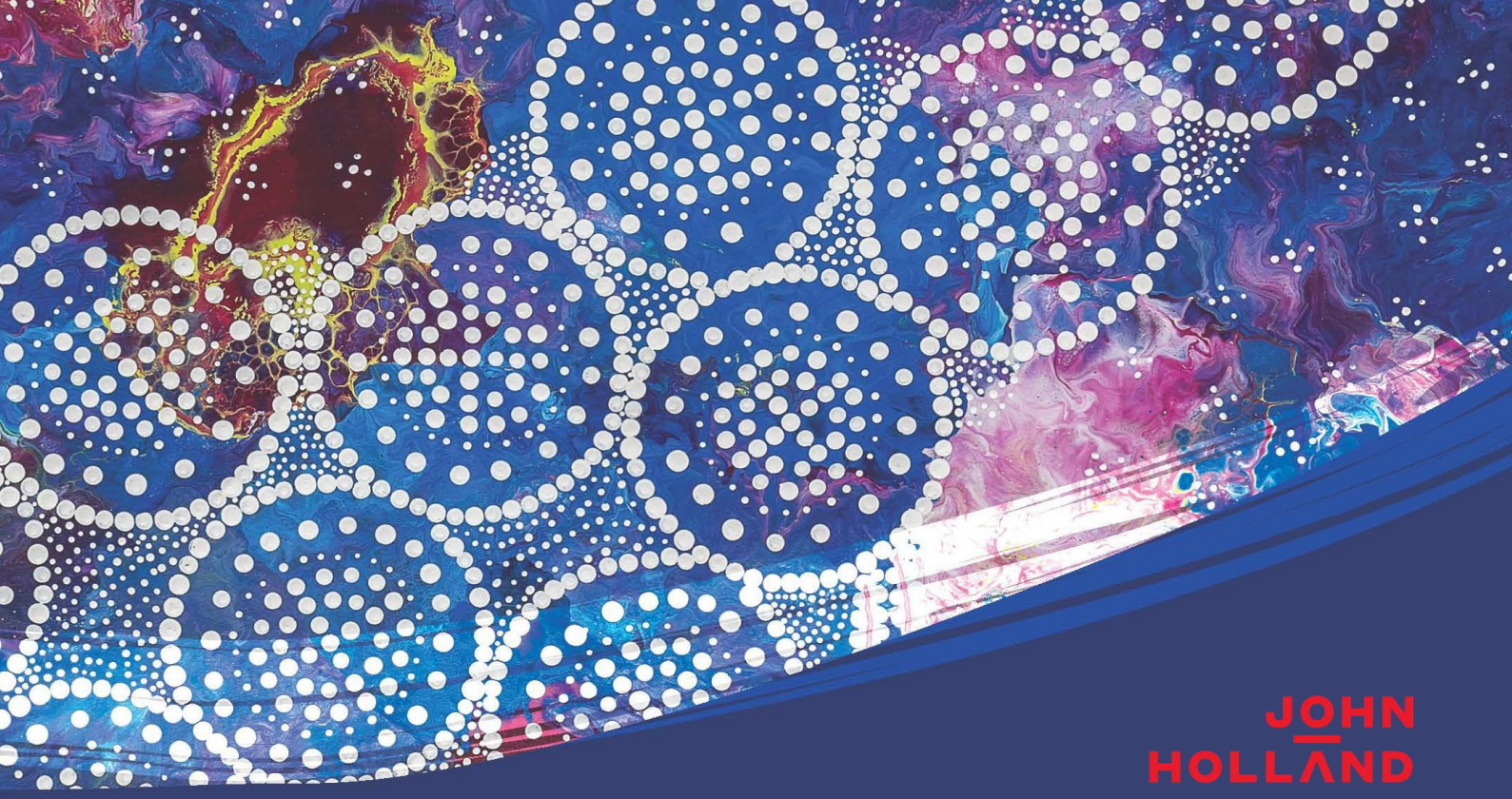


JOHN HOLLAND

# INLAND RAIL

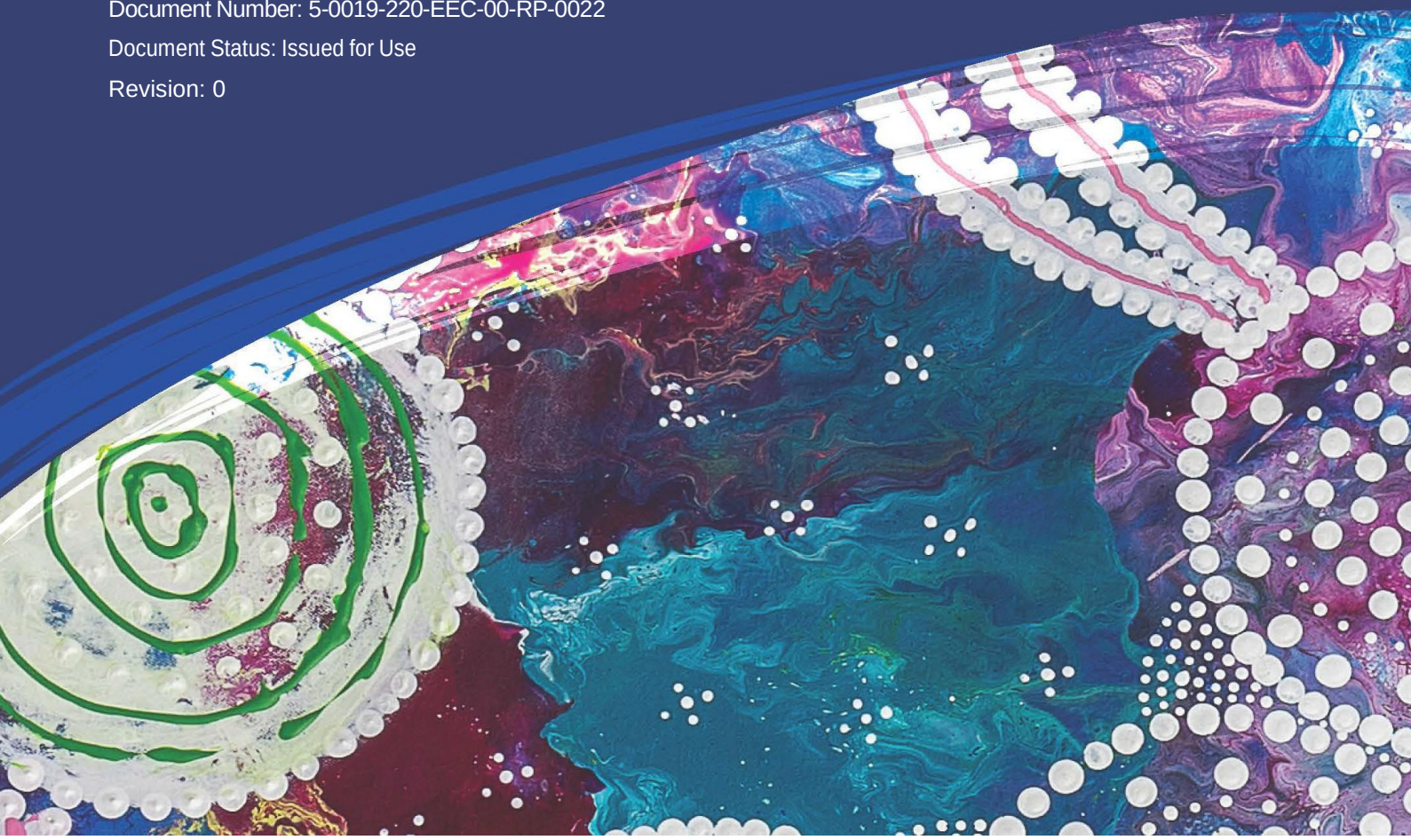
## ILLABO TO STOCKINBINGAL PROJECT

### I2S | Consistency Assessment (Minor) – Dudauman Rd RMAR Access

Document Number: 5-0019-220-EEC-00-RP-0022

Document Status: Issued for Use

Revision: 0



# EIS CONSISTENCY ASSESSMENT REPORT (MINOR)

## Dudauman Rd RMAR Access

5-0019-220-EEC-00-RP-0022_0

| | |
|---|---|
| **Document Title** | I2S \| Consistency Assessment (Minor) – Dudauman Rd RMAR Access |
| **IRPL Document No.** | 5-0019-220-EEC-00-RP-0022 |
| **Prepared By** | Maria Orlova and Tess Anastakis |
| **Document Owner** | Daniel Lidbetter |
| | **REVIEWED BY** |
| **Name** | Daniel Lidbetter |
| **Title** | Environmental Approvals Manager |
| **Signature**<br>**Date** | JOHN HOLLAND<br>Document Number<br>5-0019-220-EEC-00-RP-0022<br>Revision 0<br>Mr Daniel Lidbetter - John Holland Pty Ltd<br>Dec 11, 2025, 8:09 AM GMT+11:00<br>This review has been completed using Aconex Workflow for the Inland Rail - Illabo to Stockinbingal (I2S) Project. |

| Revision | Date issued | Description |
|---|---|---|
| A | 13/10/2025 | Issued for Review |
| B | 12/11/2025 | Issued for Review |
| 0 | 10/12/2025 | Issued for Use |
| | | |

# Table of 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:*<br>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:<br>A variation, adjustment, alteration, deviation or transformation to the project scope, construction methodology or design. |
| CIZ | Construction Impact Zone |
| Consistent | Macquarie Dictionary:<br>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:<br>Capable of existing in harmony. Capable of orderly, efficient integration with other elements in a system. |
| CCS | Community Communication Strategy |
| CGRC | Cootamundra-Gundagai Regional Council |
| 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 |
| EAD | Environmental Assessment Documentation |
| 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*:<br>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 |
| RMAR | Rail Maintenance Access Road |
| ROL | Road Occupancy License |

# 1 Introduction

## 1.1 Background

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

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

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

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

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

This CA considers whether the construction of a driveway from Dudauman Road onto the Rail Maintenance Access Road (RMAR) is consistent with the impacts described in the EIS. The proposed I2S Project RMAR is partially located outside of the construction footprint, adjacent to the approved Construction Impact Zone (CIZ), however does not extend far enough to accommodate the tie in detail for the driveway onto the existing Dudauman Road. The location of the driveway has been changed to maximise driver sight distances and improve safety.

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

## 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 a driveway from Dudauman Road to connect the RMAR between the roadway and the rail corridor. This driveway is located north of the Old Cootamundra Road and Dudauman Road intersection which forms the basis of this CA.

The Proposed Change is consistent with the traffic and access principles outlined in Chapter 11 of the EIS – Traffic, Transport and Access. Dudauman Road is identified in the EIS as part of the approved construction access network and is also intended for ongoing operational use, with associated access roads designed to support maintenance and operational activities post-construction.

The proposed works will be localised and situated adjacent to the existing CIZ, primarily within previously disturbed agricultural land. The additional area required for the driveway tie-in is minimal and will be managed to avoid unnecessary disturbance. The approved site compound at Old Cootamundra Road (Gate 7A) will be utilised to support these works. The additional areas required for the proposed works comprise a total area of approximately 500m$^2$.

The scope of this Consistency Assessment includes:

- Construction of a new driveway tie-in from Dudauman Road to the RMAR
- Temporary traffic lane closure on Dudauman Road to facilitate safe construction
- Excavation to subgrade level using an excavator and bogie truck
- Subgrade compaction using a roller, followed by placement of capping material
- Surface trimming using a grader to achieve final levels
- Temporary stockpiling of stripped topsoil for reuse and imported capping material
- Minor cut and fill works depending on existing road conditions
- Compliance with DBYD and John Holland excavation and trenching procedures.

### 2.1.1 Work Methodology for Proposed Change

The Proposed Change is anticipated to involve the following work methodology:

- Obtain a section 138 approval from Cootamundra Gundagai Regional Council (CGRC) for the approval of the design and construction of these activities on a public road
- Obtain Road Occupancy License for activities on Dudauman Road to enable workers and plant to operate safely between the road and the verge
- Establish environmental controls including but not limited to sediment and erosion controls as per the site environment plan
- Delivery of plant and equipment to the work area via a flatbed truck
- Excavation of the existing surface to subgrade level using an excavator, with spoil loaded into a bogie truck for removal or stockpiling
- Subgrade preparation, including compaction using a roller to achieve required density and stability.
- Placement of capping material to build up the surface to the required level, followed by trimming with a grader to achieve final design levels
- Watercart operations to manage dust and assist with compaction
- Cut and fill operations as required, depending on existing road conditions
- Temporary stockpiling of stripped topsoil for reuse and imported capping material within the designated area
- Traffic management, including signage and control measures to ensure safety during the temporary lane closure on Dudauman Road.

The location of works is shown in Figure 2-1.

### 2.1.2 Plant and equipment

Expected equipment includes:

- 1x Grader
- 1x Watercart
- 1x Excavator
- 1x Front End Loader
- 1x Roller
- 4–5x Site Utes
- 1x Bogie
- 1x Moxy
- 1x Positrack

### 2.1.3 Work hours

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

- 7:00 am to 6:00 pm Mondays to Fridays;
- 7:00 am to 6:00 pm Saturdays; and
- at no time on Sundays or public holidays.

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

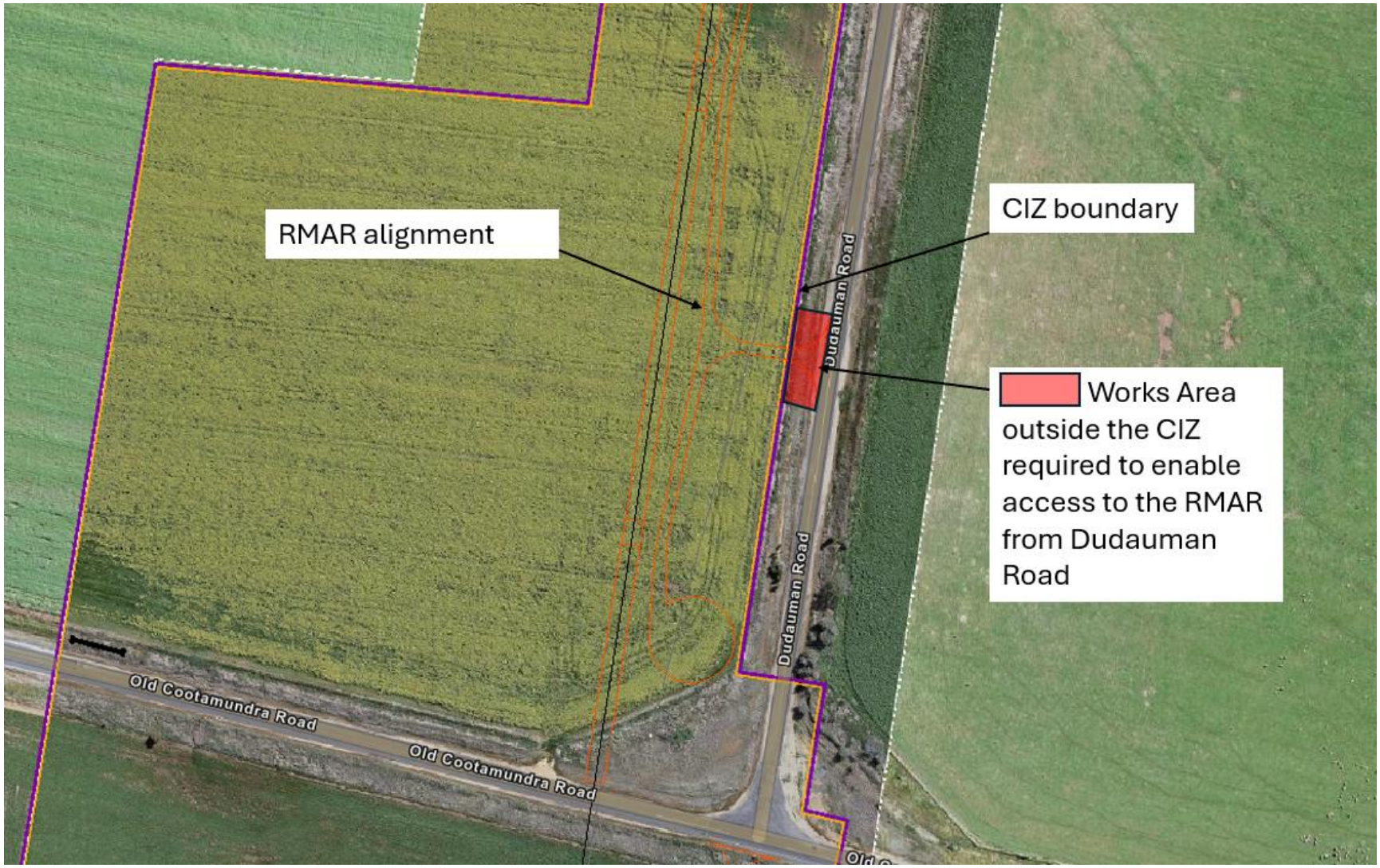



**Figure 2-1 Overview map of the proposed works**

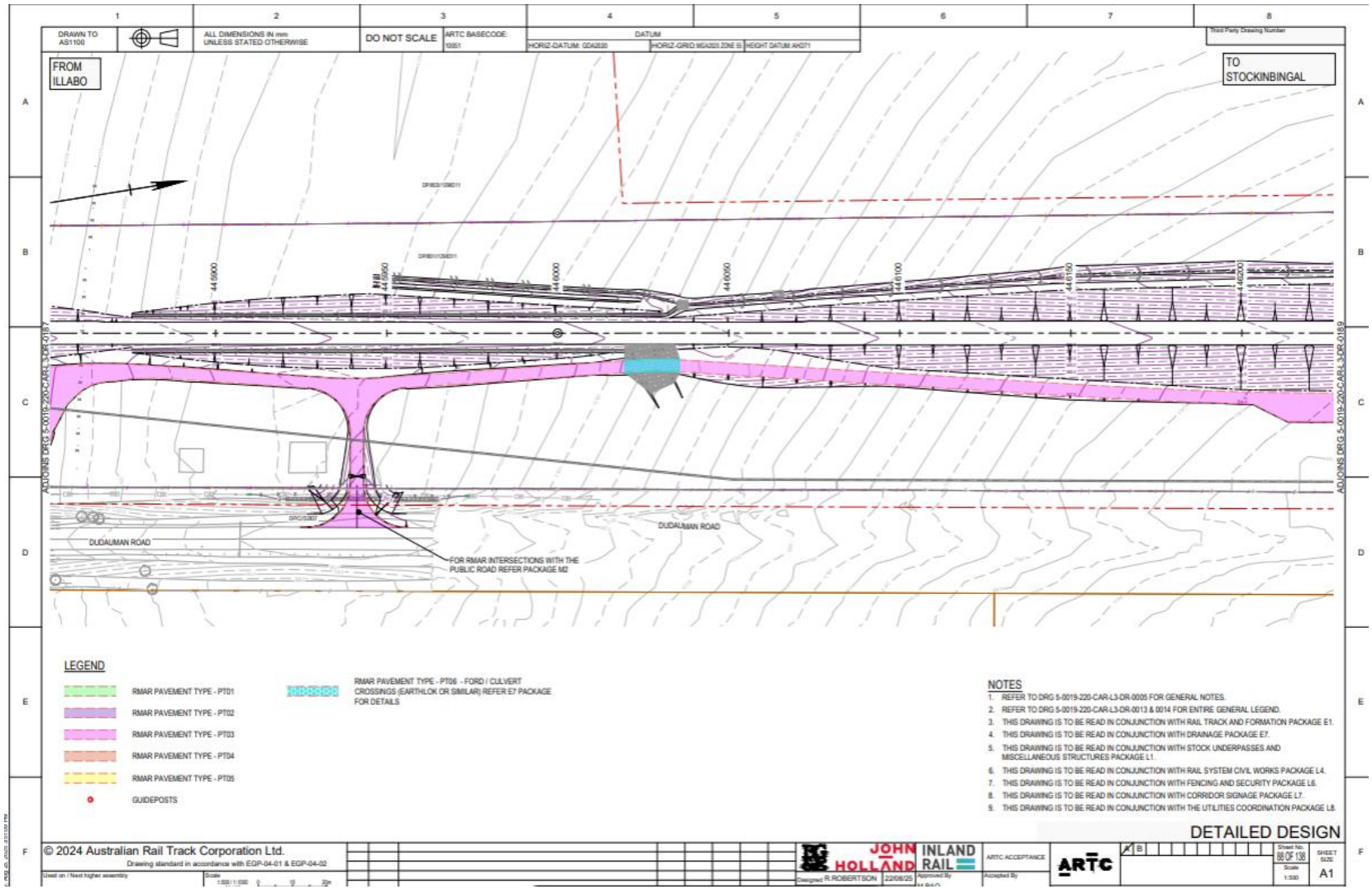



**Figure 2-2 Design of the proposed works**

## 2.2 Need

The Proposed Change has been developed and reviewed in the context of Division 5.2 approval and EPBC approval. The relationship between the Proposed Change and the approvals is considered in detail in the Environmental Assessment Documentation (EAD).

As outlined in Chapter 8 and Chapter 11 of the EIS, the RMAR is a critical component of the construction and operational strategy, enabling safe and efficient movement of personnel, equipment, and materials along the alignment. The EIS identifies Dudauman Road as an approved construction access route (Table 11-6 of Chapter 11), with Access Point 7 providing connectivity to the RMAR.

The driveway tie-in works are required to extend outside of the CIZ due to the following:

- The original driveway location did not provide adequate sight distances for vehicles entering and exiting Dudauman Road, presenting a safety risk.
- The revised location improves visibility and aligns with road safety principles outlined in the EIS, including the need to minimise turning movement risks at intersections and access gates (Section 11.4.1.3).
- The CIZ assessed by the EIS does not accommodate the final tie-in geometry required to meet safety and operational standards. Additionally, the EIS did not contemplate direct connections to public roadways within the design or the extent of the CIZ. This CA is therefore necessary to formalise the inclusion of these connections, which are essential to ensure safe and efficient access for operational use and to align with the final design requirements.
- The driveway is necessary to facilitate access to the RMAR from the public road network, consistent with the construction access strategy described in Section 8.9 of the EIS and required as a permanent maintenance road connection between the local road and the rail corridor.

## 2.3 Location and setting

The Project is a new rail corridor that would connect Illabo to Stockinbingal between the Junee and Cootamundra-Gundagai LGAs. The alignment branches out from the existing rail line north-east of Illabo and travels north to join the Stockinbingal–Parkes Line west of Stockinbingal. The alignment passes through agricultural and rural properties in the Riverina region of NSW and generally follows the existing cadastral boundaries and roads between the towns of Illabo and Stockinbingal. There are no major townships in the immediate vicinity of the proposed works, with the nearest population centres being Cootamundra and Stockinbingal. The road network in the area includes state roads such as Burley Griffin Way and Olympic Highway, and local roads including Dudauman Road and Old Cootamundra Road, which are sealed and approved for B-double vehicle movements (Table 11-1 of the EIS).

The proposed works are located partially outside the CIZ, to the eastern edge of the future rail alignment. The location of the works is predominately within a private property, alongside Dudauman Rd.

Works will be occurring in the road easement, and as such, a Road Occupancy License will be required to enable the works to occur safely and a section 138 approval will be required for the design of the driveway and access connection to the public road.

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.

Consultation for the project is prescribed within the Inland Rail: Illabo to Stockinbingal Community Communication Strategy (CCS). Consultation with the affected landowner was carried out during the Project design phase.

John Holland's communication and engagement objective throughout the project development and delivery timeline is to ensure the community and stakeholders are kept informed about construction activities, and to regularly provide updates on progress. Providing accurate and current information is essential to managing community expectations and encouraging an understanding of the project and its benefits.

John Holland has undertaken consultation for these works with asset owners and utility providers. This includes meetings and email correspondence to confirm requirements associated with undertaking works in each area.

John Holland has undertaken consultation with landowners as part of these works and will continue to consult with landowners to ensure landowner agreements are put in place prior to the commencement of works.

John Holland will also continue to consult with stakeholders and provide project feedback and updates in accordance with the approved Community Communication Strategy as well as ensure access agreements are managed for access to private properties for these works (in accordance with the CoA). This includes specific consultation with potentially affected residents as a result of any high impact noise or OOHW.

# 3 Environmental Assessment

## 3.1 Environmental risk review

An environmental risk review of the proposed activities has been undertaken and is provided below in Table 3-1.

**Table 3-1 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 driveway tie-in from Dudauman Road to the RMAR requires works that extend outside the IR property acquisition boundary and the previously assessed CIZ. While the area will be temporarily used for construction access and surface modification, with appropriate environmental and traffic management measures in place the access is also intended to remain in place for future operational use. This permanent connection is necessary to support safe and efficient maintenance access and aligns with the final operational design requirements. |
| 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. |
| Do the works require any changes or new traffic access arrangements? | Yes | The proposed works will require temporary changes to traffic access arrangements on Dudauman Road to facilitate safe construction of the driveway tie-in to the RMAR. A temporary lane closure will be implemented during construction hours to allow for excavation, compaction, and surface works. Traffic control measures, including signage and personnel, will be in place to manage vehicle movements and ensure safety for road users and construction workers. |
| Are the works within 50m of an EEC or threatened species? | No | A review of the NSW State Vegetation Type Map on the Central Resource for Sharing and Enabling Environmental Data in NSW (SEED) database which confirmed that there is no EEC or PCT vegetation within 50m of the proposed works. The works will not impact any PCT or EEC vegetation. |
| Do the works require clearing of native vegetation or habitat trees? | No | No vegetation trimming, clearing or removal of native vegetation or habitat trees are proposed for the Proposed Change. |
| Are works within 50m of a known heritage site or within an area of potential heritage value? | No | Works are not within 50m of AHIMS sites or heritage listed items. |
| Do the works involve ground disturbance of more than 2 hectares? | No | No. The proposed works are limited to the construction of a driveway tie-in from Dudauman Road to the RMAR. The area of ground disturbance is expected to be well below 2 hectares, involving only localised excavation, compaction, and surface works adjacent to the existing road corridor. |
| Are the works in an area of known acid sulfate soil risk? | No | No ASS are expected or known to occur within the Proposed Change area. |
| Are the works within 40m of a waterway or water body? | No | No watercourses intercept the Proposed Change site. The closest creek Powder Horn is located approx. 1.1 km west from the impacted area. |
| Will works impact on sensitive receivers (noise)? | No | The closest nearest receivers to the works are residential agricultural dwellings approximately 1 km east of the proposed works area (EIS ID 226863). Noise impacts from the Proposed Change are not predicted to be highly noise intrusive during the assessment period (standard hours). There are no exceedances |

| | | |
|---|---|---|
| | | of vibration criteria for human comfort, cosmetic damage or heritage structures. |
| Will works require temporary or permanent placement of surplus spoil material? | Yes | Excavated material from the driveway tie-in will be either reused on site or **temporarily** stockpiled within the work area. Where there is any excess material, or where the material is not suitable for reuse, it will be temporarily stockpiled within the work area. The stockpiles will be stabilised in accordance with the Blue Book – refer to the mitigation measures provided in Section 4.2 for further details. A water cart would also be used on site if required to prevent excessive dust generation.<br><br>The stockpile will be classified in accordance with the NSW Waste Classification Guidelines. Waste and will be disposed of at a facility licensed to accept the waste type. No permanent placement of spoil is proposed. |
| Will works result in any operational impacts further to those detailed in the approved project? | No | Works will not result in any operational impacts further to those detailed in the approved project. |

## 3.2 Traffic and transport

### 3.2.1 Existing environment

As discussed in Section 2.3, the Proposed Change is located within a rural setting between the townships of Illabo and Stockinbingal, in the Cootamundra-Gundagai Regional Council (CGRC) area. The driveway tie-in will be constructed adjacent to Dudauman Road, which is a sealed, two-way local road with a posted speed limit of 100 km/h and an approximate width of 7 metres. Dudauman Road is identified in Table 11-1 of the EIS as part of the approved construction access network.

The location of the Proposed Change is consistent with the design shown in the M2 – Roads package, which has been reviewed and signed off by CGRC as the road authority. The same location is nominated in this Consistency Assessment. The RMAR is situated at lerast 160 metres north of the Old Cootamundra Road intersection, providing adequate separation from the intersection in accordance with road safety principles.

Sightlines at this location have been assessed against the EIS traffic and access criteria and meet Safe System principles for intersection and access design. The location provides clear approach visibility for vehicles entering and exiting Dudauman Road, ensuring compliance with sight distance standards and minimising turning movement risks identified in Section 11.4.1. of the EIS.

Traffic volumes in the area are low, with Dudauman Road recording an average annual daily traffic (AADT) of 83 vehicles, 34% of which are heavy vehicles (Table 11-2 of EIS). Seasonal fluctuations may occur due to agricultural activities, but overall traffic levels remain well below road capacity.

### 3.2.2 Impact assessment

The majority of the proposed driveway works will occur adjacent to the existing Construction Impact Zone (CIZ), with a small portion extending beyond the approved footprint to accommodate the revised tie-in geometry. The change is localised and does not modify the existing road network layout.

Temporary traffic access changes will be required on Dudauman Road, including a single-lane closure during construction hours. These changes will be managed under a Traffic Guidance Scheme (TGS).

The driveway tie-in will connect Dudauman Road to the RMAR and is located entirely within previously disturbed agricultural land and the road verge. Based on the proposed use of Dudauman Road already approved for construction vehicle use and the frequency of operational vehicles accessing the roadway from this location, no increase in construction traffic or operational traffic that will impact on the current operations of Dudauman Road are anticipated as a result of the Proposed Change.

### 3.2.3 Conclusion

The Proposed Change is not expected to result in increased traffic volumes or impacts beyond those assessed in the EAD. The driveway tie-in works are consistent with the approved construction access strategy and would be in accordance with the impacts considered as part of the EAD and would be managed in accordance with traffic management as part of the broader I2S Project and in accordance with the Infrastructure Approval. All applicable mitigation measures in the Conditions of Approval (CoAs) and Revised Mitigation Measures (RMMs) will be implemented, with any identified additional mitigation measures outlined in Table 4-1.

## 3.3 Noise and vibration

### 3.3.1 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 Change are in bold text.

**Table 3-2 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 3-3.

**Table 3-3 Permitted work hours for the Project**

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

*Notes*:
1) In accordance with CoA E2, works can only be undertaken during these times provided:
- a) no work affects any given receiver between the hours of 6:00 pm on a Saturday and 7:00 am on a Monday every second week;
- b) only low impact noise activities (defined in Condition E3(b)) are permitted between 6.00 am and 7.00 am; and
- c) consultation with affected receivers occurs at least every three months, or more frequently following complaints recorded in the Complaints Register required by Condition B8, to determine respite or additional mitigation measures.

In consulting with the affected receivers, the following must be provided:
(i) a progressive schedule of anticipated hours of works beyond those permitted by Condition E1 for periods of no less than three months;
(ii) a description of the anticipated construction activities, location and duration of the work;
(iii) the noise characteristics and likely noise levels of the work;
(iv) the practical measures implemented to minimise noisy work and heavy vehicle movements before 7:00am and any time on a Sunday; and
(v) mitigation and management measures which aim to achieve the relevant noise management levels identified in the documents listed under Condition A1 (including the circumstances in which respite or other offers will be available and details about how the affected receivers can access these).
Evidence of consultation and the outcomes, including any changes to construction practices or staging, must be reviewed by the ER and provided to the Planning Secretary on request.
2) CoA E4, refers to highly noise intensive works that result in an exceedance of the applicable NML at same receiver.
Must only be undertaken in continuous blocks not exceeding three hours each with a minimum respite of at least one hour between each block of highly noise intensive work. For the purpose of this condition, 'continuous' includes any period during which there is less than a one-hour respite between ceasing and recommencing any work that is the subject of this condition.

## Variation to work hours

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

a) Safety and Emergencies, including:

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

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

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

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

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

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

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

iii. Construction that causes:

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

c) By Approval or agreement, including:

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

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

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

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

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

### Noise management levels (NML)

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

**Table 3-4 Noise Management Levels (NML) at residential receivers**

| TIME OF DAY | NML $L_{AEQ\ (15MIN)}$ | HOW TO APPLY |
|---|---|---|
| **STANDARD HOURS:**<br>• **MONDAY TO SATURDAY 7AM TO 6PM**<br>• **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.<br>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.<br>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.<br>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.<br>JHG should apply all feasible and reasonable work practices to meet the noise affected level.<br>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 |

### 3.3.2 Impact assessment

A map showing predicted noise impacts by impact class (defined in Table 3-7) is visible in Figure 3-1 Map showing predicted noise impacts of the Proposed Change by impact clas.

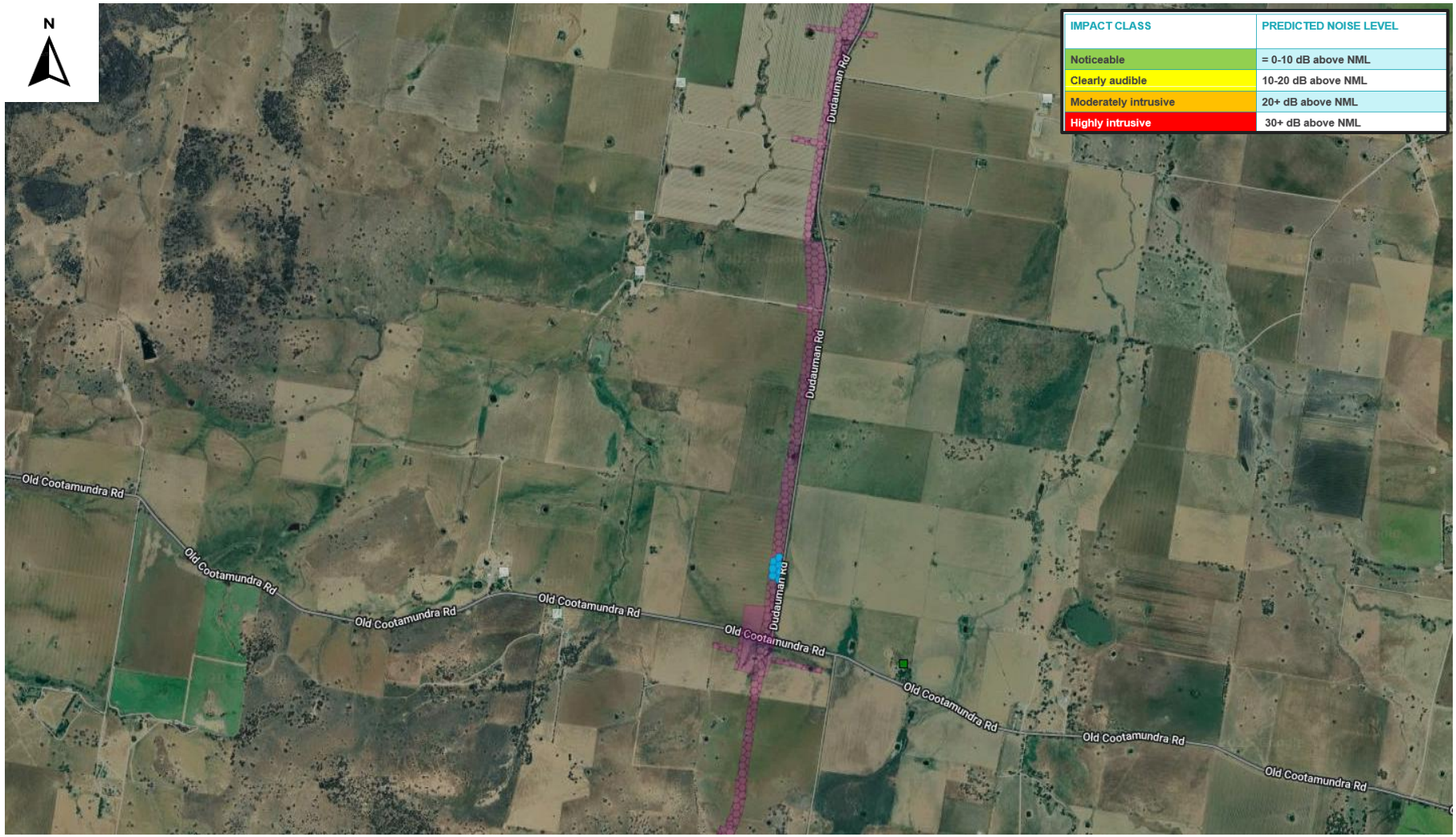



**Figure 3-1 Map showing predicted noise impacts of the Proposed Change by impact class**

### Vibration

Based on the proposed work locations and selected equipment, indicative exceedances of the vibration criteria are summarised in Table 3-5. The exceedances are based on recommended minimum working distances from vibration intensive plant given in Appendix D of the Construction Noise and Vibration Guideline (TfNSW, 2016).

**Table 3-5 Predicted exceedances of vibration criteria**

| IMPACT CLASSIFICATION | NUMBER OF POTENTIALLY AFFECTED RECEIVERS |
|---|---|
| **Human comfort** | 0 |
| **Cosmetic damage** | 0 |
| **Heritage structure** | 0 |

### Noise

Plant and equipment for the Proposed Change and their usage percentages are provided in Table 3-6.

**Table 3-6 Proposed equipment and associated sound power levels**

| EQUIPMENT | QUANTITY | USAGE | REDUCTION | SWL |
|---|---|---|---|---|
| **Bogies** | 1 | 30% | 0 | 95 |
| **Font En Loader** | 1 | 40% | 0 | 110 |
| **Excavator** | 1 | 50% | 0 | 100 |
| **Grader** | 1 | 20% | 0 | 96 |
| **Smooth Drum roller** | 3 | 40% | 0 | 110 |
| **Site Utes** | 1 | 50% | 0 | 88 |
| **Truck (HIAB)** | 1 | 50% | 0 | 96 |

With reference to the ICNG, the number of sensitive receivers classified in each impact class for the standard hours period are summarised in Table 3-7.

**Table 3-7 Summary of NML exceedance ranges for standard hours**

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

Detailed predictions of noise impacts are provided in Appendix A Detailed noise predictions. . It is noted that the works proposed as part of this CA are located within Section 5 of the chainages identified in the Project CEMP and Project NVMP. This location of proposed change and the associated noise levels are consistent with the daytime NML's as described in Table 8-14 of the Project NVMP.

### 3.3.3 Conclusion

The closest nearest receivers to the works are residential agricultural dwellings approximately 1 km east of the proposed works area (EIS ID 226863). Noise impacts from the Proposed Change are not predicted to be highly noise intrusive during the assessment period (standard hours). There are no exceedances of vibration criteria for human comfort, cosmetic damage or heritage structures. Feasible and reasonable management and mitigation measures will be implemented as required to minimise noise, vibration and cumulative impacts for the scope of works as per the Proposed Change. All applicable mitigation measures in the CoAs and RMMs will be implemented, with any identified additional mitigation measures outlined in Table 4-1.

## 3.4 Non-Aboriginal Heritage

### 3.4.1 Existing environment

A review of the Inland Rail – Illabo to Stockinbingal EIS (Chapter 15) confirms that no non-Aboriginal heritage-listed items or areas of archaeological potential are located in proximity to the proposed driveway tie-in works. The nearest listed items, (Stockinbingal Railway Station and Stockinbingal Heritage Conservation Area), are located within the township of Stockinbingal and are not within or adjacent to the proposed work area.

The Proposed Change does not intersect or run adjacent to any non-Aboriginal Heritage listed items.

### 3.4.2 Impact assessment

The Proposed Change is considered consistent with the EIS with no impacts to non-Aboriginal Heritage identified. No physical works are proposed within or adjacent to any listed heritage item. The works will occur on agricultural land and will not alter historical access arrangements, curtilage, or visual settings of any heritage places. There is no anticipated risk of direct or indirect impact to non-Aboriginal heritage as a result of the Proposed Change.

In the unlikely event that unexpected heritage items are encountered during construction, the works will be managed in accordance with the project specific Unexpected Finds Procedure.

### 3.4.3 Conclusion

The proposed driveway tie-in works are not located near any non-Aboriginal heritage-listed items or areas of archaeological potential. As confirmed in the EIS, the nearest listed items—(Stockinbingal Railway Station and Stockinbingal Heritage Conservation Area) are situated within the township and are not in proximity to the proposed work area.

All applicable mitigation measures in the CoAs and RMMs will be implemented, with any identified additional mitigation measures outlined in Table 4-1.

## 3.5 Aboriginal Heritage

### 3.5.1 Existing environment

Aboriginal Heritage impacts were assessed within Chapter 15 of the EIS (Cultural heritage), as well as the GML Aboriginal Cultural Heritage Assessment Report (ACHAR). The study area included the CIZ, plus an additional 500m in width (with some variations), known as the Focused Area of Investigation (FAI). The EAD included an AHIMS search as well as a survey and test excavation program as part of the ACHAR.

Archaeological potential in the study area determined to be low as a result of disturbance and landform features. During the ACHAR, Zone 8 to the south was surveyed for archaeological features and areas of archaeological potential. One area of archaeological potential was identified (50-5-0282) 1.8km to the south and excavated, but no archaeology was found and the site was changed to Not a Site on AHIMS.

One registered AHIMS site—55-5-0139, recorded as a stone arrangement—is located more than 2 km west of the proposed works and is not expected to be impacted. Unsurveyed portions of the rail corridor that were not completed as part of the EIS were completed in July-August 2025. The closest of these zones requiring further assessment being Zone 6 (located approximately 6.7 km south) and Zone 9 (located approximately 5.4km to the north) which did not require any further investigations or salvage.

### 3.5.2 Impact assessment

The proposed driveway tie-in works are located within agricultural land and do not intersect any known Aboriginal heritage sites or areas of archaeological sensitivity. While AHIMS site 55-5-0139 (see Figure 3-2 below), a stone arrangement, is located in the broader study area, it is situated more than 2 km west of the proposed works and will not be impacted.

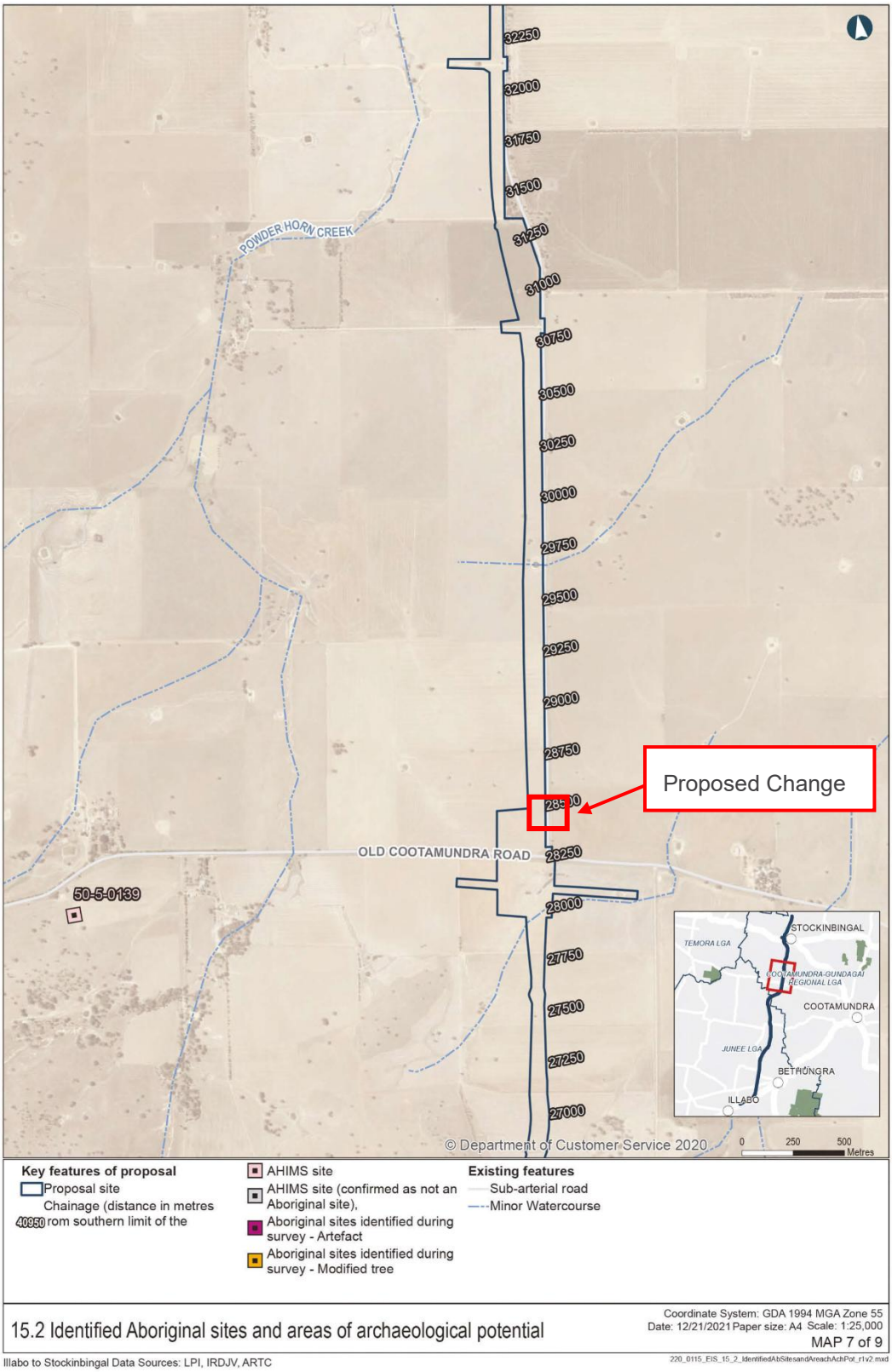



**Figure 3-2 Location of AHIMS sites in proximity to the Proposed Change**

### 3.5.3 Conclusion

There are no known heritage sites or areas of potential Aboriginal Heritage value **within 50m** of the Proposed Change. The Proposed Change does not involve vibration intensive equipment. The Proposed Change is considered consistent with the EIS with no impacts to Aboriginal Heritage identified.

Feasible and reasonable management and mitigation measures will be implemented as required to minimise Aboriginal Heritage impacts for the scope of works as per the Proposed Change. All applicable mitigation measures in the CoAs and RMMs will be implemented, with any identified additional mitigation measures outlined in Table 4-4. In the event of a potential relic or artefact being found during the works, the Project team will implement the approved Unexpected Finds Heritage Procedure for heritage items.

## 3.6 Biodiversity

### 3.6.1 Existing environment

The subject area is located in the NSW South Western Slopes IBRA region and Inland Slopes IBRA subregion. The subject land occurs across a landscape dominated by agricultural and pastoral land uses that been subject to intense grazing pressure and seasonal cropping.

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

### 3.6.2 Impact assessment

The extent of ground disturbance for the Proposed Change is located entirely within land free of mapped vegetation (EIS Technical Paper 1 – Biodiversity Development Assessment Report). There are no recorded fauna species within 50m of the Proposed Change. No vegetation is required to be trimmed, cleared or otherwise removed for the Proposed Change. Vegetation in generally poor quality condition associated with PCT 277 is mapped on the existing intersection batter (see Figure 3-3 below). The proposed work area does not clash with this mapped vegetation. A pre-clearing survey by a suitably qualified ecologist will be undertaken prior to the commencement of the Proposed Change.


**Figure 3-3 Location of flora and fauna in proximity to the Proposed Change**

### 3.6.3 Conclusion

No impacts to threatened species, populations or ecological communities are expected as a result of the Proposed Change. All applicable mitigation measures in the CoAs and RMMs will be implemented, with any identified additional mitigation measures outlined in Table 4-1.

## 3.7 Hydrology and flooding

### 3.7.1 Existing environment

The proposal lies in the upper Murrumbidgee and Lachlan River catchments and is not subject to main river flooding from either the Murrumbidgee or Lachlan Rivers. The Murrumbidgee catchment encompasses about 25km of the proposal, and the Lachlan catchment covers about 14km. These catchments include the named watercourses of Billabong, Ulandra, Run Boundary, Isobel, Powder Horn and Dudauman Creeks, their tributaries and tributaries of Ironbong, Wattle and Bland Creeks. Watercourses in the vicinity of the proposed driveway tie-in, including Powder Horn Creek (approx. 1.1 km west), are ephemeral, flowing only during or shortly after rainfall events. The area is subject to localised flooding, with no influence from regional floodplains.

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 1% AEP is the typical standard for hydraulic design. 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.

### 3.7.2 Impact assessment

The Proposed Change is located outside the main floodplain of Powder Horn Creek and is not expected to alter existing hydrological conditions or flood behaviour. No permanent changes to watercourse alignments, flow paths, or drainage infrastructure are proposed. The works will not obstruct overland flow paths or contribute to increased flood risk.

The existing flood depth during the 1% AEP in the Proposed Change area is ≤0.5m. Construction activities at the Proposed Change area will be temporary and minor in nature, with no short-term obstruction of drainage systems or overland flows proposed.

The works will be scheduled to avoid periods of high rainfall, and no significant obstruction to overland flow is anticipated.


**Figure 3-4 Existing flood conditions during 1% AEP at the Proposed Change site**

### 3.7.3 Conclusion

Considering the limited duration and scope of the works, the limited peak flood depth of ≤0.5m within the area in a 1% AEP, and that no changes to existing elevation of the area is proposed, no significant impacts to flood behaviour are anticipated for events up to and including the 1% AEP which is consistent with the flood risk/behaviour of the approved works. All applicable mitigation measures in the CoAs and RMMs will be implemented, with any identified additional mitigation measures outlined in Table 4-1.

## 3.8 Soils and contamination

### 3.8.1 Existing environment

#### Saline soils

There is generally no evidence of surface salt at sample locations in the vicinity of the proposal site (within 1 km) and this indicates that the likelihood of salt scalds at the surface is low.

#### Acid sulfate soils

No acid sulfate soils (ASS) or widespread salinity issues were identified in the vicinity of the Proposed Change. Soils are generally neutral to alkaline, with only minor acidity in isolated profiles. The risk of encountering sulfidic rock is considered low.

#### Contamination

While the potential for significant contamination across the study area was noted as a low to moderate risk in the EAD, potential sources of contamination associated with the historical use of the study area have been identified to include:

- spraying of agricultural land with herbicides and pesticides
- machinery storage and maintenance, including hydrocarbons and heavy metals
- sheep dips, including use of heavy metals and chemicals.

Areas of environmental concern (AECs) within the EIS were identified in Technical Paper 14: Contamination (WSP & Mott MacDonald 2022).

Two of the AECs have been identified by McMahon Earth Science as medium to high-risk sites (AEC1, AEC2 ) and these require a Detailed Site Investigation (DSI) to be conducted.  (AEC3-10) have been identified as low risk sites and Preliminary Site Investigations (PSI) with limited sampling will be undertaken for these sites.

None of these are located within or adjacent to the Proposed Change area.

#### Erosion and sediment

Works will involve minor excavation and ground disturbance, which may temporarily expose soils to erosion. Works will not require permanent placement of surplus spoil material.  Erosion and sediment controls in the form of geofabric covers and coir logs will be applied if the low mound stockpiles require stabilisation and need to be left over more than a day to reduce potential erosion and sediment control risks and dust.  A water cart would also be used on site if required to mitigate soil mobilisation and dust. All measures will be consistent with the Blue Book guidelines.

### 3.8.2 Impact assessment

The Proposed Change involves minor excavation and ground disturbance for the driveway tie-in, which may temporarily expose soils to erosion. However, the area is not considered to have significant erosion risk, and standard erosion and sediment controls will be implemented during construction.

No known contaminated sites or AECs are located within the immediate footprint of the proposed works. The risk of encountering contamination is therefore considered low. Nonetheless, construction activities will be managed under the approved Contaminated Land and Hazardous Materials Management Plan, which includes protocols for unexpected finds and spill response.

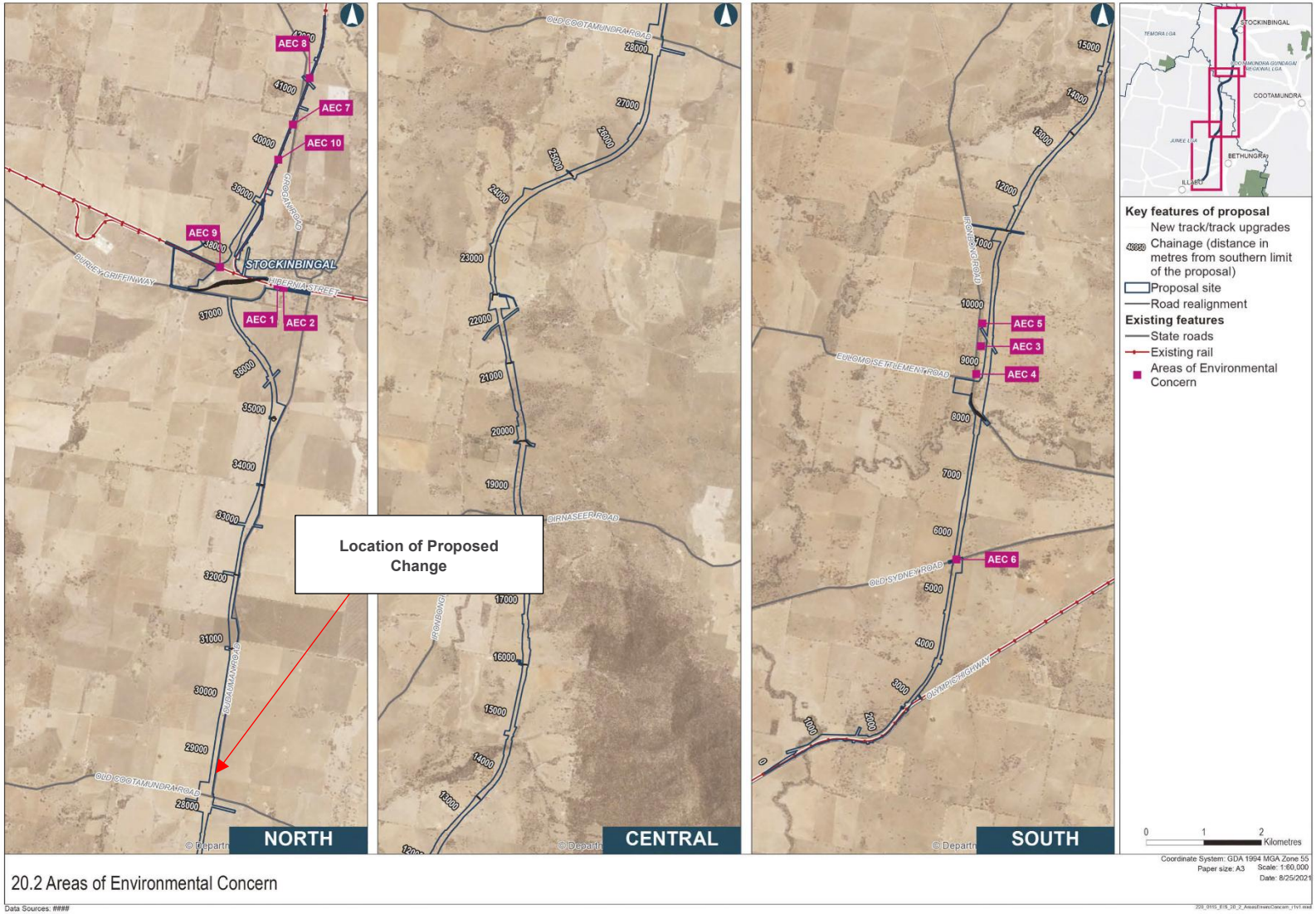



**Figure 3-5 Proximity of Proposed Change area to AEC 8-10 (Stockinbingal-Parkes railway line)**

### 3.8.3 Conclusion

The Proposed Change is not expected to result in any significant impacts to soils or contamination. The site is located on stable, low-risk soils and is not near any identified contaminated areas.

All applicable mitigation measures in the CoAs and RMMs will be implemented, with any identified additional mitigation measures outlined in Table 4-1.

## 3.9 Air quality

### 3.9.1 Existing environment

The main industrial and non-industrial air emission sources contributing to the local airshed include:

- traffic using the local road networks
- railway operations on the existing rail line adjoining the proposal at its northern and southern extents
- fuel storage facilities
- gas metering stations
- domestic solid and liquid fuel burning
- dust from paved and unpaved roads
- residential activities e.g. barbecues
- agricultural activities.

These pollutant sources give rise to emissions of pollutants relevant to the proposal including particulate matter fractions (TSP, $PM_{10}$ and $PM_{2.5}$), $NO_x$ comprising $NO_2$ and NO, CO, $SO_2$, VOCs and SVOCs e.g. PAHs. $PM_{10}$ and $PM_{2.5}$ refer to types of particulate matter (PM) in the air.

The ambient air quality at each of the Ambient Air Quality Monitoring Stations (AAQMS) is summarised in Table 3-8 for the years 2016 to 2020. The monitoring results indicate that:

- 24-hour and annual average $PM_{10}$ and $PM_{2.5}$ concentrations exceeded the relevant Air NEPM standards in some of the five years (those entries in **bold** in Table 3-8 Summary of ambient air quality at the AAQMS
- These exceedances were likely caused by dust storms or local dust events occurring at the Wagga Wagga AAQMS.

Traffic on the local road network and domestic activities may also contribute to the elevated concentrations. PM concentrations at the proposal site are expected to be similar or lower than that at Wagga Wagga North, given its more remote location.

**Table 3-8 Summary of ambient air quality at the AAQMS**

| MONITORING STATION | POLLUTANT | AVERAGING PERIOD | YEAR | | | | |
|---|---|---|---|---|---|---|---|
| | | | 2016 | 2017 | 2018 | 2019 | 2020 |
| WAGGA WAGGA NORTH AAQMS | $PM_{10}$ (µg/m$^3$) | 24-hour | **114.7** | **171.6** | **127.2** | **420.0** | **259.4** |
| | | Annual | 20.6 | 20.6 | **27.4** | 21 | 21.9 |
| | $PM_{2.5}$ (µg/m$^3$) | 24 hours | **28.1** | **32.5** | 23.8 | **386.5** | **559.5** |
| | | Annual | 7.4 | **8.1** | **8.4** | **12.2** | **12.9** |

### 3.9.2 Impact assessment

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

- excavation of soils and movement of materials during the construction of the RMAR
- dirt, mud, or other materials tracked onto a paved public roadway by a vehicle leaving a construction site (generally referred to as egress)
- materials handling and vehicle movements on unsealed roads/surfaces

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

### 3.9.3 Conclusion

Proposed Change impacts are expected to be low to negligible, provided mitigation measures are implemented effectively. The rural setting, limited duration of works, and low density of sensitive receivers contribute to the low risk profile. All applicable mitigation measures in the CoAs and RMMs will be implemented, with any identified additional mitigation measures outlined in Table 4-1.

## 3.10 Landscape and visual impact

### 3.10.1 Existing environment

The proposal site and surrounding area is predominantly comprised of rural land and rural communities of various sizes in the broader landscape. The landscape character of the proposal site consists primarily of substantially cleared agricultural land with scattered isolated patches of native vegetation, in an undulating topography. The landscape also includes scattered residences and farm buildings.

The Proposed Change site forms part of Landscape Character Zone (LCZ 2 – Agricultural Land) as defined in the EIS, which has low sensitivity to change due to its openness and existing modifications from agricultural use.

Viewpoint 8 (intersection of Dudauman Road and Old Cootamundra Road) is the most relevant to the driveway location. It has a moderate sensitivity rating, with filtered views and a mix of open land and roadside vegetation.

### 3.10.2 Impact assessment

Landscape character impacts are unlikely to occur due to the temporary and small-scale of the works. Once completed, the driveway will introduce a minor built-form element into the rural landscape. The visual impact will be:

- Low, due to the small scale of the driveway and its integration with existing road infrastructure.
- Filtered views, maintained by roadside vegetation.
- No significant lighting impacts, as the driveway will not include permanent lighting.

Landscape character impacts are expected to be low, consistent with the EIS findings for LCZ 2. The driveway will not significantly alter the agricultural character or introduce dominant visual elements.

Lighting impacts are expected to be moderate, with temporary lighting for safety and security during early morning or late evening works. However, standard hours (7:00 am to 6:00 pm) will limit night-time lighting.

### 3.10.3 Conclusion

Impacts to landscape character and viewpoints are short-term and minor with the implementation of appropriate mitigation measures as outlined in the CoA and RMMs.

All applicable mitigation measures in the CoAs and RMMs will be implemented, with any identified additional mitigation measures outlined in Table 4-1.

# 4 Environmental management measures

Table 4-1 outlines any changes to relevant CoAs and RMMs in this document that will be implemented as additional management measures for the Proposed Change.

**Table 4-1: 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** | The Proposed Change's scope of works would not result in an increase in 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 |
| **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. | No additional mitigation measures required. | 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 additional mitigation measures required. | Yes |
| **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. | No additional mitigation measures required. | Yes |
| **Biodiversity** | 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 | No additional mitigation measures required. | Yes |

| | | | |
|---|---|---|---|
| | with relevant CoAs and RMMs. | | |
| **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. | 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. | No additional mitigation measures required. | Yes |
| **Air quality** | 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 |
| **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 |

## 4.1 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 4-2 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. |

| FACTOR | IMPACT (YES/NO) | IMPACT DESCRIPTION |
|---|---|---|
| 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. |

# 5 Consistency assessment

Table 5-1 presents a set of questions that assist Inland Rail to determine whether the Proposed Change can be considered consistent with the Minister's approval.

**Table 5-1 Consistency questions**

| CONSISTENCY QUESTION | DISCUSSION | CONSISTENT |
|---|---|---|
| Q1) Are the proposed works being carried out as part of an approved project? E.g. Are works "generally in accordance with" project documents and plans, where relevant? | As considered throughout this document, the Proposed Change is being carried out in accordance with the EAD. The relocation of the driveway tie-in is a minor design refinement to improve safety and sight distances and does not alter the project's intent or scope. | 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. The change does not introduce new infrastructure types or fundamentally alter the nature or purpose of the 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. Any subsequent consistency assessments would be subject separate consideration for potential cumulative impacts. | Yes |

# 6 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.

# 7 Conclusion

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

Further to the details provided in Table 5-1 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.

# 8 Certification

## Author

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

| **Name:** | **Signature:** |
|---|---|
| Maria Orlova | M.Orlova |
| **Position:** | **Date:** |
| Environment Advisor | 13/10/2025 |
| **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:** | Wayne Window |
| **Position:** | Environment Manager - Approvals | **Date:** | 16/12/2025 |
| **Organisation:** | Inland Rail | | |

I have examined the Proposed Changes by reference to the Division 5.2 approval in accordance with Section 5.25(2) of the EP&A Act and I have examined the Proposed Changes by reference to the EPBC approval. I consider that the proposal is consistent~~/is not consistent~~ with the Division 5.2 approval and EPBC approval.

| | | | |
|---|---|---|---|
| **Name:** | Harry Mercer | **Signature:** | |
| **Position:** (Manager) | I2S Project Director (Acting) | **Date:** | 04/05/26 |
| **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.

# Appendix A Detailed noise predictions

| Assessment: CA | | | | | 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 | 1609946 | 1240 OLD COOTAMUNDRA RD, COOTAMUNDRA NSW 2590 | 1 | RES | 45 | 40 | 35 | 35 | 39.7 | 45.2 | | 0 | 0 | 4.7 | 4.7 | - | 4.7 | None | None | Noticable | Noticable |

# Appendix B AHIMS Search

# AHIMS Web Services (AWS)
## Search Result

Your Ref/PO Number : Dudauman Rd RMAR CA

Client Service ID : 1065514

Tess Anastakis

155 Wallendoon St
Cootamundra New South Wales 2590

Attention: Tess Anastakis

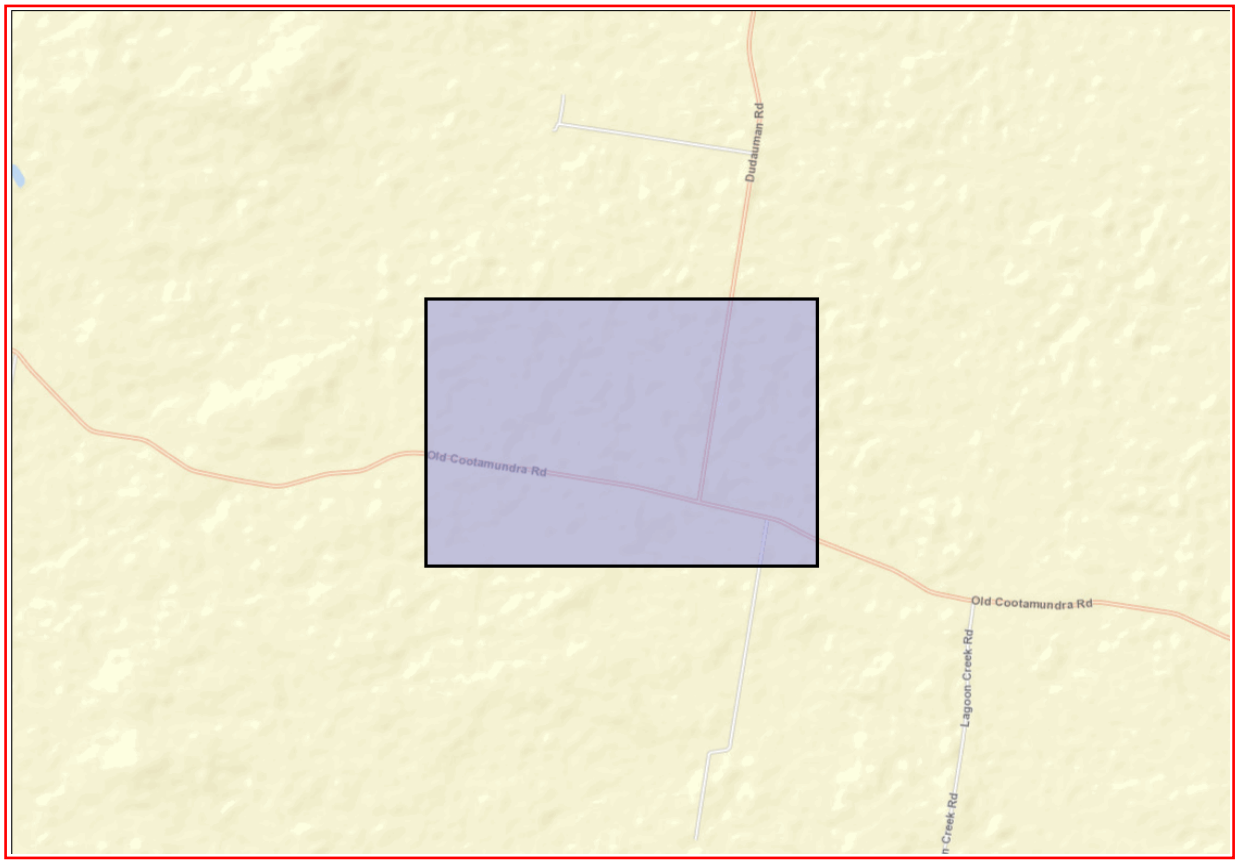
Email: tess.anastakis@jhg.com.au

Date: 11 November 2025

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Lat, Long From : -34.5844, 147.8422 - Lat, Long To : -34.5667, 147.8731, conducted by Tess Anastakis on 11 November 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.

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