened species are recorded in Site Environmental Plan included in Appendix A
Has the proposed works area been surveyed for heritage?	**Y**	Non-Aboriginal Heritage The Proposed Change is consistent with the findings of the EIS which concluded that no areas of significant historical (non-Aboriginal) archaeological potential occur within this part of the project and that no non-Aboriginal heritage impacts are expected from construction or operation. The EIS assessment identified that the surrounding agricultural landscape has undergone long-term disturbance and does not contain any historical archaeological sites or relics,

		and therefore further historical archaeological investigation was not required under the SSI process. A re-check of the NSW State Heritage Inventory confirms that no listed non-Aboriginal heritage items or potential archaeological features are located within, or adjacent to the Proposed Change footprint. The works are situated entirely within disturbed agricultural land, and no physical works will occur within or near any listed heritage item. Two heritage-listed items—the Stockinbingal Railway Station and the Stockinbingal Heritage Conservation Area—are within the broader EIS proposal area but are not in proximity to the Proposed Change (located approximately 1 km away). As such, the Proposed Change will not alter historic access patterns, visual settings, curtilage, or the significance of any listed non-Aboriginal heritage place. The EIS mitigation framework and the project's Unexpected Heritage Finds and Human Remains Procedure continue to apply to manage any unforeseen items encountered during construction. Aboriginal Heritage The EIS identified 22 Aboriginal heritage sites and several Potential Archaeological Deposits (PADs) along the Inland Rail alignment. Subsequent test excavations in Zone 11 East confirmed the presence of a low-density artefact scatter, indicating some past Aboriginal use of this area. This scatter reflects low-intensity background activity rather than a concentrated occupation zone. Three Aboriginal heritage sites are located near the northern end of the rail alignment: 1. AHIMS 50-2-0058 (Burley Griffin Way, Stockinbingal – Scar Tree 1): Approximately at least 150 m away of the NBN tower and the southernmost point of the proposed access track. 2. AHIMS 50-2-0054 (Artefact Site ARTC10) is located approx. 300m away from the proposed works area but within the CIZ. 3. AHIMS 50-2-0055 (Artefact Site 11) is located at least 300 m away from the proposed works area, outside the CIZ. 4. AHIMS 50-2-0069 (open Artefact Scatter) is located approx. 130m south east of the NBN tower within the CIZ. Heritage Sites locations are provided in Appendix C.
Does the proposed scope require traffic management?	**Y**	The Proposed Change will result in minor, short-term traffic impacts associated with construction vehicle movements on Grogan Road, including the delivery of materials, mobilisation of heavy plant, and light vehicle access to the work area. Although the works do not introduce new public-road diversions or closures, the entry/exit point at Gate 11 (Grogan Rd) requires controlled movements to maintain safe sight distances and ensure safe interaction between construction vehicles and local road users. This is associated with

		the Grogan Road access point previously assessed in the Construction Gates Consistency Assessment (6-0019-220-EEC-00-SD-0001), which includes assessment of the traffic management requirements for construction access from Grogan Road. No public road closures are expected, but temporary traffic controls may be needed at the access point to manage heavy vehicle entry/exit safely and will be managed in accordance with CTTAMP and as outlined in the Construction Gates Consistency Assessment.
Is the works area within 40 m of a waterway or water body?	**N**	The proposed access track is not within 40 m of any waterway or water body. The nearest mapped watercourse is Dudauman Creek, which is located approximately 240 m south of the southern extent of the proposed access track. The EIS hydrology assessment confirms that the alignment and associated ancillary works were designed to avoid direct disturbance to major waterways, with Dudauman Creek identified as a key watercourse in the locality. Standard erosion and sediment controls will be implemented to manage runoff during construction.
Has the proposed works area been investigated for soil contamination?	**Y**	A full Detailed Site Investigation and Waste Classification was completed for AEC11 (sheepyards, removed sheds, stockpiles) which is adjacent to proposed access track alignment. No asbestos fibres detected in soil; The site is suitable for the intended construction activities, with contamination risks assessed as low and manageable under CEMP, SWMP and associated mitigation measures.
Will the works require material to be temporarily or permanently stockpiled outside a designed ancillary facility?	**Y**	Temporary stockpiling of materials will be undertaken only within the CIZ. No permanent stockpiles will be created as part of the Proposed Change. All material will be placed, managed, and removed in accordance with the CEMP, Waste Management Plan, and Soil & Water Management Plan. No stockpiling will occur on private land outside the CIZ.
Will the proposed scope impact operations?	**N**	Grogan Road gate is an operational access point for the NBN tower however, this access has already been assessed in the EIS. The proposed access track will not impact on operations and was considered as part of the reference design (but limited to within the CIZ at the time of the reference design completion).
Are the works minor in nature and comprise activities described generally consistent with that detailed in the project as approved under the Environmental Planning and Assessment Act 1979?	**Y**	Yes – the works are generally consistent with the approved project description under the *Environmental Planning and Assessment Act* 1979. The scope does not introduce new operational impacts or change the function of the approved project. No new permanent structures outside the rail corridor other than the access track. Works are temporary and localised, do not alter the approved rail alignment. Environmental risks (heritage, hydrology, biodiversity) are manageable under existing mitigation frameworks
Are the proposed works to be undertaken in accordance with the Project Approval, EPL, CEMP and Subplans?	**Y**	All works will be managed in line with the Project Approval, CEMP and sub-plans. The EPL will be varied for the area and access track to be included in the EPL boundary as a variation to the license prior to being used.

3.2 Environmental management measures

Tabel 3-2 outlines any changes to relevant CoAs and RMMs in this document that will be implemented as additional management measures for the Proposed access track.

Table 3-2: 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 RMM	MINIMAL IMPACT YES/NO
Traffic and transport	Minor, short-term increase in construction traffic on Grogan Road and local intersections due to delivery of materials and plant. No change to operational traffic.	Traffic management control measures will include: Implementation of Traffic Guidance Schemes (TGS) and site-specific Traffic Management Plans (TMPs) in accordance with TfNSW standards and Austroads guidelines. Temporary speed zones (typically 40–80 km/h) near construction gate (Gate 11) to address sight distance limitations. Advanced warning signage and variable message signs (VMS) prior to works. Engagement of accredited traffic controllers where required. Scheduling heavy vehicle movements outside peak periods and school zone times.	Yes
Noise and vibration	The Proposed Change scope of works would not result in an increase on the level of impact assessed as part of the I2S EAD and would not impact on the Project's ability to comply with relevant CoAs and RMMs.	Noise mitigation measures will be implemented as per Appendix B.	Yes
Non-Aboriginal Heritage	The Proposed Change scope of works would not result in an increase on the level of impact assessed as part of the I2S EAD and would not impact on the Project's ability to comply with relevant CoAs and RMMs.	No listed heritage items or historic structures are located within the proposed access road footprint. Works will not affect Stockinbingal Railway Station or other heritage-listed assets. No additional mitigation measures required. The Unexpected Heritage Finds and Human Remains Procedure will be	Yes

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 RMM	MINIMAL IMPACT YES/NO
		implemented in the event that any potential cultural heritage material or suspected human remains are encountered during the works.	
Aboriginal Heritage	The Proposed Change scope of works would not result in an increase on the level of impact assessed as part of the I2S EAD and the GML ACHAR and would not impact on the Project's ability to comply with relevant CoAs and RMMs. AHIMS search has been conducted and included in Appendix C.	No new Aboriginal sites will be impacted beyond what was assessed in the EIS. Salvage excavation methodology and cultural heritage management plans remain applicable. Risk of encountering unexpected items is low but possible. Hard copy of Site Environmental Plan (SEP) to be available on site and all staff will be inducted on proximity of Aboriginal sites. AHIMS 50-2-0058 (Burley Griffin Way, Stockinbingal – Scar Tree 1 will be delineated as required. Unexpected Heritage Finds and Human Remains Procedure will be implemented in accordance with CoA A17, E143, and E144. All work ceases in the event of a discovery of suspected Aboriginal objects or human remains until appropriate notification, consultation, and approvals are obtained. Consultation with RAPs and Heritage NSW be engaged where required for any future survey, test excavation, or salvage works. The Local Aboriginal Land Council (LALC) will be consulted as a separate entity, in addition to consultation with RAPs.	Yes

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 RMM	MINIMAL IMPACT YES/NO
Biodiversity	The area proposed for works is mapped as PCT White box grassy woodland. The community is a highly modified version of this PCT within the area subject this consistency assessment however. There are no native trees requiring removal and the area consists predominantly of non-native pasture grasses and groundcover species due to a history of intense clearing and grazing. The proposed works will require stripping of pasture grasses and one non-native exotic tree. No threatened ecological communities or species habitat will be significantly impacted. No additional fauna habitat fragmentation beyond what was assessed in the EIS will occur. See Appendix E for more information.	Pre-clearance survey has been conducted by a qualified ecologist prior to any works occurring. No habitat trees are present within the subject site.	Yes
Flooding	The Proposed Change scope of works would not result in an increase on the level of impact assessed as part of the I2S EAD and would not impact on the Project's ability to comply with relevant CoAs and RMMs.	The proposed access track is adjacent to the approved construction footprint and outside major flood-prone areas identified in the EIS. No additional mitigation measures required.	Yes
Soils, water and contamination	The Proposed Change scope of works would not result in an increase on the level of impact assessed as part of the I2S EAD and would not impact on the Project's ability to comply with relevant CoAs and RMMs where all additional mitigation and control measures are implemented.	All recommendations of the Detailed Site Investigations for AEC11 in proximity to the Proposed Change must be implemented prior to and throughout the works, where relevant. Unexpected finds protocol will be implemented. Temporary stockpiles will be managed in accordance with the SWMP.	Yes
Air quality	The Proposed Change scope of works would not result in an increase on the level of impact assessed as	Minor, short-term dust generation from earthworks, stockpiling, and vehicle movements will be	Yes

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 RMM	MINIMAL IMPACT YES/NO
	part of the I2S EAD and would not impact on the Project's ability to comply with relevant CoAs and RMMs.	managed in accordance with the AQMP	
Landscape and visual impact	The Proposed Change scope of works would not result in an increase on the level of impact assessed as part of the I2S EAD and would not impact on the Project's ability to comply with relevant CoAs and RMMs.	No additional mitigation measures required.	Yes

3.3 Matters of national environmental significance

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

Table 3-3 Matters of national environmental significance (MNES)

FACTOR	IMPACT (YES/NO)	IMPACT DESCRIPTION
Any impact on a World Heritage property?	No	The Proposed Change would not have a direct or indirect impact on any World Heritage property.
Any impact on a National Heritage place?	No	The Proposed Change would not have a direct or indirect impact on any National Heritage place.
Any impact on a wetland of international importance?	No	The Proposed Change would not have a direct or indirect impact on any wetlands of national importance.
Any impact on a listed threatened species or communities?	No	The Proposed Change would not have a direct or indirect impact on listed threatened species or communities.
Any impacts on listed migratory species?	No	The Proposed Change would not have a direct or indirect impact on any listed migratory species
Any impact on a Commonwealth marine area?	No	The Proposed Change would not have a direct or indirect impact on a Commonwealth marine area
Does the proposal involve a nuclear action (including uranium mining)?	No	The Proposed Change does not relate to a nuclear action.
Additionally, any impact (direct or indirect) on Commonwealth land?	No	The Proposed Change is not located in proximity to and would not have any direct or indirect impact on any Commonwealth land.

4 Consistency assessment

Table 4-1 presents a set of questions that assist Inland Rail to determine whether the Proposed Change can be considered consistent with the Minister's approval.

Table 4-1 Consistency questions

CONSISTENCY QUESTION	DISCUSSION	CONSISTENT
Q1) Are the proposed works being carried out as part of an approved project? E.g. Are works "generally in accordance with" project documents and plans, where relevant?	As considered throughout this document, the Proposed Change is being carried out in accordance with the EAD, particularly the UMF, which involves adjustment and relocation of utilities.	Yes
Q2) Is the modification such a radical transformation of the project as a whole, as to be, in reality, an entirely new project? Note: If answered Yes, a new project application may be required.	The Proposed Change does not constitute a modification, is not a radical transformation of the Project as a whole and is not an entirely new Project.	Yes
Q3) Are the proposed works a modification that is considered "consistent with" the project as approved? This will require the work in question to have environmental impacts contemplated by the approval (such as EA / EIS, CEMP, spoil management plan, heritage management plan or the like), including documents forming part of the approval, or as a minimum, very few additional impacts.	The Proposed Change, as considered in Chapter 2 is considered "consistent with" the Infrastructure Approval. The Proposed Change is considered to be consistent with the impacts contemplated by the EAD outlined in CoA A1 of the Infrastructure Approval	Yes
Q4) When considering all previous consistency assessments and the potential cumulative impacts, are the proposed works still considered 'consistent with' the project as approved?	The Proposed Change is considered "consistent with" the Project, including any potential cumulative impacts of other Consistency Assessments being undertaken concurrently (specifically, at the Grogan Road accommodation facility) Any subsequent consistency assessments would be subject separate consideration for potential cumulative impacts.	Yes

5 Monitoring and Reporting

The Proposed Change has been assessed in relation to existing monitoring and reporting requirements in order to determine if there is further monitoring or reporting required as a result.

6 Conclusion

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

Further to the details provided in table 3 above, the proposed activity/design refinement 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.~~

7 Certification

Author

This consistency assessment provides a true and fair review of the Proposed Change for the I2S project.

Name:	**Signature:**
Maria Orlova	TM. Orlova
Position:	**Date:**
Environment Advisor	15/12/2025
Organisation:	
John Holland (JH)	

Inland Rail

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

[And]

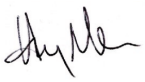
The Proposed Change, subject to the implementation of all the environmental requirements of the project, is consistent with the EPBC approval~~/is not consistent with the EPBC approval and consultation with the Australian Government Department of the Environment and Energy is required prior to submitting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

~~[Or]~~

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

Name:	Wayne Window	**Signature:**	
Position:	Environment Manager - Approvals	**Date:**	25 March 2026
Organisation:	Inland Rail		

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

Name:	Harry Mercer	**Signature:**	
Position: (Manager)	I2S Project Director (Acting)	**Date:**	25 March 2026
Organisation:	Inland Rail		

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.

8 Appendices

Appendix A SEP and Associated Maps

INLAND RAIL

Illabo to Stockinbingal

JOHN HOLLAND

Current CIZ boundary

Proposed access track

Changes to CIZ boundary - Proposed CIZ boundary

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

0 100 m 200 m

CIZ Variation – Existing boundary and Proposed boundary (Page 1 of 3)

INLAND RAIL

Illabo to Stockinbingal

JOHN HOLLAND

Current CIZ boundary

Proposed access track

Changes to CIZ boundary - Proposed CIZ boundary

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

0 100 m 200 m

CIZ Variation – Existing boundary and Proposed boundary (Page 2 of 3)

INLAND RAIL

Illabo to Stockinbingal

JOHN HOLLAND

Current CIZ boundary

Proposed access track

Changes to CIZ boundary - Proposed CIZ boundary

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

0 100 m 200 m

CIZ Variation – Existing boundary and Proposed boundary (Page 3 of 3)

INLAND RAIL

Illabo to Stockinbingal

JOHN HOLLAND

- Proposed access track area
- Current CIZ boundary
- Eucalyptus microcarpa
- PCT 76 Western Grey Box tall grassy woodland
- PCT 80 Western Grey Box - White Cypress Pine tall woodland

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

0 100 m 200 m

Site Environmental Plan (Page 1 of 4)

INLAND RAIL

Illabo to Stockinbingal

JOHN HOLLAND

Proposed access track area

Current CIZ boundary

PCT 309 Black Cypress Pine red gum

White Pine, no habitat features present, to be retained

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

0 100 m 200 m

Site Environmental Plan (Page 2 of 3)

INLAND RAIL

Illabo to Stockinbingal

JOHN HOLLAND

- Proposed access track area
- Current CIZ boundary
- Scattered PCT 266 White Box grassy woodland
- PCT 266 White Box
- Peppercorn tree (exotic)
- AHIMS Site

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

0 100 m 200 m

Site Environmental Plan (Page 3 of 4)

INLAND RAIL

Illabo to Stockinbingal

JOHN HOLLAND

Proposed access track area

Current CIZ boundary

AHIMS Sites

AHIMS Site, Artefact scatter zone

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

0 100 m 200 m

Site Environmental Plan (Page 4 of 4)

INLAND RAIL

Illabo to Stockinbingal

JOHN HOLLAND

Current CIZ boundary

Proposed access track

Changes to CIZ boundary - Proposed CIZ boundary

Residential receiver 321487 (approx. 250m away)

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

0 100 m 200 m

Residential sensitive receiver Map (Page 1 of 2)

INLAND RAIL

Illabo to Stockinbingal

JOHN HOLLAND

Current CIZ boundary

Proposed access track

Changes to CIZ boundary - Proposed CIZ boundary

Residential receiver 226954 (approx. 260m away)

Farm structures (nonresidential)

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

0 100 m 200 m

Residential sensitive receiver Map (Page 2 of 2)

Appendix B Noise Assessment

Existing Environment

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

Burley Griffin Way, Olympic Highway, and the existing rail lines are the primary noise sources within the Project site which are zoned as Infrastructure (SP2), however, traffic along these roads is typically of low volume and does not significantly impact the background noise levels of the surrounding environment. The most significant existing sources of vibration along the Proposal site include those generated by traffic on the local road network and existing rail operations at Illabo and Stockinbingal. Although not measured directly, vibration from existing road and rail sources would be below the structural damage and human comfort criteria for all vibration-sensitive receivers.

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

Noise catchment areas (NCA) on the Project are provided in Table 3 2. The NCA relevant to the Proposed Changes are in bold text.

Table 8-9-1 Noise catchment area summary

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

Work hours

The work hours permitted on the Project are provided in Table 8-2 below.

Table 8-9-2 Permitted work hours for the Project

APPLICABLE CONSTRUCTION PERIOD	COA	APPLICABLE WORKING HOURS		
		Monday- Friday	Saturday	Sunday / Public Holiday
STANDARD CONSTRUCTION HOURS	E1	7:00am to 6:00pm	7:00am to 6:00pm	No work
COA E2 CONSTRUCTION HOURS[1]	E2	6:00am to 6:00pm	6:00am to 6:00pm	6:00am to 6:00pm
HIGHLY NOISE INTENSIVE WORKS[2]	E4	8:00am to 6:00pm	8:00am to 1:00pm	No work
STANDARD BLASTING HOURS	Nil	9.00am to 5.00pm	9.00am to 1.00pm	No Blasting

Notes:

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

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

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

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

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

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

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

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

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

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

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

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

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

Variation to work hours

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

a) Safety and Emergencies, including:

   i. For the delivery of materials required by the NSW Police Force or other authority for safety reasons; or

   ii. Where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm.

On becoming aware of the need for emergency work in accordance with (a), the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavours must be used to notify all noise and/or vibration affected residents and owners/occupiers of properties identified sensitive land use(s) of the likely impact and duration of that work.

b) Low impact noise activities, that meet the following criteria:

i. Construction that causes LAeq(15 minute) noise levels:

- No more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and
- No more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and

ii. Construction that causes LAFmax noise levels no more than 15 dB above the rating background level at any residence during the night period as defined in the Noise Policy for Industry. and

iii. Construction that causes:

- Continuous or impulsive vibration values, measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or
- Intermittent vibration values measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006).

c) By Approval or agreement, including:

i. Where different construction hours are permitted under an EPL in force in respect of the CSSI; or

ii. Works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E5; or

iii. Negotiated agreements with directly affected residents and sensitive land use(s).

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

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

Noise management levels (NML)

Table 8-3 below, which was sourced from the ICNG, shows how NMLs at residential receivers are determined and how they are to be applied. The rating background level (RBL) is used when determining the noise management level (NML). The RBL is the overall single-figure background noise level measured in each relevant assessment period (during or outside the recommended standard hours). The term and methodology to obtain RBLs is described in detail within the RNP.

Table 8-9-3 Noise Management Levels (NML) at residential receivers

TIME OF DAY	NML $L_{AEQ\ (15MIN)}$	HOW TO APPLY
STANDARD HOURS: • **MONDAY TO SATURDAY 7AM TO 6PM** • **COA E2 CONSTRUCTION HOURS**	RBL + 10 dB(A)	The noise affected level represents the point above which there may be some community reaction to noise. Where the predicted or measured LAeq (15 min) is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level. JHG should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
	Highly noise affected >75dB(A)	The highly noise affected level represents the point above which there may be strong community reaction to noise. Where noise is above this level, JHG would carefully consider other ways to reduce noise to below this level. If no quieter work method is feasible or reasonable and the works proceed, the proponent would provide respite periods and communicate with the impacted residents.
OUTSIDE CONSTRUCTION STANDARD HOURS	RBL +5 dB(A)	A strong justification would typically be required for works outside the recommended standard hours. JHG should apply all feasible and reasonable work practices to meet the noise affected level. Where all feasible and reasonable practices have been applied and noise is more than 5 dB above the RBL, additional noise mitigation measures should be applied

Impact Assessment

Map showing predicted noise impacts by impact class (defined in Table 8-4) is visible in Figure 8-1.

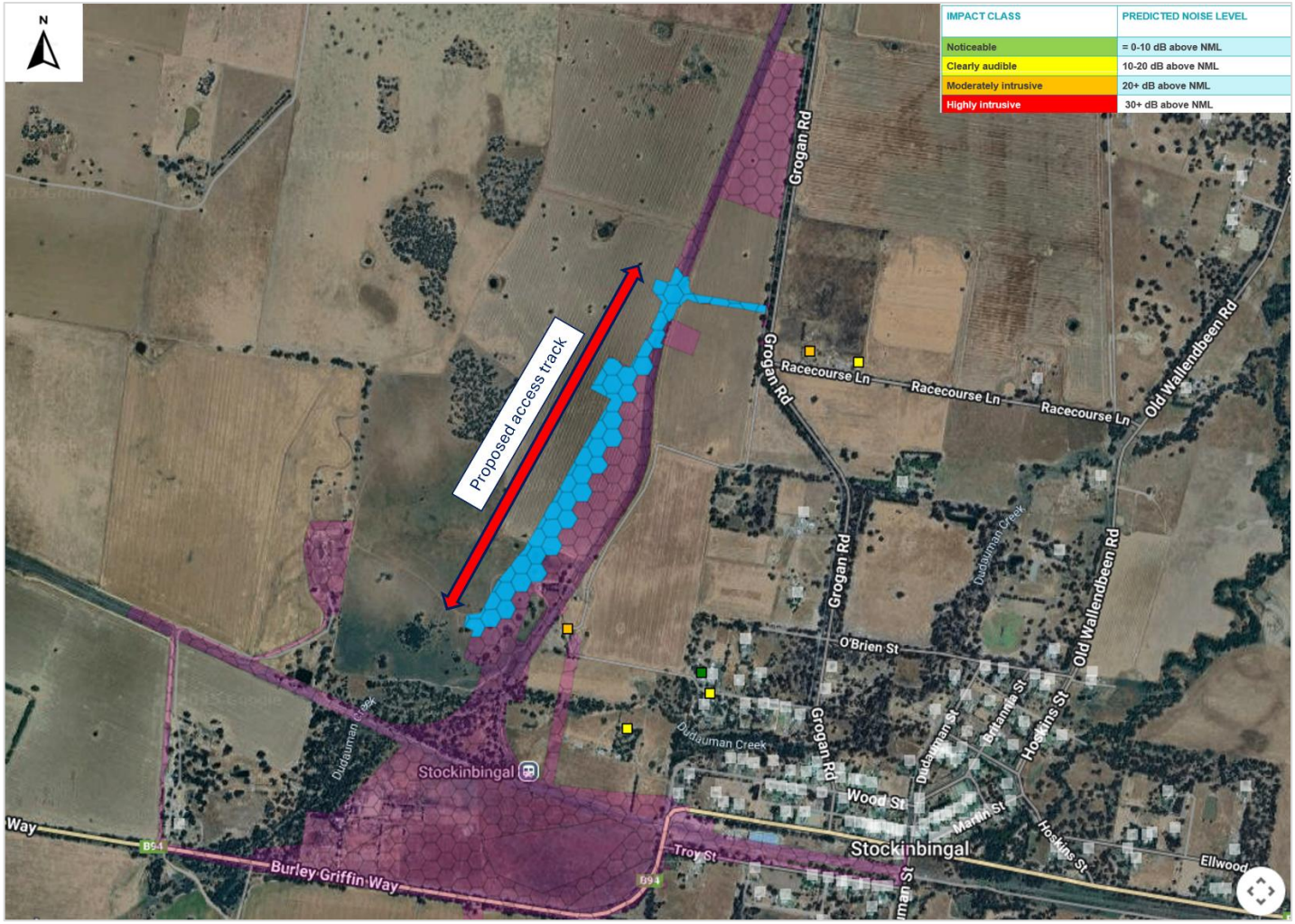


Figure 8-1 Map showing predicted noise impacts of the proposed access track along Grogan Rd

Noise

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

Table 8-9-4 Proposed equipment and associated sound power levels

EQUIPMENT	QUANTITY	USAGE	REDUCTION	SWL
CAT 140M GRADER	1	40%	0	96
EXCAVATOR (40 TONNE)	1	40%	0	100
ARTICULATED DUMP TRUCKS (30 TONNE)	2	30%	0	95
SMOOTH DRUM ROLLER	1	30%	0	100
PADFOOT ROLLER (15T)	1	30%	0	102
CAT COMPACTOR	1	40%	0	96
VACUUM EXCAVATION TRUCK	1	30%	0	96
GENERATOR (200KV)	1	40%	0	96
SITE UTE	4	40%	0	87
TRUCK AND TRI-AXLE TRAILER	2	30%	0	85

With reference to the ICNG, the number of sensitive receivers classified in each impact class for the standard hours period are summarised in Table 8-5 below:

Table 8-5 Summary of NML exceedance ranges for standard hours

IMPACT CLASS	PREDICTED NOISE LEVEL	PREDICTED NUMBER OF RECEIVERS
Noticeable	= 0-10 dB above NML	1
Clearly audible	10-20 dB above NML	3
Moderately intrusive	20+ dB above NML	2
Highly intrusive	> 30+dB above NML	0

It is noted that the works proposed as part of this CA are located within Section 6 of the chainages identified in the Project CEMP and Project NVMP. This location of proposed change and the associated noise levels are consistent with the daytime NML's as described in Table 8-14 of the Project NVMP.

The safeguards and controls listed in 8-6 will be implemented where reasonable and feasible with the intention of achieving the project noise criteria and to maintain noise impacts at a practical minimum.

Table 8-6 Proposed noise mitigation measures

ACTION	DESCRIPTION
Community consultation or notification	Notify the affected community. The notification will detail work activities, dates and hours, impacts and mitigation measures, indication of work schedule over the night time period, any operational

	noise benefits from the works (where applicable) and contact telephone number. Notification should be a minimum of 7 calendar days prior to the start of works.
Site inductions	All employees, contractors and subcontractors are to receive an environmental induction. The induction would at least include: • all project specific and relevant standard noise and vibration mitigation measures • relevant licence and approval conditions • permissible hours of work • any limitations on high noise generating activities • location of nearest sensitive receivers • construction employee parking areas • designated loading/unloading areas and procedures • site opening/closing times (including deliveries) environmental incident procedures
Behaviour	No swearing or unnecessary shouting or loud stereos/radios on site. No dropping of materials from height, throwing of metal items and slamming of doors.
Verification	A noise verification program would be undertaken for the duration of the works.
Construction hours	Construction will be carried out during the standard daytime working hours.
Equipment selection	Use quieter construction methods where feasible and Reasonable. Ensure plant including the silencer is well maintained.
Use and siting of plant	The offset distance between noisy plant and adjacent sensitive receivers is to be maximised. Plant used intermittently to be throttled down or shut down. Noise-emitting plant to be directed away from sensitive receivers.
Plan worksites and activities to minimise noise and vibration.	Locate compounds away from sensitive receivers and discourage access from local roads. Plan traffic flow, parking and loading/unloading areas to minimise reversing movements within the site. Where additional activities or plant may only result in a marginal noise increase and speed up works, consider limiting duration of impact by concentrating noisy activities at one location and move to another as quickly as possible. Very noise activities should be scheduled for normal working hours. Where practicable, work should be scheduled to avoid major student examination periods when students are studying for examinations such as before or during Higher School Certificate and at the end of higher education semesters.
Non-tonal reverse alarms	Non-tonal reversing beepers (or an equivalent mechanism) must be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out of hours work.
Shield stationary noise sources such as pumps, generators, and compressors	These should be enclosed or shielded where reasonable and feasible.

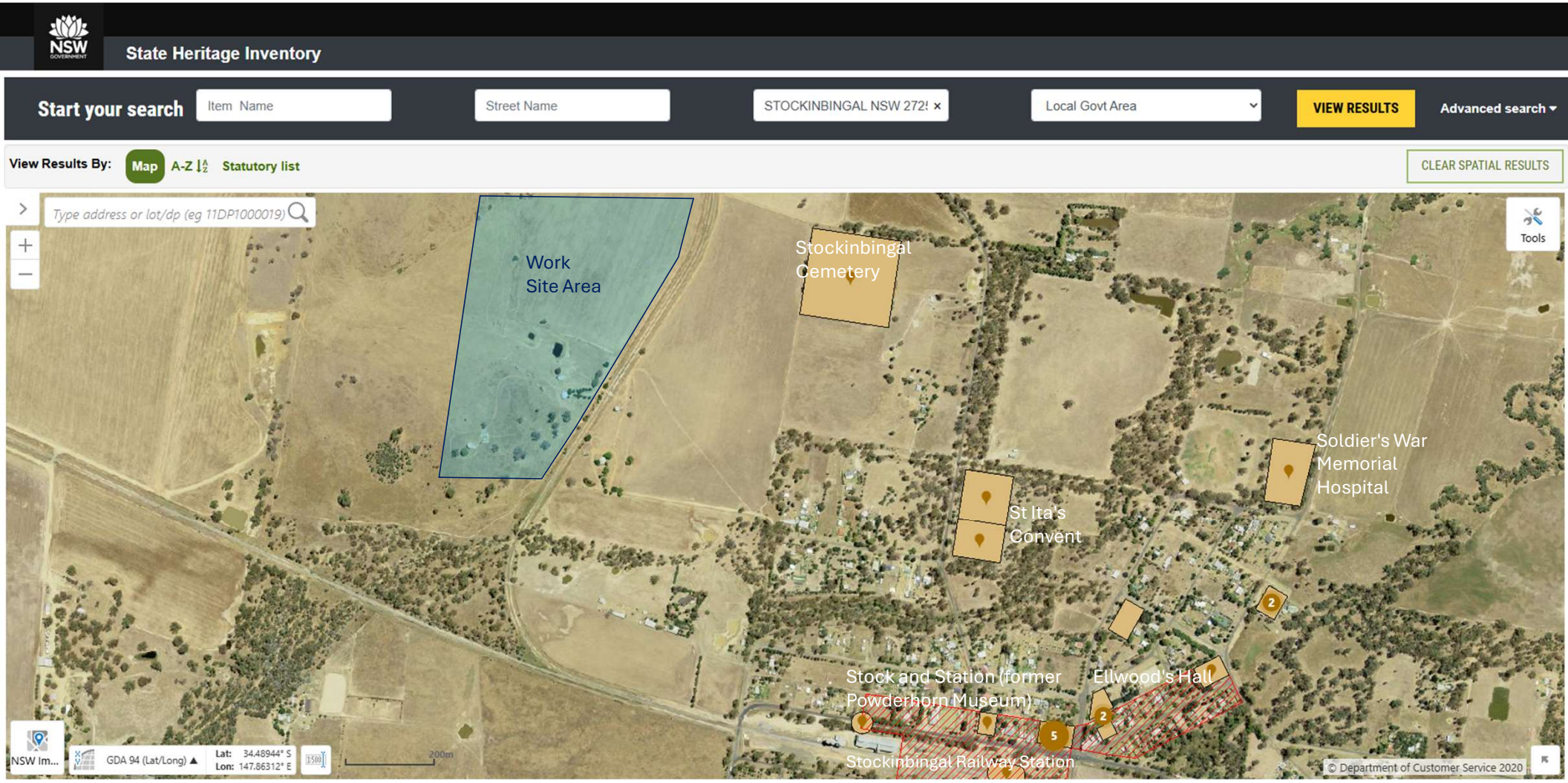
Detailed noise predictions

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

Table 8-9-7 Detailed predictions for The Proposed Access Track

Assessment: AccessTrack					NML, LAeq, 15 minute				Predicted noise level, dBA		Exceedance summary											
												Exceed NML by (dB):				Exceed sleep disturbance by (dB):		Impact classification			
NCA	Rec	Address	Flr	Land use	Day	O/day	Eve	Night	Cumulative LAeq, 15 minute	LMax	Highly Affected?	Day	O/day	Eve	Night	Screen	Awake	Day	O/day	Eve	Night
NCA05	1609956	17 CAMBRIA ST, STOCKINBINGAL NSW 2725	1	RES	45	40	35	35	45.6	53.6		0.6	5.6	10.6	10.6	-	0.6	Clearly Audible	Clearly Audible	Clearly Audible	Clearly Audible
NCA05	1609981	7 WEST ST, STOCKINBINGAL NSW 2725	1	RES	45	40	35	35	45.6	53.6		0.6	5.6	10.6	10.6	-	0.6	Clearly Audible	Clearly Audible	Clearly Audible	Clearly Audible
NCA02	1610015	183 LEWINS LANE STOCKINBINGAL	1	RES	45	40	35	35	55.5	63.5		10.5	15.5	20.5	20.5	-	10.5	Moderately Intrusive	Moderately Intrusive	Moderately Intrusive	Moderately Intrusive
NCA04	1610017	20 CAMBRIA ST, STOCKINBINGAL NSW 2725	1	RES	45	40	35	35	45	53		0	5	10	10	-	0	Noticable	Noticable	Clearly Audible	Clearly Audible
NCA04	1610032	11 RACECOURSE LANE, STOCKINBINGAL NSW 2725	1	RES	45	40	35	35	56	64		11	16	21	21	-	11	Moderately Intrusive	Moderately Intrusive	Moderately Intrusive	Moderately Intrusive
NCA01	1610088	11 RACECOURSE LANE, STOCKINBINGAL NSW 2725	1	RES	45	40	35	35	50.5	58.5		5.5	10.5	15.5	15.5	-	5.5	Clearly Audible	Clearly Audible	Moderately Intrusive	Moderately Intrusive

Appendix C Heritage mapping and AHIMS Search


State Heritage Inventory
Start your search
Item Name
Street Name
STOCKINBINGAL NSW 272
Local Govt Area
VIEW RESULTS
Advanced search
View Results By:
Map
A-Z
Statutory list
CLEAR SPATIAL RESULTS
Type address or lot/dp (eg 11DP1000019)
Tools
Work Site Area
Stockinbingal Cemetery
Soldier's War Memorial Hospital
St Ita's Convent
Stock and Station (former Powderhorn Museum)
Ellwood's Hall
Stockinbingal Railway Station
NSW Im...
GDA 94 (Lat/Long)
Lat: 34.48944° S
Lon: 147.86312° E
200m
© Department of Customer Service 2020

AHIMS Web Services (AWS)
Search Result

Your Ref/PO Number : 50-2-0054

Client Service ID : 1083157

Maria Orlova

15 Bourke Rd
Mascot New South Wales 2020

Attention: Maria Orlova

Email: maria.orlova@jhg.com.au

Date: 18 January 2026

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -34.4975, 147.865 - Lat, Long To : -34.4953, 147.8689, conducted by Maria Orlova on 18 January 2026.

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:

4	**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

Aboriginal Site Recording Form

Manager, Information Systems
Locked Bag 5020, Parramatta 2124 NSW

AHIMS site ID: 50-2-0069 **Date recorded:** 17-10-2024

Site Location Information

Site name: Burley Griffin Way Stockingbingal Artefact Site 2

Easting: 579582 **Northing:** 6182553 **Coordinates must be in GDA94 (MGA)**

Horizontal Accuracy (m): 0

Zone: 55 Non-Differential GPS

Recorder Information

(The person responsible for the completion and submission of this form)

Title	Surname	First name
Ms.	Morris	Hannah

Organisation: Inland Rail

Address: 60 Carrington Street, Sydney 2000 NSW

Phone: 0452334339 **E-mail:** HMorris@inlandrail.com.au

Site Context Information

Land Form Pattern: Undulating Plain **Land Use:** Farming Low Intensity

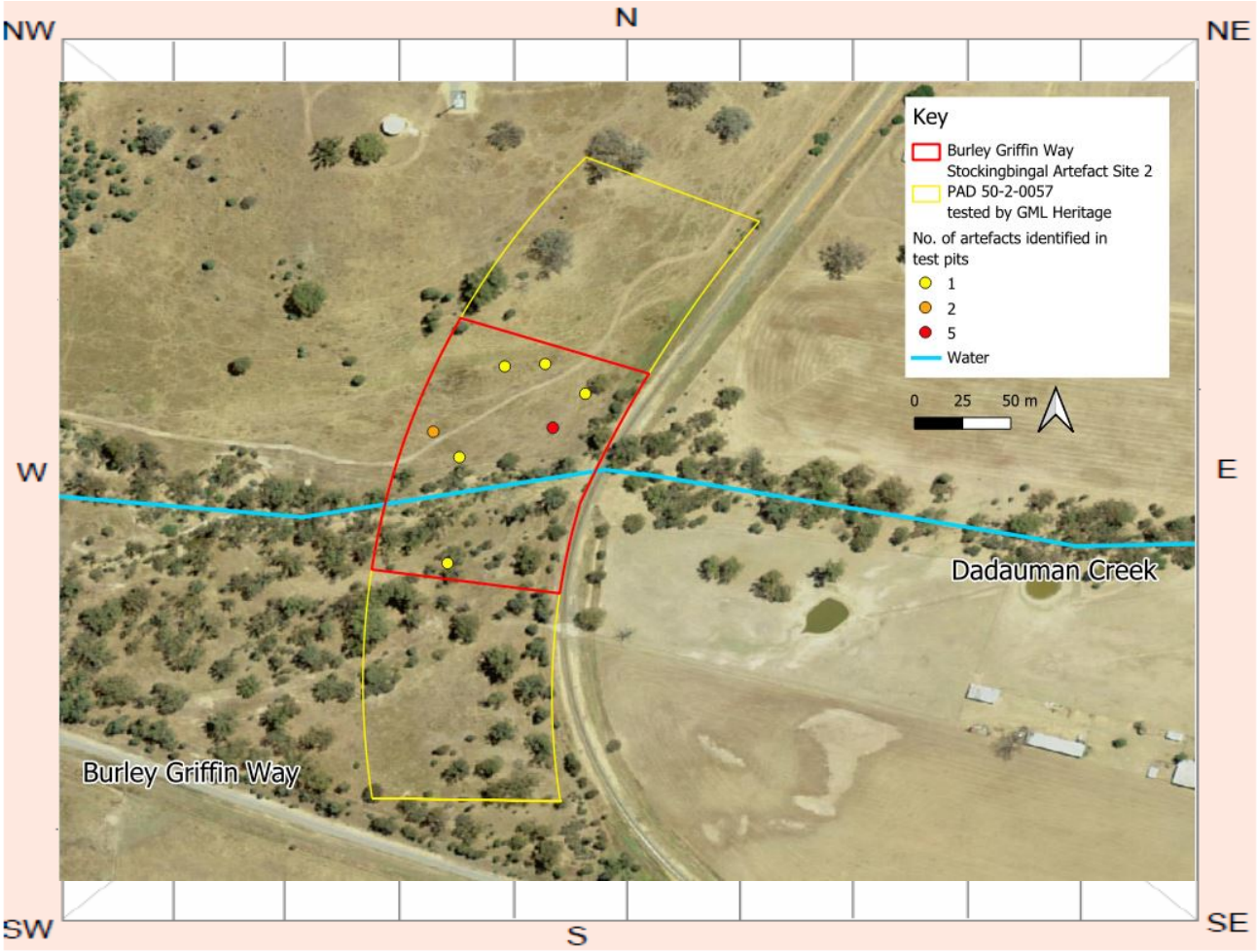
Land Form Unit: Slope **Vegetation:** Cleared

Distance to Water (m): 40 **Primary Report:** GML Heritage 2022 Inland Rail Illabo to Stockingbingal ACHAR

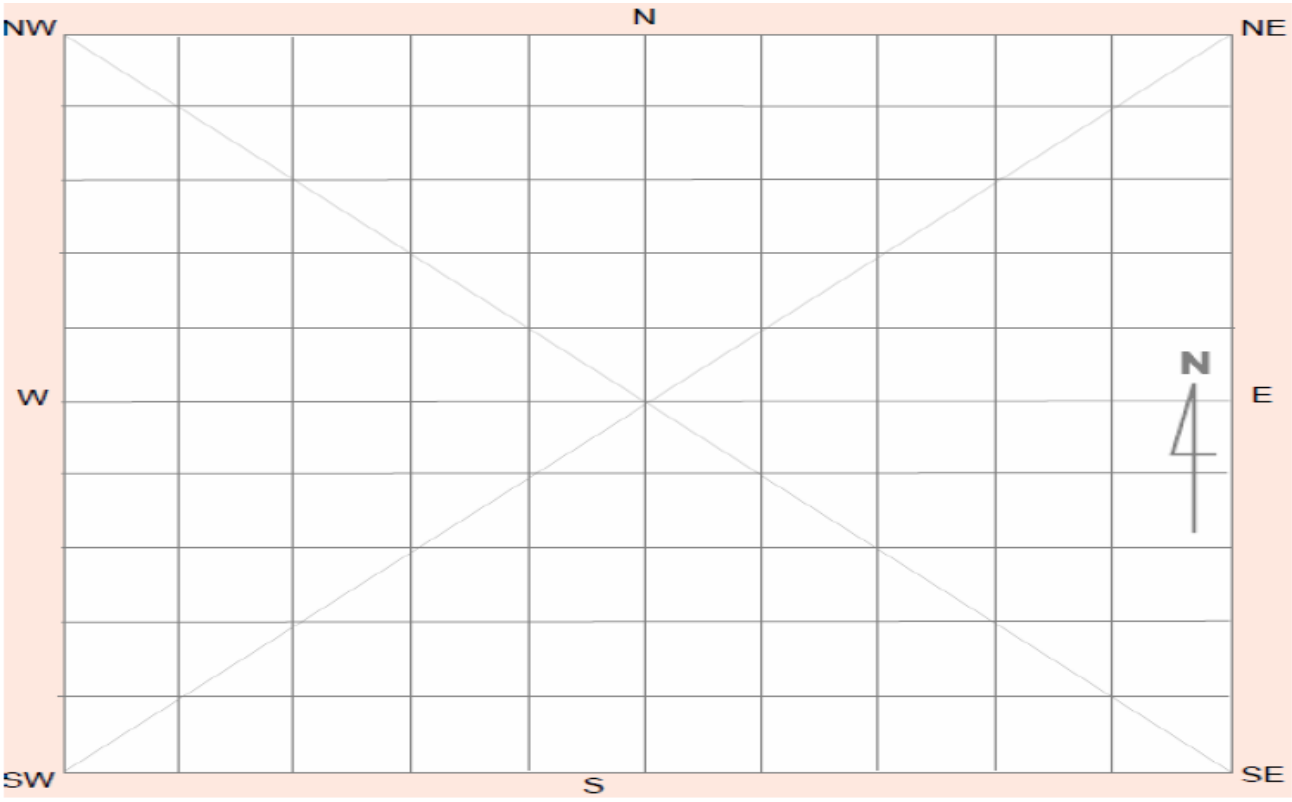
How to get to the site: Site is off Burely Griffin Way. It is located on private property. Seek permission for best access.

Other site information: This artefact scatter was recovered during test excavations (GML Heritage, 7-10 Dec 2020) of PAD 50-2-0057 (also referred to as Zone 11 East in the GML report). 13 artefacts were found in 7 of the 29 50x50cm test pits. The site runs more or less north to south with a curve to the north-east and south-east. This site is the area within the PAD where artefacts were recovered during the test exc.

Site location map



Site plan



Site contents information

open/closed site: Open **Site condition:** Disturbed

Features:

	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Regrowth (cm)	Scar shape	Tree Species
1. Artefact	13	160	120				

Feature condition: Disturbed

Description:

Artefacts varied in size with max dimensions of 7.5mm to 28mm and av. size of 15.5mm. Quartz is most frequent but there was also some silcrete, IMSTC and unidentified material. One chert flake might be possible geometric backed artefact. It had retouch on horizontal margin (approx 4-5 scars) and may have possible evidence of usewear on the opposite margin.

Features:

	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Regrowth (cm)	Scar shape	Tree Species
2.							

Feature condition:

Description:

Features:

	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Regrowth (cm)	Scar shape	Tree Species
3.							

Feature condition:

Description:

Features:

		Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
4.								

Feature condition:

Description:

Features:

		Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
5.								

Feature condition:

Description:

Site photographs

Figure 5.40 TU 230, representative of Zone 11 East north. (Source: GML, 2020)

Description: Section 1

Figure 5.42 TU 240, representative of Zone 11 East south. (Source: GML, 2020)

Description: Section 2

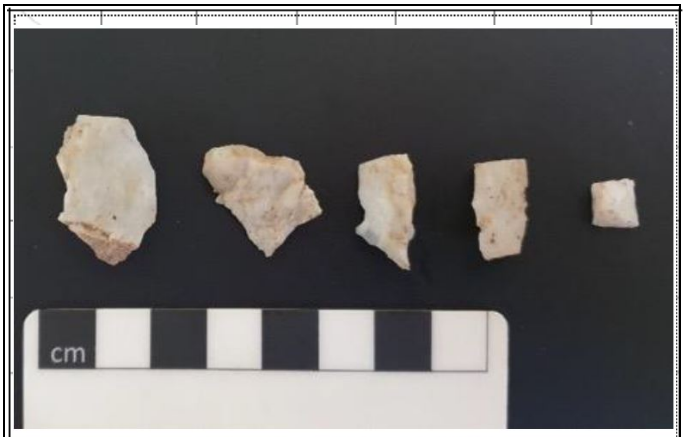


Figure 5.52 Quartz from Zone 11 East, TU 229, comprising of (left to right) two complete flakes, a distal flake, a medial flake, and a flaked piece. (Source: GML 2021)

Description:

Figure 5.41 TU 235, representative of Zone 11 East creek. (Source: GML, 2020)

Description: Section 3

Site restrictions

Do you want to Restrict this site?:

Restriction type: Gender ☐ General ☐ Location ☐

Why is this site restricted?:

Further information contact

Title	Surname	First name
Ms.	Morris	Hannah

Organisation: Inland Rail

Address: 180 Ann Street, Brisbane, Qld

Phone: 0452334339 **E-mail:** hmorris@inlandrail.com.au

Site interpretation and community statement

The physical size of the artefacts is reflective of later stages of raw material reduction, although no artefacts were able to be refit. The small assemblage size also precludes interferences regarding targeted flake size selection. Overall, the scatter of artefacts in this assemblage are indicative of a low density background scatter suggestive of a low intensity use of this part of this area by Aboriginal people, rather than a dedicated occupation zone.

Aboriginal Site Recording Form

AHIMS Registrar
PO Box 1967, Hurstville 2220 NSW

AHIMS site ID: ~~50-2-0068~~ 50-2-0098 **Date recorded:** 15-02-2021

Site Location Information

Site name: Burley Griffin Way Stockinbingal Scar Tree 1

Easting: 579726 **Northing:** 6182771 **Coordinates must be in GDA (MGA)**

Horizontal Accuracy (m): 4

Zone: 55 **Location method:** Non-Differential GPS

Recorder Information

(The person responsible for the completion and submission of this form)

Title	Surname	First name
Ms.	Tooby	Lara

Organisation: GML Heritage

Address: Level 6, 372 Elizabeth St, Surry Hillys, NSW 2010 Australia

Phone: 0416094225 **E-mail:** larat@gml.com.au

Site Context Information

Land Form Pattern: Undulating Plain **Land Use:** Farming Low Intensity

Land Form Unit: Slope **Vegetation:** Open Woodland

Distance to Water (m): 500 **Primary Report:**

How to get to the site: Private property; permission needed from landholder. Recorded as part of the Inland Rail project.

Other site information: Recorded by James Ingram and Dylan Ingram (Bidya Marra Consultancy) with GML Martin Rowney.

Site location map

Site contents information

open/closed site: Open

Site condition: Good

Features:

		Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
1.	Modified Tree	2	70	20	40	5	Oval	Box

Description:

Grey Box with two scars: one on the west site (coolamon/shield scar) (dimensions displayed, regrowth is estimated). The East side consists of a potential canoe scar which is 235cm long, 25cm wide, and 5-8cm deep.

Features:

		Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
2.								

Description:

Features:	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Regrowth (cm)	Scar shape	Tree Species
3.							

Description:

Features:	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Regrowth (cm)	Scar shape	Tree Species
4.							

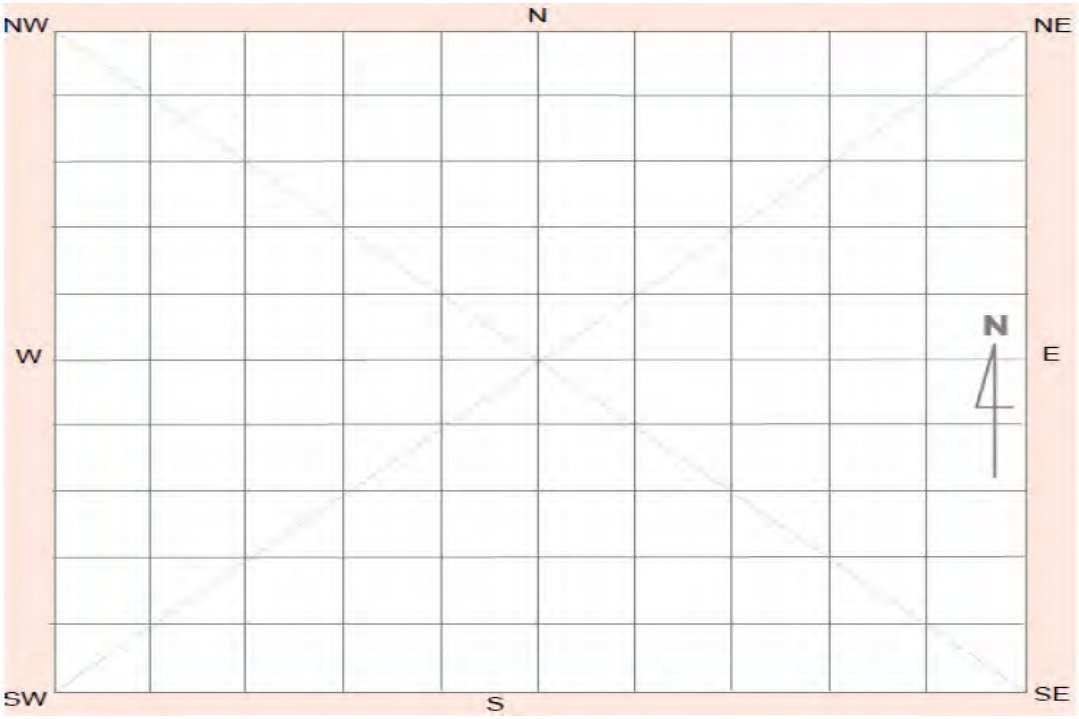
Description:

Features:	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Regrowth (cm)	Scar shape	Tree Species
5.							

Description:

Other Site Info: Recorded by James Ingram and Dylan Ingram (Bidya Marra Consultancy) with GML Martin Rowney.

Site plan



Site photographs

Description: Scar tree from north

Description: West side 'canoe' scar

Description: East side 'coolamon / shield' scar with Dylan Ingram

Description: Detail of 'coolamon/shield' scar

Site restrictions

Do you want to Restrict this site?:

Restriction type: Gender General Location

Why is this site restricted?:

Further information contact

Title **Surname** **First name**

Organisation:

Address:

Phone: **E-mail:**

Aboriginal Site Recording Form

AHIMS Registrar
PO Box 1967, Hurstville 2220 NSW

AHIMS site ID: ~~50-2-0069~~ 50-2-0095 **Date recorded:** 14-01-2021

Site Location Information

Site name: Burley Griffin Way Stockinbingal Artefacts 2

Easting: 579459 **Northing:** 6182387 **Coordinates must be in GDA (MGA)**

Horizontal Accuracy (m): 5

Zone: 55 **Location method:** Non-Differential GPS

Recorder Information

(The person responsible for the completion and submission of this form)

Title	Surname	First name
Ms.	Tooby	Lara

Organisation: GML Heritage

Address: Level 6, 372 Elizabeth St, Surry Hillys, NSW 2010 Australia

Phone: 0416094225 **E-mail:** larat@gml.com.au

Site Context Information

Land Form Pattern: Undulating Plain **Land Use:** Farming Low Intensity

Land Form Unit: Flat **Vegetation:** Open Woodland

Distance to Water (m): 100 **Primary Report:**

How to get to the site: Private property; permission needed from landholder. Recorded as part of the Inland Rail project.

Other site information:

Site location map

Site contents information

open/closed site: Open **Site condition:** Disturbed

Features:

		Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
1.	Artefact	1	1	1				

Description:

Isolated quartz flake on edge of disturbed, old rail embankment. 2cm by 2cm.

Features:

		Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
2.								

Description:

Features:

	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
3.							

Description:

Features:

	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
4.							

Description:

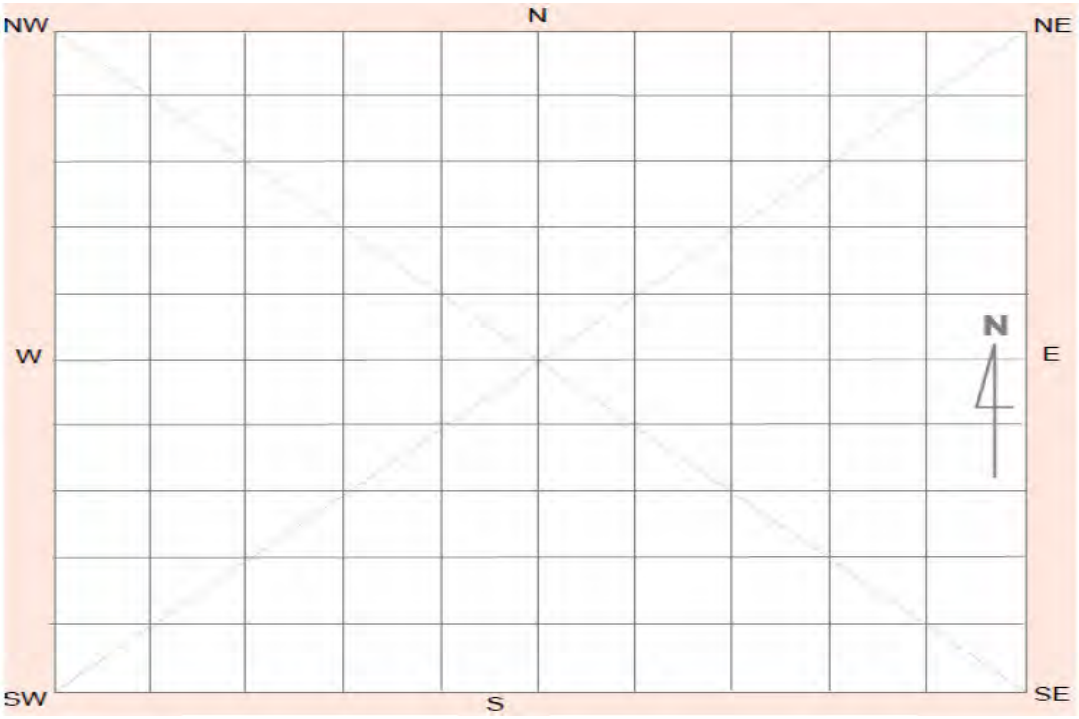
Features:

	Number of features	Length of feature(s) extent (m)	Width of feature (s) extent (m)	Scarred Trees: Scar Depth (cm)	Scarred Trees: Regrowth (cm)	Scarred Trees: Scar shape	Scarred Trees: Tree Species
5.							

Description:

Other Site Info:

Site plan



Site photographs

Description: Detail

Description: Context

Description:

Description:

Site restrictions

Do you want to Restrict this site?:

Restriction type: Gender General Location

Why is this site restricted?:

Further information contact

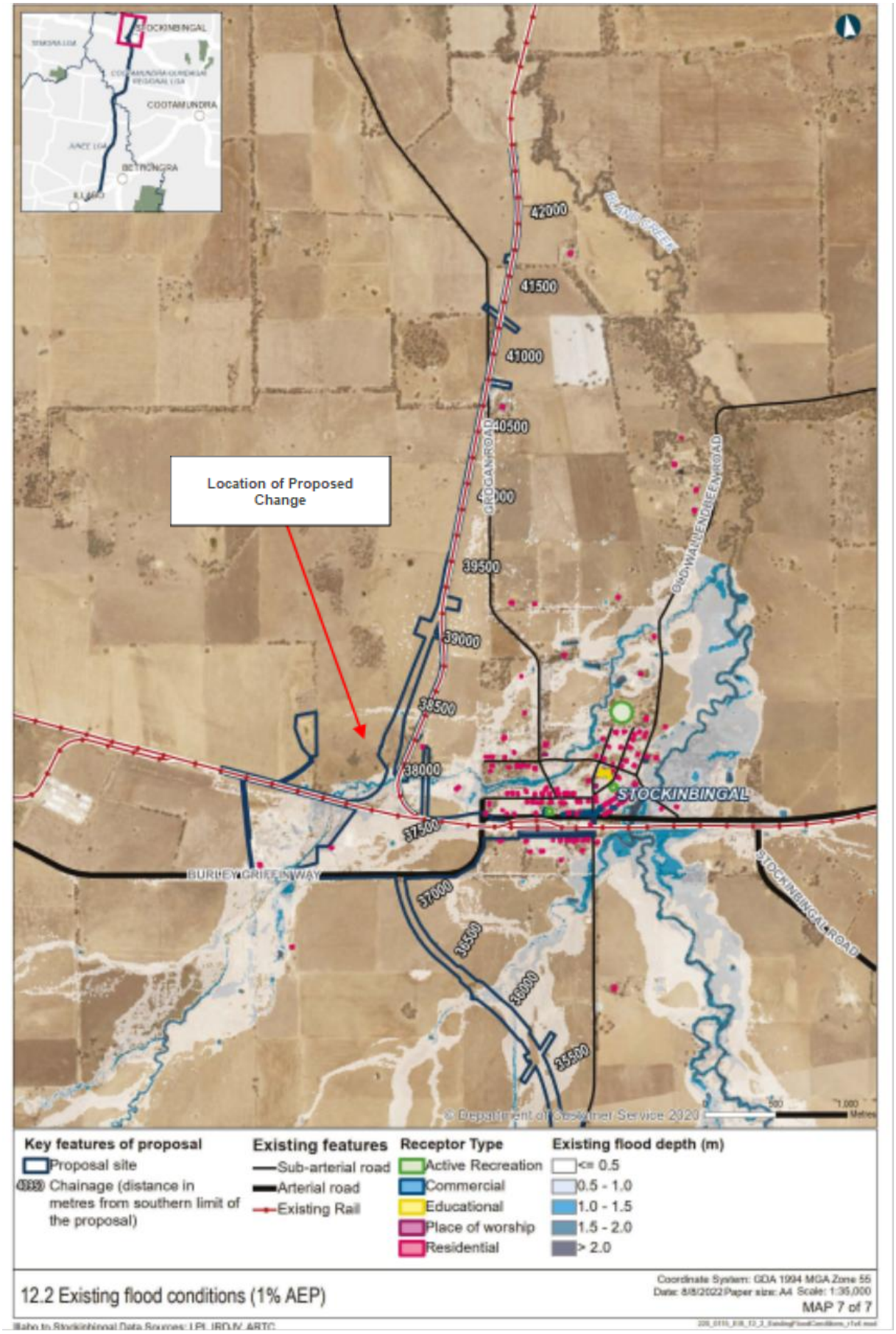
Title **Surname** **First name**

Organisation:

Address:

Phone: **E-mail:**

Appendix D Existing Flood Conditions


COOTAMUNDRA
BETHUNGRA
Location of Proposed Change
42000
41500
41000
40500
39500
39000
38500
38000
37500
37000
36500
36000
35500
GROGAN ROAD
ONDWARRENDEEN ROAD
STOCKINBINGAL
BURLEY GRIFFIN WAY
STOCKINBINGAL ROAD
Key features of proposal
Proposal site
Chainage (distance in metres from southern limit of the proposal)
Existing features
Sub-arterial road
Arterial road
Existing Rail
Receptor Type
Active Recreation
Commercial
Educational
Place of worship
Residential
Existing flood depth (m)
<= 0.5
0.5 - 1.0
1.0 - 1.5
1.5 - 2.0
> 2.0
12.2 Existing flood conditions (1% AEP)
Coordinate System: GDA 1994 MGA Zone 55
Date: 8/8/2022 Paper size: A4 Scale: 1:35,000
MAP 7 of 7

Appendix E Ecologist's Advice

From: Ian Griffith
Sent on: Wednesday, 21 January 2026 5:22:06 PM
To: Maria Orlova-JHG; Lauriane Citerne; Trent Doyle-JHG
CC: Jane Book
Subject: Re: Assessment - Mortons

Thanks Maria

Please see my brief assessment below.

A new access trail is being constructed outside the CIZ from gate 11 to the NBN Tower and water reservoir (see image below). OzArk Ecologist Ian Griffith inspected the site to determine if any Plant Community Types (PCT) and threatened ecological communities (TEC) will be impacted.

The site was very degraded and is classified as non-native vegetation and is dominated by exotic species. The site could not be assigned to a PCT and does not fit the criteria for listing as any TEC.
Since the site has recently been used for cropping, all significant habitat features including logs and rocks have been removed and no trees or shrubs will be impacted.

No significant impacts to biodiversity is expected.
Representative photos of the site can be found below

Regards
Ian Griffith

.....

Ian Griffith
OzArk Environment & Heritage
Project Ecologist
02 6882 0118

From: Maria Orlova-JHG <Maria.Orlova@jhg.com.au>
Sent: Wednesday, 21 January 2026 4:16 PM
To: Ian Griffith <Ian@ozarkehm.com.au>; Lauriane Citerne <Lauriane@ozarkehm.com.au>; Trent Doyle-JHG <Trent.Doyle@jhg.com.au>
Cc: Jane Book <Jane@ozarkehm.com.au>
Subject: RE: Assessment - Mortons

HI Ian,

Please see below