

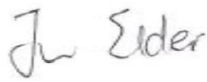
INLAND RAIL – ILLABO TO STOCKINBINGAL – CSSI 9406

ER MONTHLY REPORT

APRIL 2026



Authorisation

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Project No.: 1161

Prepared for:

The Planning Secretary

Prepared by:

WolfPeak Group Pty Ltd

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1. KEY FINDINGS FOR THE REPORTING PERIOD

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

This Environmental Representative (ER) Monthly Report has been prepared in accordance with CoA A26(j), covering the period from 1 to 30 April 2026 (the reporting period).

Works undertaken during the reporting period include fencing, crushing and screening, clearing and grubbing, mulching and salvage of timber for reuse, log placement and distribution on the BSA site, commencement of seed germination for tube stock and future revegetation, piling pads, bulk earthworks, commissioning of water tanks for temporary water supply, CLZ delineation and cadastral surveys, installation and maintenance of erosion and sediment controls, CSR works Illabo junction, and piling at Run Boundary Creek.

No incidents threatening to cause environmental harm were reported during the reporting period. Three non-compliances were reported during the reporting period.

Consultation with potentially affected stakeholders continued during the reporting period in the form of meetings, emails, telephone calls, SMS's, door knocking and newsletter distribution. Consultation with other stakeholders such as Local businesses, community groups, local police, Councils, schools and preschools, medical centres also occurred during the reporting period.

Four complaints were received during the reporting period. No complaints are open at the time of reporting.

The Construction Traffic, Transport and Access Management Plan (CTTAMP), rev 1, was endorsed by the ER during the reporting period.

Two inspections were conducted by the ER during the reporting period - 9 and 22 April 2026. Actions identified in the inspection reports have been progressively closed out with evidence provided by the contractor after the inspections. At the time of completing this report, a number of actions remained open or in progress.

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

2. BACKGROUND

Inland Rail is a proposed 1,600km freight rail line, comprising 12 sections, which will connect Melbourne and Brisbane via regional Victoria, New South Wales and Queensland. Inland Rail Pty Ltd (IRPL), a subsidiary of Australian Rail Track Corporation (ARTC), is building Inland Rail on

behalf of the Australian Government. As each section of Inland Rail is completed, it will be operated and managed by ARTC.

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

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

- connection to other rail lines, including Stockinbingal to Parkes line, Lake Cargelligo line, and Main Southern Railway
- one crossing loop and maintenance siding
- level crossings and stock crossings
- bridges over rivers and other watercourses, floodplains and roads
- upgrade of around 3.5km of existing track for the tie-in works to the existing Main South Line at Illabo

new track to maintain Lake Cargelligo line connection either side of the proposal

- realignment and road-over rail bridge for a section of the Burley Griffin Way at Stockinbingal
- realignment of Ironbong Road to allow for safe sight lines at the new active level crossing
- ancillary infrastructure to support the proposal, inclusive of signalling and communications; drainage, drainage control areas, signage and fencing, and services and utilities; and
- construction infrastructure, including ancillary facilities, and a temporary workforce accommodation facility.

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

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

CoA A26(j) requires that for the duration of the works or as otherwise approved by the Planning Secretary, the ER must *'prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information and make publicly available, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports". The Environmental*

Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI.'

This ER Monthly Report has been prepared in accordance with CoA A26(j), covering the period from the 1 to 30 April 2026 (the reporting period).

3. PROJECT ACTIVITIES

3.1 Construction works

3.1.1 Works undertaken during the reporting period

Construction activities continued throughout April 2026. The following activities were completed or underway during the reporting period:

- Corridor boundary fence line construction
- Crushing and screening
- Continuation of clear and grub works Sections 1, 2, 5 and 6 under ecologist supervision
- Mulching of felled timber for re-use
- Continuation of bulk earthworks program
- Continuation of piling pad construction (Run Boundary Ck, Isobel Ck, Ulandra Ck, Powderhorn Ck, Dudauman Ck)
- Establishment of diversions and erosion and sediment controls at creek crossings
- CSR works Illabo Junction (Section 1)
- Utility relocations
- Bulk earthworks, including:
 - Topsoil stripping
 - Foundation preparation
 - Open drain excavation
- Commencement of piling works at Run Boundary Creek
- Cadastral survey, CIZ delineation
- Log placement and distribution on the BSA site
- Continued commissioning of water tanks from temporary water supply
- Commencement of seed germination for tube stock and future revegetation

3.1.2 Upcoming works

The following works are planned for May 2026:

- Blasting
- Continuation of bridge piling works
- May possession
- Continuation of bulk earthworks
- Installation of ERSED controls
- Continuation of piling pad construction
- Utilities relocation works
- Foundation treatments
- Mulching of felled timber for re-use

Proposed Out of Hours Works (OOHW) planned for May 2026 include (to be carried out under the Environment Protection Licence (EPL):

- Sunday works (not affecting the same receiver every other Sunday) for bulk earthworks, culverts, and CSR works at Illabo Junction
- Night and evening works (Monday-Saturday) for water carts, refuelling trucks, and deliveries
- Evening works for piling.

3.2 Minor construction ancillary facilities

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

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

3.3 Changes to the Project

3.3.1 Construction Staging

JHG are constructing the Project in two Stages:

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

Stage 2: All other construction activities

A Staging Report was prepared in accordance with CoA A11 and A12 to reflect this staging approach. The ER reviewed and endorsed the Staging Report (Rev 0) on 29 August 2025. Stage 2 construction continued during the reporting period.

3.3.2 Consistency Assessments

No Consistency Assessments (CA) were determined by Inland Rail during the reporting period.

3.4 Community consultation and complaints received

3.4.1 Consultation

Consultation with potentially affected stakeholders continued during the reporting period in the form of meetings, emails, telephone calls, SMS's and door knocking. Consultation primarily related to upcoming proposed activities, access arrangements, fencing, project awareness and addressing complaints and inquiries. Consultation with other stakeholders such as Local businesses, community groups, local police, Councils, schools and preschools, medical centres and local clubs also occurred during the reporting period.

The April 2026 Community Monthly Update and a summary of consultation undertaken during the month is provided in Appendix A.

3.4.2 Complaints

The complaints register current to 30 April 2026 was supplied to the ER. It includes details of all complaints received and the actions undertaken by JHG to resolve each complaint.

Four complaints were received during the reporting period. Details are provided in Appendix B. No complaints remain open at the time of reporting.

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

3.5 Incidents, Emergency Works and non-compliances

3.5.1 Incidents

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

3.5.2 Emergency Works

No emergency works were reported during the reporting period.

3.5.3 Non-compliances

Three non-compliances were reported to DPHI in accordance with CoA A36 during the reporting period, as follows:

Date reported: 2 April 2026

Location: Illabo to Stockinbingal (Project Wide)

Description: Clearing limits at Isobel Creek were observed without flagging installed and pockets/individual trees at Burley Griffin Way were observed to be surrounded by orange flagging. Concerns raised regarding re-use options for cleared timber

Actions: All vegetation is either fenced or flagged (with environmental no-go zones in place). Biodiversity Management Plan (BMP) updated to remove the reference to specific colours for flagging of trees (preference to use green flagging still applied where possible). Timber stockpiles identified for reuse, with hollows delivered to identified sites. Site Environmental Plans to be updated. Toolbox talk to all Project Staff detailing requirements of the BMP to be undertaken.

Date reported: 7 April 2026

Location: Illabo to Stockinbingal (Project Wide)

Description: The Fauna Connectivity Strategy (FCS) as required under MCoA E44 must be submitted to the Planning Secretary for approval prior to construction commencing. A third extension request submitted on the 26 February 2026 was refused on 02 April 2026.

During the 25 March 2026 meeting it was agreed an amended A9 letter would be issued including justification for the extension, past progress and future milestones.

The updated A9 letter has been submitted on 07 April 2026 (IRPL REF# 6- 0000-210-EEC-00-LT-0075)

Actions: An amended A9 Extension letter including justification for the extension, past progress and future milestones was submitted on 07 April 2026.

Date reported: 10 April 2026

Location: Olympic Highway (south of Billabong Creek)

Description: Use of ARTC access/egress point on the Olympic Highway when not included within the approved Construction Traffic, Transport and Access Management Plan (CTTAMP).

Actions: CTTAMP to be updated to include all access points. Approved access points to be included on Site Environmental Plans for each location.

4. ER ACTIVITIES

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

Advice has been provided by the ER to IRPL and JHG since late 2024 through to April 2026. Further details of advice provided during the reporting period is provided in Section 4.2.

4.2 Environmental management plans and programs

4.2.1 Development

CEMP and Sub-plans have been developed from late 2024 and submitted to the ER for approval or endorsement. One document was endorsed by the ER during the reporting period:

- Construction Traffic, Transport and Access Management Plan (CTTAMP), rev 1 (Reference: 5-0019-220-PMA-00-PL-056), dated 7 April 2026 | Endorsed 30/04/26.

A letter of endorsement is included at Appendix C.

JHG has commenced the biannual review of management plans and review of these documents by the ER is in progress.

4.2.2 Implementation

Construction activities continued throughout the reporting period generally in accordance with approved Management Plans and CoAs.

4.2.3 Site inspections

Two site inspections were undertaken by the ER during the reporting period – 9 and 22 April 2026. The ER Inspection Reports have been provided to DPHI – please refer to these reports for specific details. Actions identified in the inspection reports have been progressively addressed with evidence provided by the contractor after the inspections (refer to Figures below for examples of findings and close out of actions (photos provided by JHG included) and actions that remain open). At the time of writing this report, a number of actions remained open or in progress as follows (as documented within the latest ER Inspection Report of 3 May 2026):

- Warren's Lane and Olympic Highway construction access: Construction access from both of these public roads remains subject to DPHI approval of a revised CTTAMP which provides evidence of road authority consultation (and close out of items). Until updated CTTAMP is approved, construction access is not permitted at these locations.
- Billabong Creek: Appropriate scour protection is to be installed downstream of temporary culverts on Billabong Creek following CPESC advice. Implementation likely to occur at time of mobilisation to Ulandra Ck in June.
- McKenzies Creek (formerly "Unnamed Creek"): Backfill and stabilisation of HDPE excavation through creek bed (to prevent creek bed and bank erosion) is awaiting completion.



Figure 1 Olympic Hwy – potential construction access (subject to CTTAMP approval)) - (22/04/26)



Figure 2. Run Boundary Creek – large woody debris stockpiled for reuse in Biodiversity Stewardship Area (22/04/26)



Figure 3. Ulandra Creek – scour protection to be provided for creek crossing culverts (22/04/26)



Figure 4. Cut 12 – Implementation of Unexpected Finds (Contamination) Procedure (22/04/26)



Figure 5. Run Boundary Creek – piling (22/04/26)



Figure 6. Cut 51 – use of waste receptacles, including steel concrete washout bins to enable concrete recycling (22/04/26)

ER inspections for May are scheduled for 3 May (Possession – completed) and 20 May.

4.2.4 Audits

An independent audit under CoAs A28-A33 was undertaken from 22 - 24 April 2026. Audit findings will be available within the audit report.

4.2.5 Complaint resolution

There are no open complaints at the time of reporting.

4.2.6 Meetings

Meetings with IRPL and JHG, including the involvement of the ER, have been undertaken as required throughout the reporting period to discuss construction works, Project documentation and general Project issues. In addition, weekly meetings with IRPL, JHG and the ER have continued throughout the reporting period covering Project works, progress on post-approval documentation, compliance, incidents, complaints etc.

A meeting between DPHI, IRPL, JHG and the ER was held on 17 April 2026.

4.2.7 Documentation issued

Documentation issued by the ER during the reporting period included:

- ER Endorsement Letter for Construction Traffic, Transport and Access Management Plan (CTTAMP), rev 1, dated 7 April 2026, issued 30 April 2026
- ER Monthly Report for March 2026 (issued 10 April 2026)
- ER Inspection Reports issued to IRPL, JHG and DPHI for:
 - 9 April 2026
 - 22 April 2026.

4.2.8 Communications with the Secretary

There have been no written communications with the Planning Secretary or its representatives during the reporting period, other than issue of the documents listed in section 4.2.7. Informal project discussions have been held with DPHI as required.

5. ENVIRONMENTAL PERFORMANCE OF THE PROJECT

5.1 Environmental Performance

Construction works have been ongoing throughout the reporting period. Works undertaken during the reporting period include fencing, crushing and screening, clearing and grubbing, mulching and salvage of timber for reuse, log placement and distribution on the BSA site, commencement of seed germination for tube stock and future revegetation, piling pads, bulk earthworks, commissioning of water tanks for temporary water supply, CIZ delineation and cadastral surveys, installation and maintenance of erosion and sediment controls, CSR works Illabo junction, and piling at Run Boundary Creek.

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

No complaints are open at the time of reporting.

Three non-compliances were reported during the reporting period.

Environmental risk potential is significant with the continuation of clearing and ground disturbing works on site. Site inspection actions are progressively being closed out to ensure risk is minimised, and mitigation and control measures continue to be implemented consistent with approval requirements and approved management plans. It is strongly recommended that any outstanding issues (Section 4.2.3) be addressed as a priority.

5.2 Key learnings

No lessons learned sessions are scheduled at this time. Ongoing increased oversight from the ER in consultation with IRPL will continue during ground disturbance works.

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APPENDIX A – STAKEHOLDER CONSULTATION SUMMARY AND COMMUNITY MONTHLY UPDATE: APRIL 2026

Date	Event Number	Event type	Stakeholder Group	Summary	Location
1/04/26	161782	Phone call in	Landowner	Mulch from clearing	Bethungra
1/04/26	161784	Phone call in	Landowner	Appreciative of mulch	Bethungra
1/04/26	161785	Phone call out	Lessee	Not affected by any night works noise	Dirnaseer
1/04/26	161844	Phone call in	Landowner	Invoice for works completed	Stockinbingal
1/04/26	161801	Email in	Local Police	Site compound locations	Cootamundra
2/04/26	161823	Phone call out	Lessee	Earthworks query over the Easter weekend	Bethungra
2/04/26	161840	Email out	Landowner	Private Crossing Design Criteria form	Cootamundra
2/04/26	161856	Phone call out	Landowner	Fencing compliment	Illabo
2/04/26	161846	Email out	Landowner	Deed of Compensation	Stockinbingal
2/04/26	161861	Phone call out	Local resident	OOHW notice	Illabo
7/04/26	161885	Phone call out	Local resident	OOHW notice	Illabo
7/04/26	161888	Phone call out	Local resident	OOHW notice	Illabo
8/04/26	161902	Email out	Local business	Business to project connection	Cootamundra
8/04/26	161909	Email out	Aged care	Reschedule visit	Cootamundra
8/04/26	161910	Email out	Lessee	Installation of gates	Illabo
8/04/26	161918	Phone call out	Local resident	Railway station discussion	Stockinbingal
9/04/26	161923	Phone call out	Local resident	Schedule meeting	Stockinbingal
9/04/26	161956	Phone call out	Lessee	Advise of concrete pour	Dirnaseer
9/04/26	161957	Face to Face	Local resident	Railway station discussion	Stockinbingal
9/04/26	161973	Email out	Lessee	Weekly construction update	Dirnaseer
9/04/26	161983	Email in	Local Charity	Notified names of volunteers	Cootamundra
9/04/26	161960	Phone call out	Landowner	Arranging access permission	Stockinbingal

9/04/26	161959	Phone call out	Local resident	Stockinbingal Station discussion	Stockinbingal
9/04/26	161967	Face to Face	Lessee	RFS matters and gate locations	Bethungra
9/04/26	161958	Email out	Aged Care	Rescheduled visit	Cootamundra
13/04/26	162023	Phone call in	Lessee	Information provided about agricultural activities	Bethungra
14/04/26	162039	Email in	Probus Club	New contact provided	Cootamundra
14/04/26	162044	Email out	Probus Club	Thank you for new contact	Cootamundra
14/04/26	162075	Phone call out	Landowner	Confirmed new design for stock underpass	Cootamundra
14/04/26	162073	Phone call out	Landowner	Confirmed new design for stock underpass	Bethungra
14/04/26	162085	SMS out	Landowner	Driveway scope	Stockinbingal
14/04//26	162121	SMS in	Landowner	Stubble burning	Stockinbingal
14/04/26	162708	Phone call out	Landowner	Confirmed stock underpass finish	Stockinbingal
14/04/26	162065	Face to Face	Local organisation	Coota Expo Stallholder	Cootamundra
14/04/26	162068	Face to Face	Probus Club	Coota Expo Stallholder	Cootamundra
14/04/26	162070	Email out	Probus Club	Coota Expo Stallholder	Cootamundra
14/04/26	162077	Phone call out	Landowner	Design change to stock underpass approved	Cootamundra
14/04/26	162079	SMS out	Landowner	Notified clearing commencing	Stockinbingal
15/04/26	162089	Phone call out	Local organisation	Muttama Creek Regeneration Group	Cootamundra
15/04/26	162090	Email out	Local organisation	Provided IRPL grants page to Muttama Creek Regeneration Group	Cootamundra
15/04/26	162143	Email out	Local resident	Acknowledged resident complaint	Stockinbingal
15/04/26	162101	Face to Face	Local organisation	Discussion regarding employment	Cootamundra
15/04/26	162108	Email out	TAFE	Coota Expo Stallholder	Cootamundra

15/04/26	162122	Phone call out	Landowner	Granted access through property	Stockinbingal
15/04/26	162118	Phone call out	Landowner	Response to landowner call about littering	Bethungra
16/04/26	162190	Phone call out	Landowner	Proposed old fire trail road for access	Illabo
16/04/26	162167	Email in	TAFE	Response to inquiry	Cootamundra
17/04/26	162205	SMS	Landowner	Notice of moving cattle	Cootamundra
17/04/26	162196	Phone call out	Local resident	Contact regarding access to alignment	Stockinbingal
17/04/26	162226	SMS out	Local resident	Employment contacts	Stockinbingal
17/04/26	162203	Phone call out	Landowner	Locating of existing water pipes	Bethungra
20/04/26	162240	Email out	Local school	STEM session schedule	Stockinbingal
20/04/26	162241	Email out	Local school	STEM session schedule	Illabo
20/04/26	162251	Phone call in	Landowner	Discussion regarding material supply	Cootamundra
20/04/26	162247	Phone call in	Landowner	Notified regarding spraying	Stockinbingal
20/04/26	162252	Phone call in	Landowner	Electricity relocation and water flows near culvert	Stockinbingal
20/04/26	162240	Email out	Local school	STEM session scheduling	Stockinbingal
20/04/26	162241	Email out	Local school	STEM session scheduling	Illabo
20/04/26	162274	Phone call out	Local resident	Project status update re street access	Stockinbingal
21/04/26	162285	Email out	Local resident	Gaining information about the MND fundraiser	Stockinbingal
21/04/26	162338	Phone call out	Landowner	Confirming clearing of vegetation	Stockinbingal
21/04/26	162336	Phone call out	Landowner	Rescheduling of pole installation	Stockinbingal

21/04/26	162315	Email out	Local school	Scheduled appointment	Cootamundra
21/04/26	162322	Phone call out	Aged Care	Reschedule appointment	Cootamundra
21/04/26	162337	Phone call out	Landowner	Rescheduling pole installation	Cootamundra
22/04/26	162345	Phone call out	Landowner	Project update regarding clearing and grubbing	Stockinbingal
22/04/26	162351	Email out	Local volunteer organisation	Provided details for the group's grant application	Cootamundra
22/04/26	162365	Phone call out	Local event	Confirmed event participation with organiser	Muttama
22/04/26	162370	Email out	Local volunteer group	Provided tradesman detail	Cootamundra
22/04/26	162372	Email out	Local business	Offered connection to volunteer group	Cootamundra

Construction update Illabo to Stockinbingal 1-30 April 2026

**JOHN
HOLLAND**

Inland Rail has engaged John Holland as construction partner for the Illabo to Stockinbingal section of the project.

Construction is planned to occur during standard working hours: **7am to 6pm**, Monday to Sunday. Some work may also take place between **6am and 6pm** on any day, with limits on early morning activities and in consultation with affected stakeholders.

In addition, out of hours work to install a temporary water supply pipeline in the future corridor will occur daily between **5am and 7am**.

Description of works

Proposed activities include (subject to approval):

- Surveying, utility, environmental and geotechnical investigations at locations including project/property boundaries, the rail corridor, existing roads, bridges and culverts (drains)
- Delivering materials and equipment including oversized equipment
- Installing fencing and gates along the rail corridor
- General earthworks, including clearing works, stripping topsoil, tree removal and piling
- Constructing a haul road within the rail corridor
- Commencing formwork for drainage culverts
- Piling work to commence as part of bridge construction
- Enabling works including preparing access roads
- Installing a temporary water pipeline
- Installing utilities including water relocation work
- Continuing pit installation, trenching and electrical work within the rail corridor.

What can I expect?

- Affected property owners will be contacted prior to work commencing
- Traffic management, including reduced speed limits, may be required near worksites adjacent to roads or for safe access. Please follow all instructions and signage
- Workers operating machinery, equipment, hand tools and service vehicles

- Residents nearby may notice an increase in noise levels during work activities.

Expected plant and machinery used

Plant and machinery may include, but are not limited to: excavators, dozers, scrapers, articulated Dump Trucks, rollers, loaders, forklifts, delivery truck and dogs, drill rigs, small truck mounted drill rig, NDD (non-destructive digging) truck, water carts and support vehicles, survey equipment (including drones), hand tools, piling rig, traffic management equipment and signage.

How we're managing impacts

- Traffic management and reduced road speeds, where applicable
- Environmental controls such as noise blankets, respite periods between noisy works, using smallest plant possible to complete the task, and turning plant off when not in use
- Access to private properties will be maintained
- Providing respite times as needed
- Temporary fencing around work areas

Cancellation of works

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

Work locations

Work will occur at various locations within the project boundaries and will be discussed with affected property owners / lessees prior to commencement.

We will continue to keep you updated on the progress of work in your area. For any concerns, to provide feedback or discuss construction work including respite, phone **1800 732 761** or email inlandrailnsw@inlandrail.com.au

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

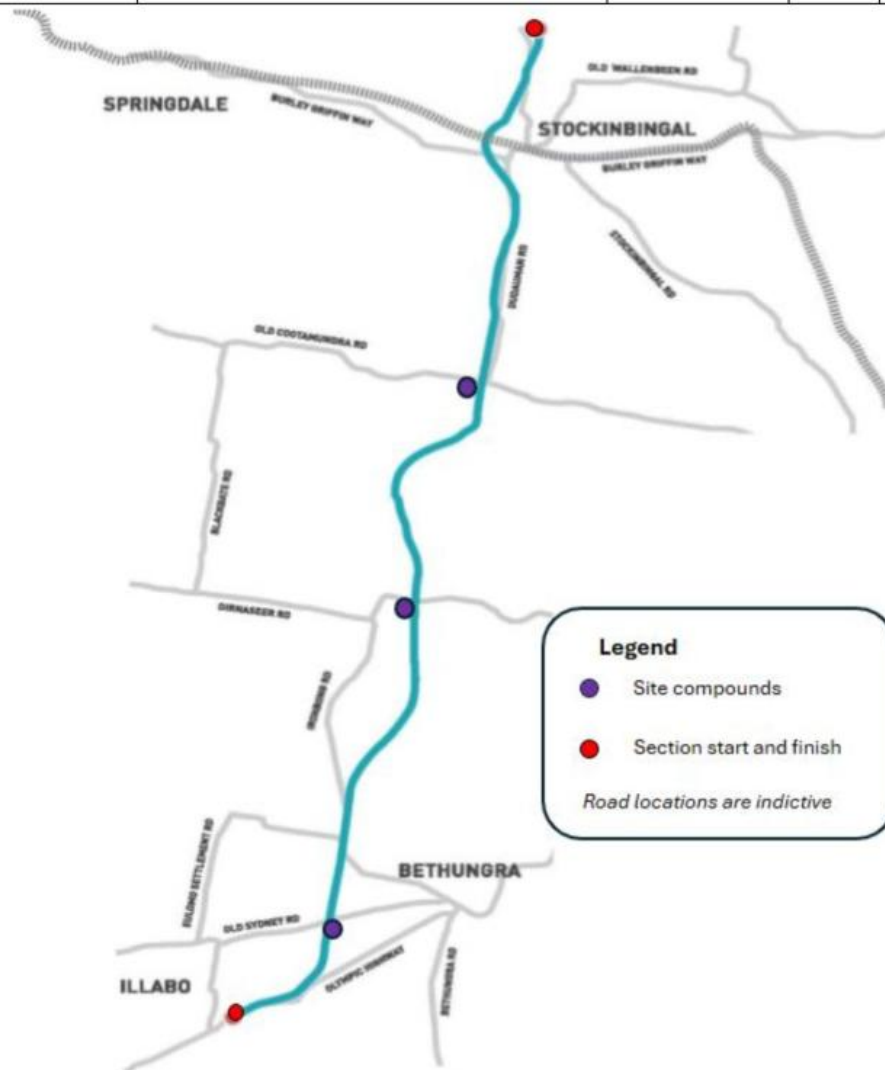
✉ Suite 19.02, Level 19, 60 Margaret Street, Sydney

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Out of hours work over coming months that may occur between 6pm-6am (Mon-Sun) shown below.

Activity	Location	Noise impact	April	May
Concrete pours	Whole alignment for various activities including site set up and fencing.	Low to medium	•	•
Utility relocation works	Whole alignment	Low to medium	•	•
Welding pipe for temporary water supply	Within the rail corridor between Burley Griffin Way and Old Sydney Road	Low to medium	•	•
Oversized machinery, equipment and material deliveries	Site entrances on Warrens Lane, Old Sydney Road, Dirnaseer Road, Old Cootamundra Road, Dudauman Road and Burley Griffin Way	Low to medium	•	•
Pit installation and trenching works	Illabo to Olympic Highway – within rail corridor	Low	•	•



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APPENDIX B – EXTRACT FROM JHG COMPLAINTS REGISTER

Date Received	Nature of Complaint	Details	Initial Response	How addressed	Status
15/04/26	Worker behaviour	Complainant observed rubbish left next to a traffic control worksite	JHG Community Liaison Officer (CLO) thanked the resident for providing the information and assured them all staff would be reminded of the importance of disposing of rubbish correctly. A reminder notice to be placed in 16th April Daily Bulletin to be read at Prestart. Traffic Manager contacted to remind the traffic controllers about disposing of rubbish at their worksite. Call made to complainant to advise of measures undertaken to address concern.	Phone calls & Face to Face	Closed
16/04/2026	Road safety due to large vehicles and increased traffic on local road	Complainant concerned about the use of the road by construction light and heavy vehicles . The increased volume of traffic has resulted in road degradation, a dust hazard and decreased visibility for residents and pedestrians.	Advice of complaint provided to JH Managers including: Construction Manager, Environment Manager, Traffic Manager & Utilities Manager for review of existing access use. JHG phoned the stakeholder to advise resolution and ongoing commitment to work with CGRC about the matters raised.	Email and phone calls	Closed
23/04/2026	Claimed JH working out of allowed area	Landowner concerned that JH was working out of the alignment. he stated trees had been cleared and the fencing had been damaged	JHG SPE met with landowner to discuss the work, define the area and confirm that works were being undertaken within the project boundaries and available lease areas. SPE noted that during tree trimming, 3 trees had landed within the landowner's property and confirmed these were removed by team. SPE apologised for this occurring. SPE confirmed that JHG were repairing damaged fencing and would consider an extended length of fencing as requested. SPE advised this was not confirmed and would need to be approved. SPE noted that JH would provide a response. Landowner was satisfied that works were being undertaken in the correct location, and not within private property. Landowner was satisfied that JH will consider request for additional fencing. 24/4/26 - JH Comms team to address on site decision making with	Phone calls	Closed

Date Received	Nature of Complaint	Details	Initial Response	How addressed	Status
			potential landowner impacts as part of future pre-start and toolbox talk.		
28/04/2026	Claimed JH contractor drove over barley crop	Landowner advised that JH contractor driven over his barley crop	Landowner confirmed that SPE (FS) and fencing contractor (PM) met with him onsite and discussed outcomes. landowner confirmed fencing contractor had taken ownership and had apologised. Landowner expressed that he had explained his expectations of respect and consideration when working on his property. Landowner confirmed that the fencing contractor had taken ownership. Landowner thanked EB for the call and did not wish to pursue the matter further.	In person Phone calls	Closed

APPENDIX C – ER ENDORSEMENT LETTERS

30 April 2026

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

Dear Daniel,

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

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

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

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

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

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

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

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

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

John Holland Group (JHG) prepared a Traffic, Transport and Access Management Plan (TTAMP) for the Project (Document Reference: 5-0019-220-PMA-00-PL-0056, revision 0, dated 9 October 2025). The ER endorsed this revision on 17 October 2025. JHG have since updated the TTAMP (Document Reference: 5-0019-220-PMA-00-PL-0056, revision 1, dated 7 April 2026), which was received by the ER for endorsement on 30 April 2026. The updated TTAMP includes Gate 1 construction access from Warrens Lane.

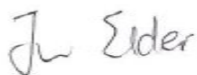
The TTAMP, which incorporates a traffic, transport and access monitoring program, has been prepared to satisfy the requirements of conditions C17, C18, C21, C26 - 28, C31, C32, C34 - 36, E86 – 91, E94 – 108, E117 & E118.

Table 1 of this letter sets out where and whether, in my view, the TTAMP content requirements of the Project Approval have been addressed. Junee Shire Council, as local road authority for Warrens Lane, endorsed the updated TTAMP on 28 April 2026 (evidence included within Appendix E of the TTAMP).

In accordance with the requirements of CoAs A26(d), C15 and C32, I hereby endorse the TTAMP (Document Reference: 5-0019-220-PMA-00-PL-0056, revision 1, dated 7 April 2026).

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

Yours sincerely,



Tim Elder

Environmental Representative

P: 0439 763 103

E: telder@wolfpeak.com.au

Table 1: Summary of ER review of the Traffic, Transport and Access Management Plan (Ref: Document Reference: 5-0019-220-PMA-00-PL-0056, revision 1, dated 7 April 2026)

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

Ref	Requirement	Section of the document	ER Comment						
	e) Provide any necessary road intersection treatments to accommodate construction traffic,	Section 6.4.2 Section 6.5.2	Consistent						
	f) Ensure road repair is undertaken periodically before and during construction, and as identified in Conditions E101 and E102;	Section 5.1.2	Consistent						
	g) Inform road users and freight operators of changes to traffic conditions;	Section 5.9 Section 9.1	Consistent						
	h) Maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and implement measures prior to any access disruption;	Section 5.5 Section 5.8 Section 5.2.5 Appendix M	Consistent						
	i) Consult utility providers and managers to ensure appropriate access to utilities and assets is maintained;	Section 5.8 Section 9.5	Consistent						
	j) Identify construction vehicle routes not identified in the documents listed in Condition A1.	Section 6.4.1 Section 6.7.2	Consistent						
	k) Prepare a Country Rail Network / Inland Rail Interface Management Plan to address potential impacts to Country Rail Network / Inland Rail interfaces.	Appendix K	Consistent						
C26	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER (as applicable and as identified in the CEMF approved under Condition C1). The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and sub-plans have been endorsed by the ER and approved by the Planning Secretary or ER	Section 2.2	Consistent						
C27	Except as provided by Condition C1, the following Construction Monitoring Programs must be prepared in consultation with the relevant state agencies and the relevant councils identified for the Construction Monitoring Programs to compare actual performance of the construction of the CSSI against the performance predicted in the documents specified in Condition A1. <table><tr><th></th><th>Required Construction Monitoring Programs</th><th>Relevant government authorities to be consulted for each Construction Monitoring Program</th></tr><tr><td>(c)</td><td>Traffic, transport and access management</td><td>TfNSW and relevant Councils</td></tr></table>		Required Construction Monitoring Programs	Relevant government authorities to be consulted for each Construction Monitoring Program	(c)	Traffic, transport and access management	TfNSW and relevant Councils	Section 11.1	Consistent
	Required Construction Monitoring Programs	Relevant government authorities to be consulted for each Construction Monitoring Program							
(c)	Traffic, transport and access management	TfNSW and relevant Councils							

Ref	Requirement	Section of the document	ER Comment
C28	Each Construction Monitoring Program (CMP) must have consideration of SMART principles and provide:	Section 11.1 I2S CEMP (5-0019-220-PMA-00-PL-0037)	Consistent
	(a) details of baseline data available;		
	(b) details of baseline data to be obtained and when;		
	(c) details of all monitoring of the CSSI to be undertaken;		
	(d) the parameters of the CSSI to be monitored;		
	(e) the frequency of monitoring to be undertaken;		
	(f) the location of monitoring and reasons for choosing the location;		
	(g) the reporting of monitoring results and analysis results against relevant criteria;		
	(h) details of the methods that will be used to analyse the monitoring data;		
	(i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts;		
	(j) any consultation to be undertaken in relation to the monitoring programs; and		
	(k) any specific requirements as required by Condition C29.		
C31	CMPs must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C1	Section 11.1	Consistent
C32	Where a CMP requires Planning Secretary's approval, the CMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	Section 11.1	Consistent
C34	Construction must not commence until the relevant CMP(s) have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C1), and all relevant baseline data for the specific construction activity has been collected.	Section 11.1	Consistent
C35	The CMP(s), as approved or endorsed (as relevant), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	Section 11.1	Consistent

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

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

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

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