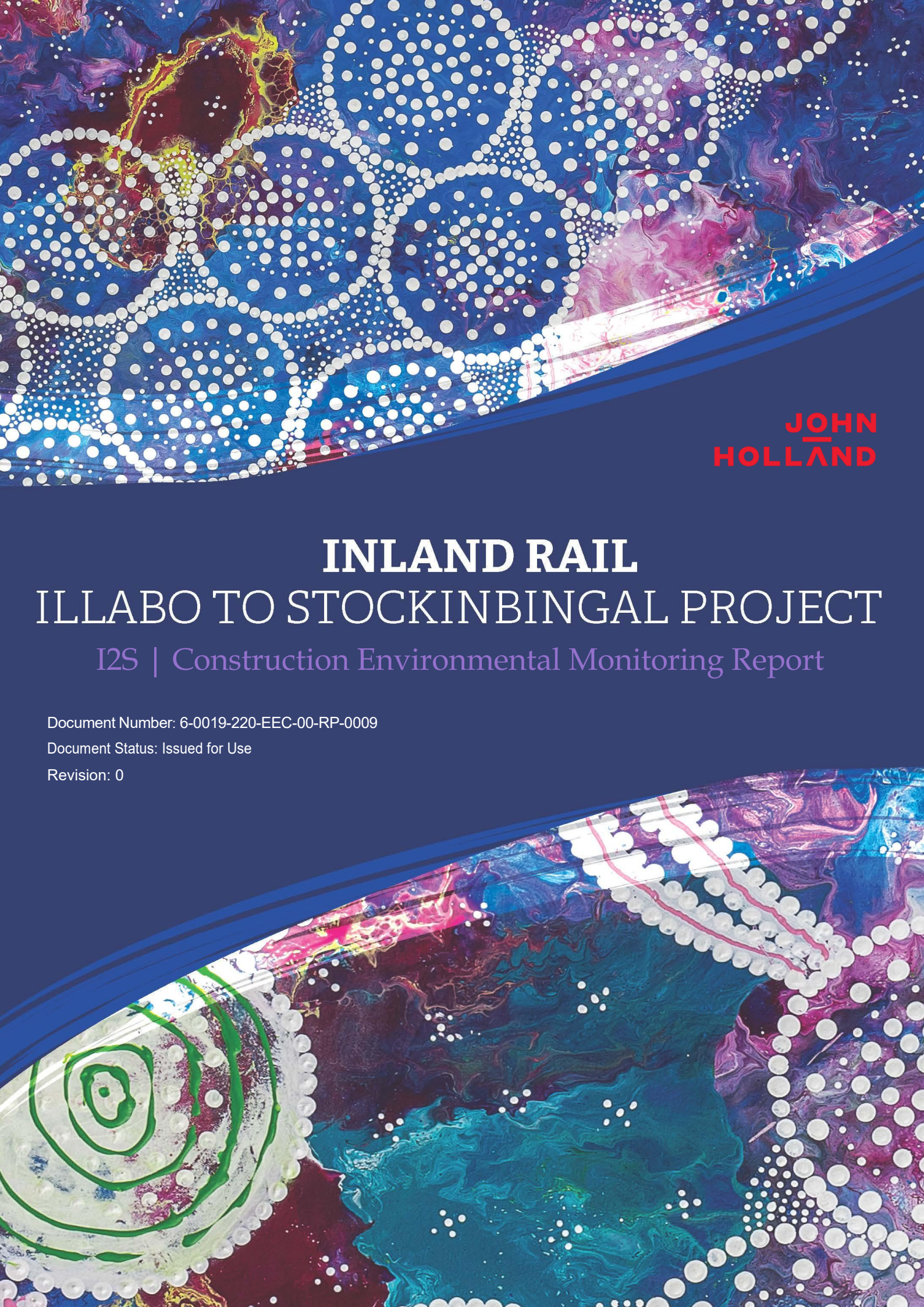




**JOHN
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INLAND RAIL

ILLABO TO STOCKINBINGAL PROJECT

I2S | Construction Environmental Monitoring Report

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Revisions and Distribution

Revisions

Draft issues of this document are identified as Revision A, B, C etc. Following acceptance by the document approver, the first finalised revision will be Revision 0. Subsequent revisions will have an increase of “1” in the revision number (1, 2, 3 etc.).

Revision History

REVISION	DATE ISSUED	DESCRIPTION
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Distribution

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Table of Contents

1.1	Context	5
1.2	Background.....	5
1.2.1	The Project	5
1.2.2	Statutory Context	9
1.2.3	Project Staging	9
1.2.4	Purpose and Scope	9
2	Site Activities	11
3	Weather	11
4	Noise and Vibration	14
4.1	Noise objectives.....	14
4.1.1	Comparison of results to noise objectives	38
4.2	Triggers for Noise Monitoring	38
4.3	Vibration	39
5	Traffic, Transport and Access Management	42
6	Surface Water Quality	46
7	Complaints	48
8	Appendices	49
	Appendix A – Complaints Register	49
	Appendix B – Surface Water Quality Monitoring.....	50
	B.1 Billabong Creek	50
	B.2 Ulandra Creek.....	52
	B.3 Run Boundary Creek	54
	B.4 Isobel Creek.....	57
	B.5 Powder Horn Creek	60
	B.6 Dudauman Creek.....	62
	B.7 Bland Creek.....	64
	B.8 Ironbong Creek	66
	Appendix C – Traffic, Transport and Access Monitoring	68
	C.1 Daily Implementation Checklist	68
	C.2 Weekly Inspections.....	69
	C.3 Drive Time Reviews and Assessments	71
	C.4 ROL Forecast and Bookings Sheet.....	73
	C.5 Monthly Joint Inspections – MIRDA Agreements	74



Introduction

1.1 Context

This Construction Environmental Monitoring Report (CEMR) forms part of the requirements of the Construction Environmental Management Plan (CEMP) for the Inland Rail – Illabo to Stockinbingal Project (the Project).

This Report has been prepared to address the requirements of the Minister's Conditions of Approval (CoA), the measures listed in the Environmental Assessment Documentation, and all applicable legislation.

1.2 Background

1.2.1 The Project

Inland Rail is an approximate 1,600 kilometres (km) freight rail network that will connect Melbourne and Brisbane via regional Victoria, New South Wales (NSW) and Queensland. Comprising 12 sections, a staged approach is being undertaken to deliver Inland Rail.

The Australian Rail Track Corporation (ARTC), with Inland Rail Pty Ltd (IRPL) as its subsidiary for the Inland Rail project, received infrastructure approval for the Illabo to Stockinbingal (I2S) section of Inland Rail in September 2024. The approval for I2S (the Project) was granted by the Minister for Planning and Public Spaces under section 5.19 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act).

The Project is located in south-western New South Wales (NSW) in the Riverina region (refer to Figure 1-1). Illabo is a small town located at the southern end of the alignment 16 kilometres (km) north-east of Junee in the Junee Local Government Area (LGA). 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 Project comprises a new rail corridor that would connect Illabo to Stockinbingal. 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 route will travel primarily through undeveloped land predominantly used for agriculture. The project includes modifications to the tie-in points at Illabo and Stockinbingal to allow for trains to safely enter and exit the Illabo to Stockinbingal section of Inland Rail. The alignment also crosses several local and private roads, watercourses and privately owned properties. Additionally, no major towns are located within the project site between Illabo and Stockinbingal.

The Project will include a total extent of approximately 42.5 km, including 39 km of new, greenfield railway which will incorporate the following key features:

- 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
- Upgrades of around 3.5 km 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
- Construction infrastructure, including ancillary facilities, and a temporary workforce accommodation facility.

The Project will also include upgrades to approximately 3 km of existing track associated with tie-in works and construction of an additional 1.7 km of new track to maintain the existing rail network connections. Road upgrade works will also be undertaken to re-align approximately 1.4 km of Burley Griffin Way to provide a road-over-rail bridge at Stockinbingal. Re-alignment of Ironbong Road will also be completed to allow for safe sight lines. A temporary workforce accommodation camp will also be constructed to house the workforce for the duration of the Project. Key features of the Project are shown on Figure 1-2.

A detailed Project description is provided in Section 2 of the CEMP.

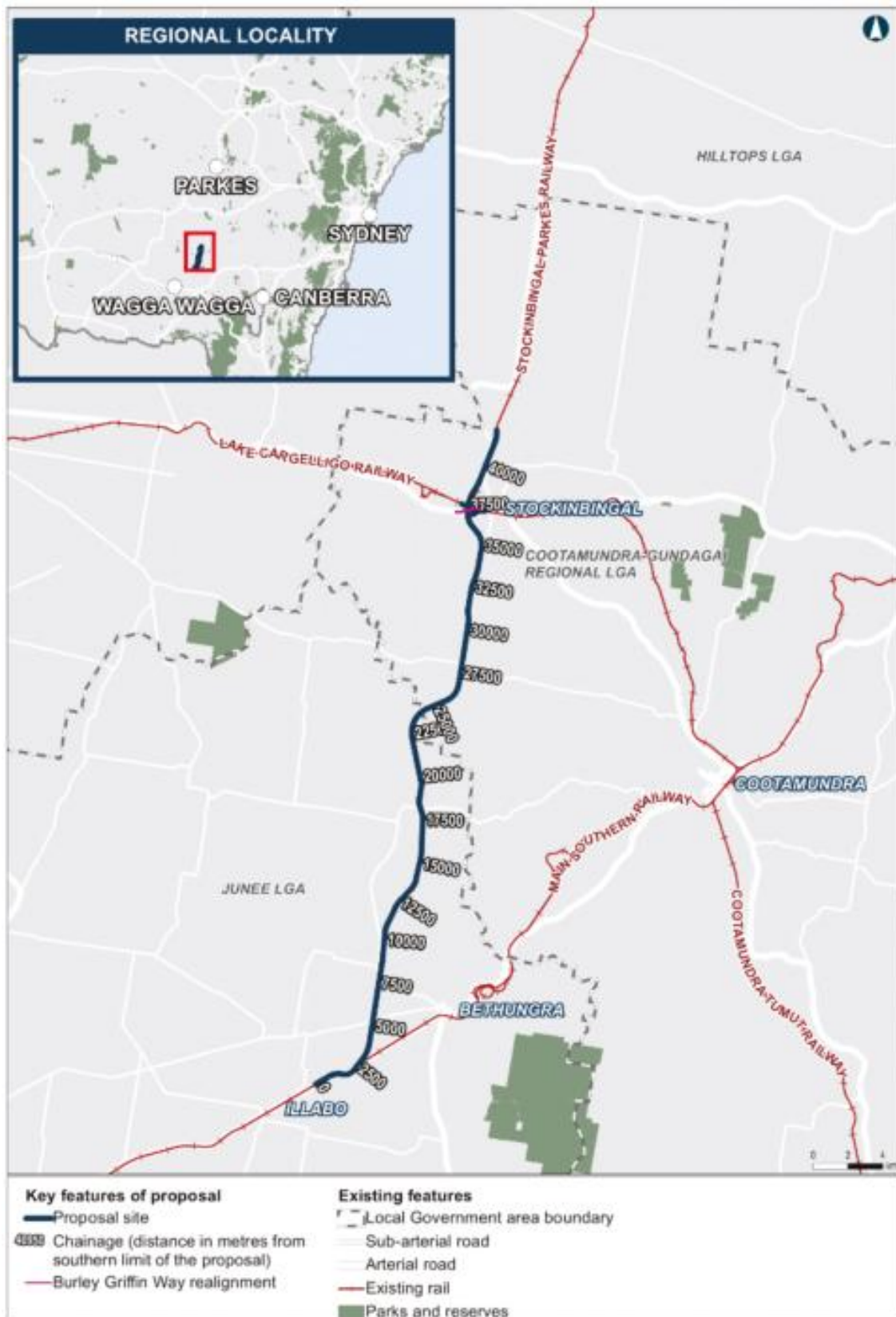


Figure 2-1 Project location

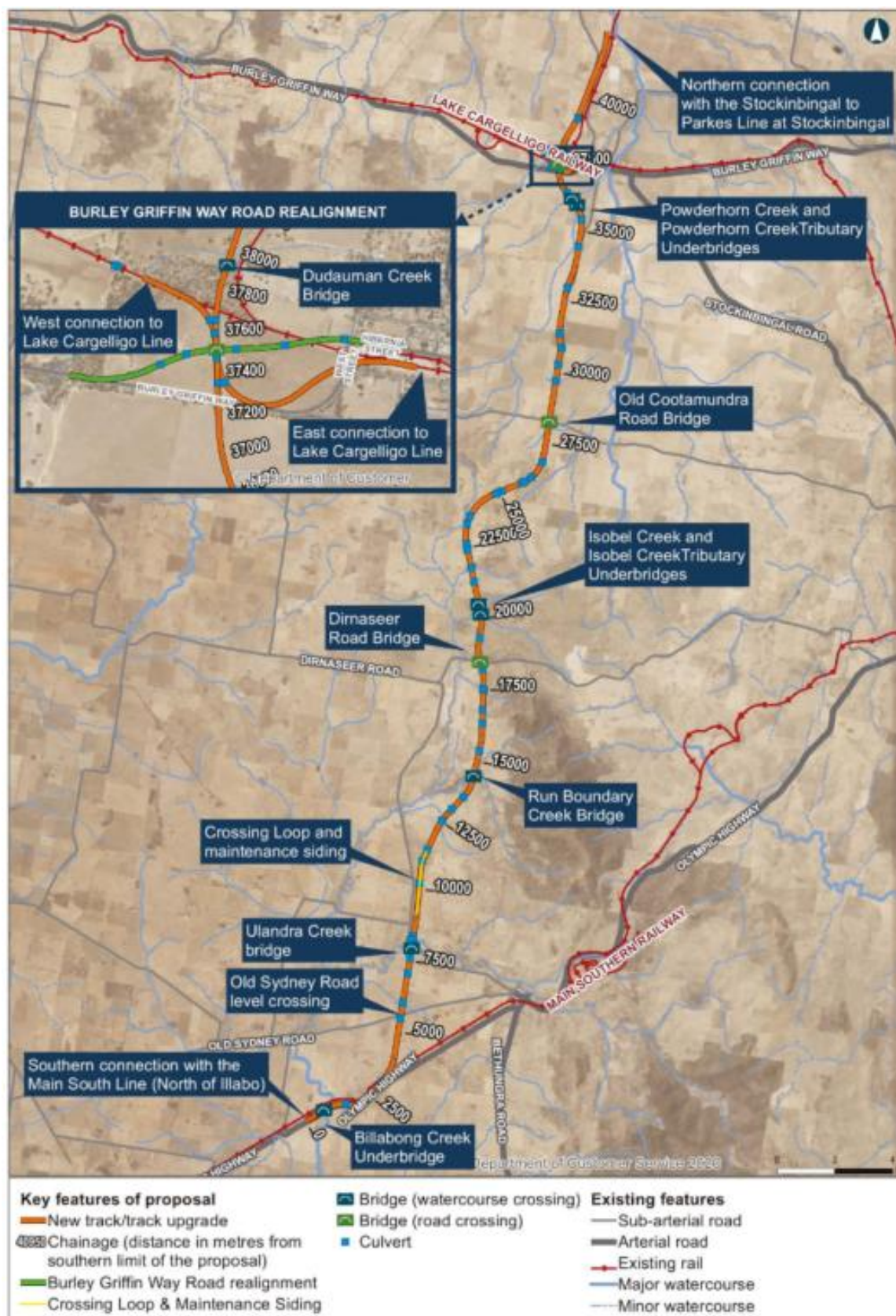


Figure 2-2 Key project features



1.2.2 Statutory Context

The Project was declared to be Critical State Significant Infrastructure (CSSI) in 2021, requiring approval under Division 5.2 of the *NSW Environmental Planning and Assessment Act 1979* (EP&A Act). In accordance with the Secretary's Environmental Assessment Requirements (30 April 2021), an Environmental Impact Statement (EIS) was prepared by ARTC August 2022. The EIS was exhibited by the Department of Planning, Housing and Infrastructure (DPHI) (formerly the Department of Planning and Environment (DPE)) for a period of six weeks, commencing on 14 September 2022 and concluding on 26 October 2022.

Following public exhibition of the EIS, ARTC prepared a Submissions Report to respond to submissions and describe Project design refinements.

Approval for the Project was granted on 4 September 2024 by the Minister for Planning (application number SSI-9406) and was subject to a number of CoA.

The project was determined to be a controlled action under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) (EPBC Referral 2018/8233). The Project received controlled action approval from Department of Climate Change, Energy, the Environment and Water (DCCEEW) (EPBC Referral 2018/8233) on 28 October 2024.

1.2.3 Project Staging

Prior to Construction commencing, the Project was separated into two stages. These include:

- Stage 1 (specific to a rail possession activity undertaken in September 2025). This Stage 1 was administered under an Environmental Work Method Statement (EWMS) which was endorsed by the ER and approved by DPHI on the 2nd of September 2025 (DPHI ref: SSI-9406-PA-43).
- Stage 2 Construction activities undertaken in accordance with the approved Construction Environmental Management Plan (CEMP) and associated sub-plans. Inland Rail notified DPHI that Stage 2 construction would commence on 27 November 2025 following approval of the CEMP, monitoring programs and associated management plans.

Activities undertaken between November 2025 and February 2026 were generally limited to enabling and low-impact construction activities, including site establishment, geotechnical and environmental investigations, utility investigations, fencing, archaeological works, access preparation and vegetation clearing. Full-scale construction activities progressively commenced from late February 2026.

This CEMR reports environmental monitoring and compliance activities associated with Stage 2 construction works undertaken during the reporting period from **27 November 2025 to 31 May 2026**.

1.2.4 Purpose and Scope

The purpose of this Report is to summarise the findings of the Project monitoring programs as required under C27 of the CoA for noise and vibration (C27 (a)), surface water (C27 (b)) and traffic, transport and access management (C27 (c)). The frequency of submission, relevant Sub-plan of the Project Construction Monitoring Programs and recipients of this Report required by CoA C27 are included in each Monitoring Program and have been provided in Table 1-1 below.



Table 2-1 Reporting requirements of the Construction Monitoring Programs

CoA	Construction Monitoring Program	Relevant Plan	Required monitoring frequency	Recipient
C27 (a)	Noise and vibration	Construction Noise and Vibration Management Sub-plan (CNVMP)	Six monthly*	Environmental Representative Planning Secretary Relevant regulatory agencies (i.e. EPA)
C27 (b)	Surface water quality	Construction Soil and Water Management Sub-plan (CSWMP)	Six monthly	Environmental Representative Crown Lands Relevant Councils DCCEEW Water
C27 (c)	Traffic, transport and access	Construction traffic, transport and access Management Sub-plan (CTTAMP)	Six monthly	Environmental Representative TfNSW

* At the time of preparation of this report, the Section 7 of NVMP specified quarterly reporting of monitoring results. To align reporting requirements across the Noise and Vibration, Surface Water, and Traffic, Transport and Access Monitoring Programs, the Project has amended the reporting frequency in the NVMP. Both Quarter One and Quarter Two data associated with the NVMoP are captured in this report.



2 Site Activities

This Construction Environmental Monitoring Report covers the reporting period from 27 November 2025 to 31 May 2026. As outlined in Section 1.2.3, construction commenced in a staged manner, with activities undertaken between November 2025 and February 2026 generally limited to enabling (works that did not trigger CoA E66- i.e. works that may impact on flooding) and low-impact works (LIW). These activities included:

- Progressive installation and maintenance of erosion and sediment controls
- Geotechnical and environmental investigations
- Construction of access gates
- Utilities and service investigations
- Vegetation clearing and mulching
- Archaeological survey and salvage works
- Installation of a temporary water pipeline
- Temporary creek crossing works
- Permanent rail corridor fencing

Consequently, the quantity of environmental monitoring data available during the early part of the reporting period is limited when compared with later stages of construction. Monitoring requirements were implemented according to the nature, scale and environmental risk of works being undertaken during the reporting period.

Major construction activities progressively commenced from late February 2026. These activities included:

- Topsoil stripping and stockpile establishment;
- Foundation treatment works;
- Cut-to-fill earthworks;
- Construction of open drains and batters;
- Construction of piling pads and hardstands;
- Temporary creek crossing works;
- Permanent rail corridor fencing;
- Water main relocation works;
- Utility relocation works; and
- Associated construction support activities.

3 Weather

Local weather stations and site weather stations (rain gauges) were utilised for weather data across the Project, including:

- Stockinbingal weather station (Sunnydale), station number 073150,
- Junee Treatment Works weather station, station number 073019,
- Cootamundra Airport, station number 073142.

Table 3-1 outlines the daily rainfall and daily maximum daily temperature experienced during the reporting period.



Table 3-1: Local weather station data

	Nov-25		Dec-25		Jan-26		Feb-26		Mar-26		Apr-26		May-26	
	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)
1st	29	1.4	18	0	27.5	0	29.5	1	22	0	29.1	0	26.0	0
2nd	30.1	0	21.5	2	30	0	25.5	0	23	2.8	29.5	0	24.6	0
3rd	27.5	0	28	0	33.5	0	28.5	0	24	21.8	26.2	0	25.2	0
4th	14.5	8.4	33	0	33	0	34.5	0	29.5	2	23	0	18.0	11
5th	19.5	5.4	37.5	0	35	0	37.5	0		0	23.4	0	16.3	0.4
6th	25.5	0	35	0	36	0	37.5	0.0	33	0	23.1	6.2	16.6	0
7th	31	0		0	38.5	0	35.5	0.0		0	26.4	0.2	10.9	0
8th	27.5	0	30	0	39.5	0	26.0	24.0		0	25	0	14.5	0
9th	21.5	0	34	0	39.5	0	31.5	3.4		0	29.9	0	19.0	0
10th	23	0	33.5	0	36	0	32.0	0.2		0	20.9	5.4	21.5	0
11th	21.5	0	29.5	0	29	0	36.5	0.0		0	17	0	21.1	0
12th	21	0	30.5	0	31.5	0	26.0	0.2		0	15.5	0	21.1	0
13th	27	0	22.5	1.2	34	0	28.5	0.0	33.1	0	18	0	20.6	0
14th	29.9	0	28	10		0	28.0	0.0	27	0	21.5	0	20.6	0
15th	32.5	0	28	0		0	29.0	0.0	30.5	0	21	0	21.6	0
16th	25.5	1	31	0		0	29.5	0.0	29.9	0	22.5	0	21.6	0
17th	19	1.2	35	0	36.04	0	32.5	0.0	24.8	4	21	0	19.2	0
18th	26	0	39	0	26	1.6	32.0	0.0	27	5.6	19.5	0	16.2	2.5
19th	31	0	39.5	0	29	0.3	32.5	0.0	25.6	3.2	22	0	16.1	18.5
20th	28	0	35	5.8	29	0	36.0	0.0	28.5	28.2	23	0	15.0	1.5
21st	25	0	31	0.2	32	0	36.5	0.0	29	0	22.5	0	16.6	0.5
22nd	25.5	0	25.5	38.4	29.5	0	27.0	0.0	28.2	2.8	21.6	0	18.1	0
23rd	29.5	10.2	26.5	0	32	0		4.2	28	0	21.9	0	19.1	0
24th	33	0	28.5	0	36	0			28.5	0	22.6	0	18.9	0
25th	31.5	1.2	25	0	42	0			31	0	24.1	0	20.1	0

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	Nov-25		Dec-25		Jan-26		Feb-26		Mar-26		Apr-26		May-26	
	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)	T (°C)	Rainfall (mm)
26th	27	0.8	24	0	39	0			25.4	0.8	24.6	0	15.1	0
27th	25	0.3	26.5	0	39	0			17.5	23.2	24.2	0	19.4	2
28th	29	0		0	43	0			19.6	3.8	24.5	0	19.0	0
29th	23.5	0	32	0	40	0			23.2	0	25	0	13.2	0
30th	20	7.2	35	0	42	0			25.5	0	25.2	0	13.5	0
31st			34	0	42.5	0			26.6	0			13.1	2.0
Highest Daily	33	10.2	39.5	38.4	42.5	0.3	-	-	33.1	28.2	29.9	6.2	20.6	18.5
Monthly Total	-	37.1	-	57.6	-	1.9	-	-	-	98.2	-	11.8	-	38.4

Note:

1: Gaps occur in the table where there are missing valid daily observations within the month. This is frequently associated with the observer being unavailable (where observations are undertaken manually), a failure in the observing equipment, or when an event has produced suspect data (BoM).

2: Maximum temperature was not recorded on 23 February 2026, and no valid observations were available for 24–28 February 2026 at the time of BoM publication. These gaps are consistent with BoM-issued daily summaries and are not zero values.

4 Noise and Vibration

4.1 Noise objectives

Table 4-1 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).

Table 4-1 Noise Management Levels at residential receivers

Time of Day	NML LAeq (15min)	How to Apply
Standard hours: - Monday to Saturday 7am to 6pm - CoA E2 construction hours (see Section 7.2)	RBL + 10 dB(A)	The noise affected level represents the point above which there may be some community reaction to noise. Where the predicted or measured LAeq (15 min) is greater than the noise affected level, the proponent should apply all feasible and reasonable work practices to meet the noise affected level. JHG should also inform all potentially impacted residents of the nature of works to be carried out, the expected noise levels and duration, as well as contact details.
	Highly noise affected >75dB(A)	The highly noise affected level represents the point above which there may be strong community reaction to noise. Where noise is above this level, JHG would carefully consider other ways to reduce noise to below this level. If no quieter work method is feasible or reasonable and the works proceed, the proponent would provide respite periods and communicate with the impacted residents.
Outside construction standard hours	RBL +5 dB(A)	A strong justification would typically be required for works outside the recommended standard hours. JHG should apply all feasible and reasonable work practices to meet the noise affected level. Where all feasible and reasonable practices have been applied and noise is more than 5 dB above the RBL, additional noise mitigation measures should be applied

Based on the measured RBLs and requirements of the ICNG, Project-specific NML's for residential receivers are provided in Table 4-2.



Table 4-2 Adopted NMLs for residential receivers

NCA	Noise Management Levels ($L_{Aeq(15min)}$ -dBA)				
	(measured externally)				
	Standard hours (RBL +10dB)	Out of Hours (RBL +5dB)			Sleep disturbance L_{AFmax} (RBL +15dB)
	Day ¹	Day ¹	Evening ²	Night ²	
NCA01	45	40	35	35	45
NCA02	45	40	35	35	45
NCA03	45	40	35	35	45
NCA04	45	40	35	35	45
NCA05	45	40	35	35	45
NCA06	45	40	35	35	45

Noise monitoring was undertaken during the reporting period in accordance with the requirements of the I2S Construction Noise and Vibration Management Plan (5-0019-220-PMA-00-PL-0054) and Noise & Vibration Monitoring Program. Noise monitoring was undertaken across the Project as part of ongoing validation monitoring. The locations in



Table 4-3 monitored during standard construction hours and out of hours work.

Table 4-3 Noise monitoring data for the reporting period

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LMax	LMin	LA10	LA90	Purpose of monitoring	Comments
6/12/2025	22:02	Walbridge Lane, Illabo 6Q4V+5G Illabo NSW, Australia	Attended	Rail maintenance, track unloading	35	37.3	57.9	83.7	33.6	61	51	Monitoring during the OOHV period.	Compliant – exceedance attributable to non-project related noise including high winds (30km/h) and traffic on Olympic Highway. No construction noise audible throughout the monitoring event.
6/12/2025	22:29	Carinya, 2184 Olympic Highway	Attended	Rail maintenance, track unloading	35	36.3	69.8	92.2	32.0	72.8	62.8	Monitoring during the OOHV period.	Compliant – exceedance attributable to non-project related noise including high winds (35km/h) and traffic on Olympic Highway. No construction noise audible

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Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
													throughout the monitoring event.
25/02/2026-26/02/2026	18:15 on 25/02/2026 to 07:00 on 26/02/2026	Burley Griffin Way, Stockinbingal FVX9+4RX Stockinbingal , New South Wales	Continuous (SiteHive)	Utility relocation	35	35	Evening: 66 Night: 60	105	31.1	56.1	50	Monitoring during the OOHW period.	Compliant – All exceedances during the monitoring period were attribute to HV/LV traffic along Burley Griffin Way, wind, rain, and rail locomotives. No construction noise was audible throughout the monitoring event.

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
01/03/2026	22:13	Olympic Highway, Illabo 6Q2F+6H Illabo NSW, Australia	Attended	Rail maintenance, turnout installation	35	37.3	79.5	101.4	37.8	98	59.5	Monitoring during the OOHV period.	Compliant – exceedance attributable to non-project related noise including high winds (40km/h) and traffic on Olympic Highway. No construction noise audible throughout the monitoring event.
09/03/2026	07:00	Olympic Highway, Illabo 6Q3J+VG6 Illabo, New South Wales	Continuous (SiteHive)	Combined service route works	45	41	61.3	84.0	37.9	63.6	39.3	Spot monitoring	Spot monitoring undertaken for combined service route works within existing rail corridor adjacent Billabong Creek. No exceedance of standard hours NMLs due to construction activity at this location. Noise

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
													exceedance attributable to heavy traffic on Olympic Highway and rail movements.
23/03/2026	11:45	Olympic Highway, Illabo 6Q3J+VG6 Illabo, New South Wales	Continuous (SiteHive)	Combined service route works	45	41	55.8	74.2	38.2	56.8	40.6	Spot monitoring	Spot monitoring undertaken for combined service route works within existing rail corridor adjacent Billabong Creek. No exceedance of standard hours NMLs due to construction activity at this location. Noise exceedance attributable to heavy traffic on Olympic Highway and rail movements.
29/03/2026	13:35	Cnr Wood St and Olympic	Attended	Combined service route works	40	35	62.5	97.1	24	60	31	Monitoring during the OOHW period.	Compliant – exceedance attributable to non-project

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmin	LA10	LA90	Purpose of monitoring	Comments
		Highway, Illabo											related noise from heavy traffic on Olympic Highway and rail movements. No construction noise audible throughout the monitoring event.
09/04/2026	18:06	1673 Dirnaseer Road, Bethungra	Attended	Concrete works	35	35	57.8	81.3	34			Monitoring during the OOHW period.	Compliant – exceedance attributable to non-project related noise from occasional traffic movements and wind (15km/h).
12/04/2026	15:10	Fill 20 South, within the CIZ	Attended	Bulk earthworks	40	40	50.7	62.3	41	53.3	47	Monitoring during the OOHW period.	Compliant – exceedance attributable to non-project related noise from



Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmin	LA10	LA90	Purpose of monitoring	Comments
													occasional local traffic movements on Dirnaseer Rd and strong winds (30km/h). No construction noise audible throughout the monitoring event.
12/04/2026	09:00	386 Dudauman Lane, Bethungra	Attended	Bulk earthworks	40	40	53	54.1	37.1	45	40	Monitoring during the OOHW period.	Compliant – exceedance attributable to non-project related noise including adjacent agricultural activity and wind (40km/h).



Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
12/04/2026	14:25	19 Tooheys Lane, Illabo	Attended	Combined service route works	40	62.1	57.9	74.6	37.2	62.2		Monitoring during the OOHW period.	Compliant – exceedance attributable to non-project related noise including heavy traffic on Olympic Highway, wind (30km/h) and birds.
19/04/2026	08:49	109 Youralla Lane, Dimaseer	Attended	Formwork	40	40	40.2	63.2	23.8	41.8	28.4	Monitoring during the OOHW period.	Compliant – exceedance attributable to non-project related noise including bird activity and wind (10km/h). 1x light vehicle was audible at approximately 40dBA, no other construction noise audible.

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
19/04/2026	09:21	386 Dudauman Rd, Dirnaseer	Attended	Formwork	40	40	38.9	68.9	26.3	41.4	30.3	Monitoring during the OOHW period.	Compliant – no exceedance of NML for the applicable period.
19/04/2026	09:47	Dudauman Lane, Dirnaseer 9RGJ+6G Dirnaseer NSW, Australia	Attended	Formwork	40	40	37.6	60.6	29.8	40.1	33	Monitoring during the OOHW period.	Compliant – no exceedance of the NML for the applicable period.
26/04/2026	09:45	Cut 24, within the CIZ 9R7Q+H5 Dirnaseer NSW, Australia	Attended	Bulk earthworks	40	54	41.8	56.6	21.2	47.6	25.6	Monitoring during the OOHW period.	Compliant – no exceedance of predicted levels. Agricultural activity was a source of noise throughout the monitoring event, as well as an excavator. Excavator working in cut shielded

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
													majority of noise.
26/04/2026	10:36	Cut 18, within the CIZ 8RHQ+21 Bethungra NSW, Australia	Attended	Bulk earthworks	40	50.1	47.5	66.7	30.1	50.1	34.9	Monitoring during the OOHW period.	Compliant – no exceedance of predicted levels. Bird activity was a constant source of noise throughout the monitoring event, as well as water carts wetting down the haul roads.
26/04/2026	11:01	852 Ironbong Road, Bethungra	Attended	Bulk earthworks	40	52.2	61	93.2	22.3	34.9	31	Monitoring during the OOHW period.	Compliant – exceedance attributable to non-project related noise including bird activity and local traffic on Ironbong Road.



Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmin	LA10	LA90	Purpose of monitoring	Comments
03/05/2026	12:51	Walbridge Lane, Illabo	Attended	Bulk earthworks	35	61	60.6	85.7	44.7	56.4	52	Monitoring during the OOHW period.	Compliant – exceedance attributable to non-project related noise including wind (20km/h) and traffic on Olympic Highway. Dozer audible tracking over stockpiles very rarely.
03/05/2026	01:17	37 Warrens Ln, Illabo	Attended	Bulk earthworks	35	53	40.6	65	35.6	42.5	38	Monitoring during the OOHW period.	Compliant – no exceedance above predicted levels.
03/05/2026	11:05	852 Ironbong Road, Bethungra	Attended	Bulk earthworks	40	47	50.9	68.8	41.1	56	46	Monitoring during the OOHW period.	Compliant – exceedance attributable to strong winds throughout the monitoring event (28km/h). No construction noise audible throughout the monitoring event.

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
05/05/2026	00:15	Walbridge Lane, Illabo	Attended	Bulk earthworks	35	58.4	56.2	82	40.7	54.6	50	Monitoring during the OOHV period	Compliant – no exceedance above predicted levels. Audible construction noise included dozer tracking, Moxi haul, and squawkers. Non-project related noise included agricultural activity and traffic on Olympic Highway.
05/05/2026	00:26	72 Warrens Lane, Illabo	Attended	Bulk earthworks	35	52.3	34.4	66	21.8	34.4	31.5	Monitoring during the OOHV period	Compliant – no exceedance above predicted levels. Non-project related noise included agricultural activity. No construction noise audible throughout the monitoring event.

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
05/05/2026	00:51	Walbridge Lane, Illabo	Attended	Bulk earthworks	35	57	49.4	72.1	42.5	51.7	46	Monitoring during the OOHW period	Compliant – no exceedance above predicted levels. Non-project related noise included agricultural activity. No construction noise audible throughout the monitoring event.
05/05/2026	02:35	2325 Olympic Highway Bethungra	Attended	Bulk earthworks	35	55.1	45.2	53.2	42.9	45.9	44	Monitoring during the OOHW period	Compliant – no exceedance above predicted levels. Project related noises included occasional light vehicle and Moxy movements.
10/05/2026	15:42	Private road, cut 19 within CIZ 8RCR+J5 Bethungra NSW, Australia	Attended	Bulk earthworks	40	54.4	51.8	72.1	26.1	52.2	32.6	Monitoring during the OOHW period	Compliant – no exceedance above predicted levels. Non-project related noise included bird activity.



Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
													Project related noises predominately Moxy movements travelling north south along haul road.
17/05/2026	09:39	Cut 24, within CIZ 9R2P+QP Dimaseer NSW, Australia	Attended	Bulk earthworks	35	68.29	55.6	70.5	39.8	59.3	49	Monitoring during the OOHw period	Compliant – no exceedance above predicted levels. Non-project related noise included bird activity and wind (11km/h). Project related noises predominately from excavator loading Moxy's, with Moxy movements travelling north south along haul road.

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
17/05/2026	13:00	109 Youralla Lane, Dirnaseer	Attended	Bulk earthworks	40	40.2	35.4	56.6	26.4	38.1		Monitoring during the OOHW period.	Compliant – no exceedance above predicted levels. Non-project related noise included bird activity. Project related noises (excavators) rarely audible.
17/05/2026	09:10	Fill 20, within CIZ 8RRM+XR, Bethungra NSW 2590, Australia	Attended	Bulk earthworks	40	40	38	54.5	32.7	39.6	35.1	Monitoring during the OOHW period.	Compliant – no exceedance above NML for the applicable period.
17/05/2026	10:15	Gate 7A, south of Old Cootamundr a Road	Attended	Bulk earthworks	40	62.43	49.8	68.1	33.8	52.6	46	Monitoring during the OOHW period.	Compliant – no exceedance above predicted levels. Non-project related noise included bird activity and light wind (7km/h). Project related noises (roller) audible.

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
17/05/2026	11:32	693 Ironbong Road, Bethungra	Attended	Bulk earthworks	40	42.3	47	69.1	32	48.8	37.3	Monitoring during the OOHW period.	Compliant – no exceedance above predicted levels. Non-project related noise included agricultural, bird and residential activity. Project-related noise included Moxy water cart movements and excavators tracking.
17/05/2026	12:00	555 Ironbong Road, Bethungra	Attended	Bulk earthworks	40	46.3	43.5	58.1	33.6	47.2	36.7	Monitoring during the OOHW period	Compliant – no exceedance above predicted levels. Non-project related noise included agricultural, bird and residential activity.

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
17/05/2026	11:15	1240 Old Cootamundra Road, Cootamundra	Attended	Bulk earthworks	40	40	56.9	82.7	23.6	41.9	44	Monitoring during the OOHW period	Compliant – exceedance attributable to local traffic on Old Cootamundra Road and light winds (7km/h).
19/05/2026	14:21	Downstream of Run Boundary Creek 8R3G+R3 Bethungra, NSW	Attended	Bulk earthworks, rock hammering	45	35.2	33.4	54.1	23	35.3	27	Spot monitoring	Spot monitoring undertaken for the commencement of rock hammering. Noise levels monitored to be below predicted levels. No rock hammering or construction activities audible throughout the monitoring event.



Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
21/05/2026	14:53	852 Ironbong Road, Bethungra	Attended	Bulk earthworks, rock hammering	45	45.4	37.3	68	25.5	37.3	29	Spot monitoring	Spot monitoring undertaken for the commencement of rock hammering. Noise levels monitored to be below predicted levels. No rock hammering audible throughout the monitoring event. Other construction noises slightly audible.
21/05/2026	14:38	960 Ironbong Road, Bethungra	Attended	Bulk earthworks, rock hammering	45	48.7	37.3	68	25.5	37.3	29	Spot monitoring	Spot monitoring undertaken for the commencement of rock hammering. Noise levels monitored to be below predicted levels. No rock hammering audible throughout the monitoring



Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	L _{Amax}	L _{Amin}	LA10	LA90	Purpose of monitoring	Comments
													event. Other construction noises slightly audible.
24/05/2026	08:31	1673 Dirnaseer Road, Bethungra	Attended	Bulk earthworks	40	51.9	45.2	62.9	37.9	47.1	41.4	Monitoring during the OOHW period	Compliant – no exceedance above predicted levels. Non-project related noise included bird activity and sustained winds (18km/h). Project related noises occasionally audible, including hand tools, Moxy's, and a grader.



Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmin	LA10	LA90	Purpose of monitoring	Comments
24/05/2026	10:50	128 Dudauman Road, Stockinbingal	Attended	Formwork	40	43.5	51.2	75.5	26.6	48.6	32.7	Monitoring during the OOHW period	Compliant – exceedance attributable to strong winds throughout the monitoring event (25km/h) and local traffic on Dudauman Road. No construction noise audible throughout the monitoring event.
24/05/2026	14:44	960 Ironbong Road, Bethungra	Attended	Bulk earthworks	40	41	39	64	26	41	40	Monitoring during the OOHW period	Compliant – no exceedance above predicted levels. Non-project related noise included bird activity, dogs barking, and agricultural activity. Project related noise included plant movements. The lessee of the property was

Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
													encountered during the monitoring event who stated that he barely hears anything most days. The lessee of 960 Ironbong Road lives at 853 Ironbong Road.
24/05/2026	15:09	852 Ironbong Road, Bethungra	Attended	Bulk earthworks	40	44	37	61	24	36	37	Monitoring during the OOHW period	Compliant – no exceedance above predicted levels. Non-project related noise included bird activity. Project related noise included rarely audible plant movements.
24/05/2026	11:30	Culvert 51, within CIZ	Attended	Drainage	40	40	38.4	58.4	28.1	41.1	30.7	Monitoring during the OOHW period	Compliant – no exceedance above predicted levels. Non-project related noise included agricultural

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Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmn	LA10	LA90	Purpose of monitoring	Comments
													activity and local traffic on Ironbong Road. Project related noise included rarely audible plant movements.
24/05/2026	15:30	Walbridge Lane, Illabo	Attended	Bulk earthworks	40	46.8	54	72.2	25	53.5	49	Monitoring during the OOHW period	Compliant – exceedance attributable to heavy traffic on Olympic Highway, agricultural activity and birds. No construction noise audible throughout the monitoring event.
24/05/2026	15:30	2184 Olympic Highway, Illabo	Attended	Bulk earthworks	40	43.4	69.2	91.1	27.3	71.8	44	Monitoring during the OOHW period	Compliant – exceedance attributable to heavy traffic on Olympic Highway, agricultural activity and birds. No construction noise audible throughout the



Date	Time	Monitoring Location	Attended / Continuous	Construction Activity	NML (dBA)	Predicted (dBA)	Recorded LAeq(15min) (dBA)	LAmx	LAmin	LA10	LA90	Purpose of monitoring	Comments
													monitoring event.

Note:

- 1. LAeq (15min) - The A-weighted equivalent continuous (energy average) A-weighted sound pressure level over a 15-minute period.
- 2. dBA - Decibels using the A-weighted scale measured according to the frequency of the human ear



4.1.1 Comparison of results to noise objectives

During the reporting period, there were no exceedances of daytime, evening, or night noise targets identified as a result of any I2S construction activities. Exceedances of the noise targets demonstrated in



Table 4-3 were attributed to external noise dominant sources. Dominant noise sources primarily included local traffic (un-related to the I2S project), agricultural activity (livestock) and ambient weather conditions.

No noise complaints were received during the reporting period.

4.2 Triggers for Noise Monitoring

Monitoring triggers have been established to meet the requirements of CoA included in Section 2-2 in NVMP and to verify compliance with the Interim Construction Noise Guideline (ICNG) and the adopted Noise Management Levels (NMLs).

Noise monitoring is triggered where:

- Predicted or measured construction noise levels are approaching or exceeding the applicable NMLs for residential or other sensitive receivers, as defined in Section 7 of the NVMP.
- Construction noise exceeds the highly noise affected criterion of 75 dB(A) LAeq(15min) at any residential receiver.
- Measured LAFmax noise levels exceed the adopted sleep disturbance screening criteria (RBL +15 dB(A)) during the night period

These triggers are consistent with the ICNG application requirements and CoA E7, which requires mitigation and management of any works exceeding the applicable noise criteria.

Noise monitoring is also triggered for works undertaken outside standard construction hours, including early morning, evening or night-time activities approved under CoA E2 or E3, or undertaken in accordance with the approved Out-of-Hours Work Protocol (Appendix F of the NVMP). Monitoring during out-of-hours works is required where reduced NMLs apply, or where activities are assessed as having a moderate or high noise risk under the OOHW assessment process.

Noise monitoring is further triggered for construction activities identified as having a higher potential to generate elevated noise impacts. This includes activities such as bulk earthworks, rock breaking, vibratory compaction, track construction, piling, drilling and blasting, and the operation of mobile plant in close proximity to sensitive receivers.

Monitoring is also initiated in response to community complaints relating to construction noise. Where complaints are received, attended noise monitoring may be undertaken to verify noise levels attributable to construction activities, assess compliance with the relevant NMLs, and inform appropriate management responses. This approach aligns with the requirements of the NVMP and CoA C36, which require monitoring results to be used to assess performance and guide mitigation where impacts occur.

In addition to event-based triggers, noise monitoring is undertaken as part of routine validation and compliance monitoring required by the Noise and Vibration Monitoring Program. This monitoring is used to compare actual construction noise levels against predicted levels from the Construction Noise and Vibration Impact Statement (CNVIS), to confirm the effectiveness of mitigation measures, and to support compliance with CoA. Noise monitoring may also be undertaken at the direction of the Environmental Representative, the Planning Secretary or relevant regulatory authorities, where additional verification is required.

Table 4-2 of the Noise and Vibration Monitoring Program (NVMoP) states that noise monitoring, where no other noise monitoring trigger events have occurred, will be undertaken at least once per fortnight. Section 7 of the NVMoP also states that any alteration to the Monitoring Program will be explained in this CEMR.

Noise monitoring records (provided in Table 4-3) for the monitoring period defined in this CEMR identified a timeframe where fortnightly monitoring was not undertaken (between 6 December 2025 and 25 February 2026).



During the reporting period, the Monitoring Program was implemented having regard to the nature, scale and environmental risk profile of construction activities being undertaken on the Project at the time which included LIW activities and limited construction activities which did not commence in full until March 2026.

As described in Section 2, Construction commenced in a staged manner following commencement of the reporting period on 27 November 2025 (the commencement of Stage 2 Construction).

Given the limited extent of construction activities and the comparatively low risk of significant construction noise impacts during this period, the attended noise monitoring program was implemented at a reduced frequency where works were able to be monitored for Construction activities. As a result, the interval between attended monitoring undertaken on 6 December 2025 and subsequent monitoring undertaken on 25-26 February 2026 exceeded the fortnightly frequency identified in the NVMoP.

As stated above, from late February 2026, major construction activities commenced. In response to the increased scale, intensity and noise-generating potential of these activities, the noise monitoring program was increased with attended and continuous noise monitoring was subsequently undertaken at intervals not exceeding 14 days for the remainder of the reporting period.

No construction noise complaints, exceedance investigations or other trigger events requiring additional noise monitoring were recorded during the period in which monitoring frequency was reduced. The alteration to the monitoring program therefore reflected the staged commencement of works.

4.3 Vibration

Construction activities were underway during the reporting period; however, vibration-intensive activities with the greatest potential to generate measurable vibration impacts at sensitive receivers had not commenced. No blasting activities were undertaken during the reporting period. Consequently, vibration monitoring triggers associated with blasting and other high-vibration activities were not activated.

The Blast Management Strategy was approved by DPHI in June 2026, with the first test blast undertaken shortly after the date of the approval. Accordingly, blast-related monitoring and assessment are outside the scope of this reporting period and will be reported in the CEMR covering the next 6-month period.

The recommended working distances for human comfort and cosmetic damage shown in Table 4-4 and Table 4-5 were not reached for the reporting period. Additionally, no vibration complaints were received (see Appendix A).

Table 4-4 Recommended minimum working distances – human comfort

Vibration intensive plant	Rating/Description	Critical area ¹	Residence (Day)	Residence (Night)	Office	Workshop
Vibratory Roller	<50 kN (1–2 tonne)	25 m	17 m	20 m	11 m	7 m
	<100 kN (2–4 tonne)	25 m	17 m	20 m	11 m	7 m
	<200 kN (4–6 tonne)	50 m	33 m	40 m	21 m	14 m
	<300 kN (7–13 tonne)	124 m	81 m	100 m	52 m	34 m
	>300 kN (13–18 tonne)	124 m	81 m	100 m	52 m	34 m
	>300 kN (>18 tonne)	124 m	81 m	100 m	52 m	34 m
Small hydraulic hammer	300 kg (5 to 12 t excavator)	9 m	6 m	7 m	4 m	3 m
Medium hydraulic hammer	900 kg (12 to 18 t excavator)	29 m	19 m	23 m	12 m	8 m



Vibration intensive plant	Rating/Description	Critical area ¹	Residence (Day)	Residence (Night)	Office	Workshop
Large hydraulic hammer	1,600 kg (18 to 34 t excavator)	91 m	59 m	73 m	38 m	25 m
Vibratory pile driver	sheet piles	25 m	17 m	20 m	11 m	7 m
Piling rig – bored	≤ 800 mm	5 m	4 m	4 m	3 m	2 m
Jackhammer	Handheld	3 m	2 m	2 m	2 m	1 m

1) Examples include hospital operating theatres and precision laboratories where sensitive operations are occurring.



Table 4-5 Minimum working distances - cosmetic damage

Vibration significant plant	Rating/Description	Reinforced or frame structures (BS7385)	Unreinforced or light framed structures (BS7385)	Structurally unsound heritage structures (DIN 4150-3)
Vibratory Roller	<50 kN (1–2 tonne)	3 m	5 m	11 m
	<100 kN (2–4 tonne)	3 m	6 m	13 m
	<200 kN (4–6 tonne)	6 m	12 m	25 m
	<300 kN (7–13 tonne)	8 m	15 m	31 m
	>300 kN (13–18 tonne)	10 m	20 m	40 m
	>300 kN (>18 tonne)	12 m	25 m	50 m
Small hydraulic hammer	300 kg (5 to 12 t excavator)	1 m	2 m	5 m
Medium hydraulic hammer	900 kg (12 to 18 t excavator)	4 m	7 m	15 m
Large hydraulic hammer	1,600 kg (18 to 34 t excavator)	11 m	22 m	44 m
Vibratory pile driver	sheet piles	10 m	2 m to 20 m	5 m to 40 m
Piling rig – bored	≤ 800 mm	1 m	2 m (nominal)	5 m
Jackhammer	Handheld	1 m	1 m (nominal)	3 m



5 Traffic, Transport and Access Management

Condition of Approval C27(c) requires monitoring of traffic, transport and access impacts during construction. Monitoring is undertaken in accordance with the approved Construction Traffic, Transport and Access Management Plan (CTTAMP) and includes review of complaints, incidents, inspections and implementation of traffic management controls.

Construction activities undertaken during the reporting period were limited due to the delayed commencement of major construction works. A review of project records, incident records and traffic management activities identified no traffic, transport or access impacts requiring additional management measures during the reporting period.

Complaints relating to traffic management, transport impacts and road safety are provided in Appendix A. They include:

- 1x complaint related to leaving gates open within the CIZ,
- 1x complaint relating to driving on private land,
- 1x complaint relating to road safety and driver behaviour.

Appropriate corrective actions were implemented and all traffic complaints were closed. Corrective actions implemented by the Project are included in Appendix A.

Key monitoring items to be implemented throughout Construction as identified in the Monitoring Program of the CTTAMP are provided in the table below.

Table 5-1 Traffic Monitoring Program undertaken during the reporting period.

Issues	Key Monitoring Parameters	Frequency of Monitoring	Location of Monitoring	Analysis Methods	Mitigation Measures	Monitoring conducted throughout the reporting period
Road user safety at changes to the road network General impact on pedestrians and cyclists	Road safety	Road safety audits prior and post to any traffic changes	Affected road	Identify any potential hazards on road	Address all risks identified in the audit	No road safety audits were undertaken during the reporting period. No changed traffic conditions were observed during the reporting period to trigger this monitoring event.
		Daily Implementation Checklist	All TGS set-ups	Compare with TGS plans	Rectify any discrepancies identified	Undertaken during works requiring implementation of a TGS. Examples of TGS implementation checklists are provided in Appendix C.
		Weekly Inspection Checklist	All long-term sites	Compare with relevant drawings	Rectify any discrepancies identified	Road, vehicle and traffic inspections were undertaken for relevant works throughout the monitoring period (i.e. where works were occurring on public roads). Any issues raised during inspections were rectified. A list of inspections has been provided in Appendix C for the reporting period.
General impacts on traffic flow	Traffic Volume Congestion	Weekly drive time assessment	Key intersection with potential queuing issues	Compare with current LOS.	Adjust traffic management measures as required	Weekly drive time assessments were undertaken by the Project Traffic Manager and are captured in the dashcam footage logged throughout the reporting period.

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Issues	Key Monitoring Parameters	Frequency of Monitoring	Location of Monitoring	Analysis Methods	Mitigation Measures	Monitoring conducted throughout the reporting period
						Examples of inspections have been provided in Appendix C for the reporting period.
General impacts on property access	Accessibility	Weekly drive through	Interface with property access	Identify if any property access is affected	Retain access as soon as possible	No impacts to driveways were caused during the reporting period. No road work was undertaken which interfaced with a private landowner driveway.
Heavy vehicles damaging local roads	Pavement and road condition	- Quarterly or more frequently dash cam drive through videos based on level of impact - Monthly joint inspection with IRPL, John Holland, LGA as per MIRDA agreement	Affected road	Compare with baseline dilap report	Refer to Section 5.2. of the CTTAMP.	Weekly drive time reviews were undertaken by the Project Traffic manager and are captured in the dashcam footage logged throughout the reporting period. Examples are provided in Appendix C. Joint inspections were not undertaken during the reporting period due to unavailability of representatives from the Junee and Cootamundra-Gundagai Council's however, these joint inspections have now been put in place for the next reporting period.
Impacts to emergency services through delays in access	Emergency Services Access	Daily Implementation Checklist	All TGS set-ups with emergency access point	Identify any affected emergency access	Ensure all emergency access can be accommodated when needed	Undertaken during works requiring implementation of a TGS.
Impacts to bus routes and services due to increased	Bus Services	Monthly VMP audit	All construction works facilitated by	Compare with long term VMPs	Consult with relevant operator to discuss	No impacts to bus routes as a result of Project activities



Issues	Key Monitoring Parameters	Frequency of Monitoring	Location of Monitoring	Analysis Methods	Mitigation Measures	Monitoring conducted throughout the reporting period
road use and diversions due to road realignment			long term VMP's for the Project		mitigation measures if needed.	throughout the reporting period.
Compliance with reduced speed	Speed Compliance	Daily RASS boards data	Reduced speed zone with higher safety risks	Compare with posted speed	Install additional signage/ VMS to increase road users' awareness if required.	No RASS boards installed throughout the reporting period.
Cumulative impacts with other Projects	Cumulative impact	Weekly review of ROL forecast sheet	Overlapping Project footprint	Identify any potential conflicts	Coordinate with A2I to avoid clash of work	ROL forecast sheet maintained throughout the reporting period and included in Appendix C. No conflict with adjacent projects were identified throughout the reporting period.
Major road upgrades	Traffic Volume Congestion & Road Safety	Weekly drive time assessment	Key intersection with potential queuing issues	Compare with current LOS	Adjust traffic management measures and site surveillance as required.	No major road upgrades undertaken throughout the reporting period.
		Road safety audits prior and post to any traffic changes	Affected road	Identify any potential hazards on road	Address all risks identified in the audit.	
Road Detours	Road Safety	Road safety audits prior and post to detours	Affected road	Identify any potential hazards on road	Adjust traffic management measures and site surveillance as required.	No road detours undertaken throughout the reporting period.

6 Surface Water Quality

Surface water monitoring was progressively undertaken during the reporting period in line with the staged commencement of construction activities. Between November 2025 and February 2026, construction activities were generally limited to enabling and low-impact works as discussed earlier in this report. Major earthworks and broader construction activities progressively commenced from late February 2026. Waterways within the Project area are predominantly ephemeral and generally flow only following rainfall events.

Throughout the monitoring period, no rainfall had occurred to generate sufficient flows at the nominated monitoring locations for water sampling to occur. Table 6-1 provides a summary of named watercourses within and around the Project site, and the frequency at which monitoring is to be undertaken in accordance with the surface water monitoring program.

Table 6-1 Key watercourses within the Project site

Catchment	Watercourse	Strahler stream order	Flow conditions	Flow direction and relationship to Project site	Monitoring frequency
Murrumbidgee	Billabong Creek	6 th	Ephemeral	Flows from north to south and intersected by the proposal site.	Monthly, during construction through the watercourse only.
Murrumbidgee	Ulandra Creek	5 th	Ephemeral	Generally, flows from east to west and confluences with Ironbong Creek and intersected by the proposal site.	Monthly, during construction through the watercourse only.
Murrumbidgee	Run Boundary Creek	3 rd	Ephemeral	Flows in a north-westerly direction, before turning south east and confluencing with Ironbong Creek, and intersected by the proposal site.	Monthly, during construction through the watercourse only.
Murrumbidgee	Isobel Creek	2 nd	Ephemeral	Flows from east to west through the study area, confluencing with Ironbong Creek and intersected by the proposal site.	Monthly, during construction through the watercourse only.
Murrumbidgee	Ironbong Creek	3 rd	Ephemeral	Generally flows in a north-south direction, confluencing with Billabong Creek. Ironbong is not intersected by the proposal— at its closest point the main channel is less than 250 m from the proposal site.	Monthly
Lachlan	Bland Creek	4 th *	Ephemeral	Generally flows from south to north; receives flows from Powder Horn Creek downstream of the study area. Bland Creek is not intersected by the proposal site, however	Monthly



Catchment	Watercourse	Strahler stream order	Flow conditions	Flow direction and relationship to Project site	Monitoring frequency
				the proposal intersects tributaries of Bland Creek.	
Lachlan	Powder Horn Creek	2 nd	Ephemeral	Generally flows from south–north and confluences with Bland Creek downstream of the study area, and intersected by the proposal site.	Monthly, during construction through the watercourse only.
Lachlan	Dudauman Creek	3 rd	Ephemeral	Generally flows from south–north, turning east through Stockinbingal within the study area. Flows are influenced by existing road and rail lines, and a number of levees identified near Stockinbingal. Dudauman Creek is intersected by the proposal at two locations.	Monthly, during construction through the watercourse only.

* Notes: The Strahler stream order for Bland Creek (4th) is an inferred value based on Dudauman Creek (3rd order) and Powder Horn Creek (2nd order) being tributaries within the Bland Creek system. The EIS does not provide a Strahler order for Bland Creek.

Photographic records, where possible (i.e. land access and safety factors), were collected to validate the absence of flowing water at the monitoring locations.

No laboratory or field water quality results were available for reporting during the reporting period due to the lack of rainfall and flow present. Monitoring will continue in accordance with the approved monitoring program, including water quality sampling during periods when water is flowing within the monitored waterways. Photographic records collected during monitoring inspections are provided in Appendix B.



7 Complaints

A review of complaints received during the reporting period was undertaken to determine whether any complaint triggered additional environmental monitoring requirements under the approved management plans.

One complaint was received during the reporting period regarding a gate being left open within the CIZ resulting in livestock access concerns. The complaint related to property access management and was not associated with noise, vibration, surface water quality, traffic, transport or access impacts.

Accordingly:

- No complaint-triggered noise monitoring was required.
- No complaint-triggered vibration monitoring was required.
- No complaint-triggered surface water monitoring was required.
- No complaint-triggered traffic monitoring was required.

No environmental complaints were received during the reporting period, and no additional environmental monitoring requirements were triggered as a result of community complaints.

The complaints register with further detail of the above complaint is provided in Appendix A. All complaints have been acknowledged and closed and were provided to the Project Environmental Representative (ER) as required for monthly reporting to DPHI.



8 Appendices

Appendix A – Complaints Register

125 Complaints Register

No.	Date received	Time received/initialted	Method received	Complaint Number	CM Unique Identifier	Avoidable / unavoidable	Chainage/suburb	Complaint/Enquiry/Feedback	Nature of Complaint	Number of people affected in relation to a complaint	Details of Complaint	Initial Response to Complaint (If no action taken, reason (s) why)	Further action taken (If required) after the initial response and resolution	Means by which the complaint was addressed (e.g. email, call, meeting)	Procedure/timeframe	Mediation required (Y/N)	Status of Complaint
Week concluding 21 November 2025 - 0 complaint received																	
Week concluding 28 November 2025 - 0 complaint received																	
Week concluding 05 December 2025 - 0 complaint received																	
Week concluding 12 December 2025 - 0 complaint received																	
Week concluding 19 December 2025 - 0 complaint received																	
Week concluding 26 December 2025 - 0 complaint received																	
Week concluding 2 January 2026 - 0 complaint received																	
Week concluding 9 January 2026 - 0 complaint received																	
Week concluding 17 January 2026 - 1 complaint received																	
10	09-Jan-26	10.20am	Phone call in	8591	159030	Unavoidable	Dirnaseer	Horses went through an open gate	CiZ gates left open	1	Gate to CiZ left open. Horses held within the CiZ without permission got out from area	10.22 9/01/2026 Apologised for gate being left open but confirmed that horses were in an area designated for construction. Lessee confirmed that this area would no longer be used for livestock	Communication regarding shutting gates to be communicated in daily bulletins and tool box meetings	Phone call	10:22 9/01/2026 Received phone call from lessee 13.05 9/01/2026 Complaint closed	N	Closed
Week concluding 23 January 2026 - 0 complaint received																	
Week concluding 30 January 2026 - 0 complaint received																	
Week concluding 6 February 2026 - 0 complaint received																	
Week concluding 13 February 2026 - 0 complaint received																	
Week concluding 20 February 2026 - 0 complaint received																	
Week concluding 27 February 2026 - 0 complaint received																	
Week concluding 6 March 2026 - 2 complaints received																	
11	27-Feb-26	16:50	Phone call in	11	8642	Avoidable	Illabo	Construction machinery not following designated access path to worksite	Worker behaviour	1	Complainant advised machine had been driven off the designated access to the worksite	27/02/26 17.05 Sought details from complainant and informed that the issue would be investigated. JK spoke with Supertindent (RM) to advise of issue and seek clarification for the cause of this occurrence. 28/2/26 - RM advised of mis-communication between sub-contractor lead and dozer driver that has now been rectified. RM also confirmed follow up with JH site supervisor to ensure clear communication for future activities.	02/03/2026 Complainant does not wish any rectification and asked the JH learn from this event	Phone call	27/02/26 16.50 Phone call in from landowner 27/02/2026 17.05 Called Superintendent RM for clarification 2/03/26 9.49 Phoned landowner	N	Closed
12	02-Mar-26	13:10	Phone call in	12	8647	Avoidable	Bethungra	Complainant experienced a near miss on Dirnaseer Road with JH vehicle	Worker behaviour	1	Complainant experienced a near miss on Dirnaseer Road and needed to take evasive action	KH (Safety Manager) and JW (Community Manager) called back for welfare check, confirm if any damage to vehicle or personal assistance required. Stakeholder was advised of measure that would be undertaken by JH to address occurrence.	3/3 Face to face contact with stakeholder to advise of investigations progressing and of measures being taken by project.	Phone call & Face to Face	2/03/2026 13.10 Received phone call 2/3/26 -3.15pm Welfare check with stakeholder, 3/3/26 5.30pm spoke directly with stakeholder face to face	N	Closed
Week concluding 13 March 2026 - 0 complaints received																	
Week concluding 20 March 2026 - 0 complaints received																	
Week concluding 27 March 2026 - 0 complaints received																	
Week concluding 3 April 2026 - 0 complaints received																	
Week concluding 10 April 2026 - 0 complaints received																	
Week concluding 17 April 2026 - 1 complaint received																	
13	15-Apr-26	8:50	Phone call in	13	8681	Avoidable	Bethungra	Nearby resident observed rubbish left next to an area where traffic controllers had been working previously	Worker behaviour	1	Complainant observed rubbish left next to a traffic control worksite	EB (Community Liaison Officer) 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	15/04/26 08:50 Received phone call from complainant 09:00 Phoned Traffic Manager explaining the nature of the complaint 12:00 Entered Reminder in the Daily Bulletin 16/04/26 06:45 Daily Bulletin Message about "Disposal of rubbish" communicated to all staff	N	Closed
14	16-Apr-26	10.15am	Email in	14	8682	Avoidable	Stockinbingal	Use of local road for property access, damage to road, road safety and dust	Road safety due to large vehicles and increased traffic on local road	1	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.	EF responded by email to the complainant and notified JW, EB and JK	Advice of complaint provided to JH Managers including: Construction Manager, Environment Manager, Traffic Manager & Utilities Manager for review of existing access use.	Email & phone calls	16/04/2026 10.38 EF responded to the complaint and copied in JW, EB and JK. 16/04/26 12:00 Complaint discussed in Weekly Stakeholder Meeting. 16/04/26 10.25am email sent to relevant JH Managers to advise of complaint. 20/04/2026 EB phoned the stakeholder to advise resolution and ongoing commitment to work with CGRC about the matters raised.	N	Closed
Week concluding 24 April 2026 - 1 complaint received																	
15	23-Apr-26	11:13am	Phone call in	15	8691	Unavoidable	Stockinbingal	Stated JH was working in the wrong area	Claimed JH working out of allowed area	1	Landowner concerned that JH was working out of the alignment. he stated trees had been cleared and the fencing had been damaged	23/4/26 11.13am Landowner called JW to complain about the fence being damaged. 23/4/26 12:14pm JW advised landowner that SPE would be on site by 12:30pm to discuss the issues and confirm the details of rectification work. The complainant advised they expect to have 500metres of new fencing not just to repair the damaged area.	23/4/26 13/20pm SPE (FS) 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 this had occurred. SPE confirmed 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 potential landowner impacts as part of future pre-start and toolbox talk.	Phone calls	11:34am - call in from landowner, 11.44am follow up call from landowner, 12:13pm Phone call out to advise meeting on site, 12.30pm Meeting on site with JH SPE.	N	Closed
Week concluding 1 May 2026 - 1 complaint received																	
16	28-Apr-26	10:45	Phone call in	16	8702	Avoidable	Stockinbingal	Landowner expressed dissatisfaction with fencing contractor driving over barley crop	Claimed JH contractor drove over barley crop	1	Landowner advised that JH contractor driven over his barley crop	EB apologised for this happening and informed landowner that it would be followed up and addressed with the appropriate staff.	28/04/26 12:00 SPE (FS) and fencing contractor met with the landowner onsite to review area impacted.Fencing contractor (Manwaring Ag) apologised for occurrence and offered compensation.Landowner declined compensation, however wanted to communicate to staff to remind staff to remain respectful of private property and crops. SPE (FS) explained the scope of remaining fencing works to landowner.	Face to face, phone calls	28/04/26 13:30 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.	N	Closed
Week concluding 8 May 2026 - 0 complaints received																	
Week concluding 15 May 2026 - 0 complaints received																	
Week concluding 22 May 2026 - 0 complaints received																	
Week concluding 29 May 2026 - 0 complaints received																	



Appendix B – Surface Water Quality Monitoring

B.1 Billabong Creek

Billabong Creek is a 6th order ephemeral watercourse within the Murrumbidgee River catchment and is intersected by the Project at CH700 in construction section 1. It is the largest monitored watercourse within the Project area and generally flows from north to south.

During the reporting period, and throughout routine site inspections, no flowing conditions were observed at the monitoring location. Observations generally recorded dry creek bed conditions with isolated areas of ponding present following rainfall events. Representative photographs of the upstream and downstream monitoring locations are provided below to document prevailing site conditions and seasonal changes observed at Billabong Creek.



Figure B-1 Downstream and upstream (respectively) at Billabong Creek – February 2026



Figure B-2 Downstream and upstream (respectively) at Billabong Creek – March 2026



Figure B-3 Downstream and upstream (respectively) at Billabong Creek – April 2026



Figure B-4 Downstream and upstream (respectively) at Billabong Creek – May 2026



B.2 Ulandra Creek

Ulandra Creek is a 5th order ephemeral watercourse within the Murrumbidgee River catchment and is intersected by the Project at CH7900 in construction section 2. The creek generally flows from east to west and converges with Ironbong Creek downstream of the Project area. During the reporting period, and throughout routine site inspections, no flowing conditions were observed at the monitoring location. Observations generally recorded dry creek bed conditions. Representative photographs of the upstream and downstream monitoring locations are provided below to document prevailing site conditions and seasonal changes observed at Ulandra Creek.



Figure B-5 Downstream and upstream (respectively) at Ulandra Creek – February 2026



Figure B-6 Downstream and upstream (respectively) at Ulandra Creek – March 2026



Figure B-7 Downstream and upstream (respectively) at Ulandra Creek – April 2026



Figure B-8 Downstream and upstream (respectively) at Ulandra Creek – May 2026



B.3 Run Boundary Creek

Run Boundary Creek is a 3rd order ephemeral watercourse within the Murrumbidgee River catchment and is intersected by the Project at CH14320 in construction section 3. The creek generally flows in a north-westerly direction before turning south-east and converging with Ironbong Creek downstream of the Project area. During the reporting period, the monitoring location remained dry, and no surface water was present during any monitoring inspection.



Figure B-9 Downstream and upstream (respectively) at Run Boundary Creek – January 2026



Figure B-10 Downstream and upstream (respectively) at Run Boundary Creek – February 2026



Figure B-11 Downstream and upstream (respectively) at Run Boundary Creek – March 2026



Figure B-12 Downstream and upstream (respectively) at Run Boundary Creek – April 2026



Figure B-13 Downstream and upstream (respectively) at Run Boundary Creek – May 2026



B.4 Isobel Creek

Isobel Creek is a 3rd order ephemeral watercourse within the Murrumbidgee River catchment and is intersected by the Project at CH20100 in construction section 4. The creek flows generally from east to west through the Project area before converging with Ironbong Creek downstream.

Monitoring inspections undertaken during the reporting period consistently recorded dry channel conditions, with no observable surface water present at the monitoring location. Representative photographs of the upstream and downstream monitoring locations are provided below to document prevailing site conditions throughout the reporting period.



Figure B-14 Downstream and upstream (respectively) at Isobel Creek – December 2025



Figure B-15 Downstream and upstream (respectively) at Isobel Creek – February 2025



Figure B-15 Downstream and upstream (respectively) at Isobel Creek – March 2026



Figure B-16 Downstream and upstream (respectively) at Isobel Creek – April 2026



Figure B-17 Downstream and upstream (respectively) at Isobel Creek – May 2026



B.5 Powder Horn Creek

Powder Horn Creek is a 3rd order ephemeral watercourse within the Lachlan River catchment and is intersected by the Project at CH35900 in construction section 5. The creek generally flows from south to north before joining Bland Creek downstream. Throughout the reporting period, the monitoring location remained dry, with no observable surface water or flow events recorded during routine inspections. Representative photographs of the upstream and downstream monitoring locations are provided below.



Figure B-18 Downstream and upstream (respectively) at Powder Horn Creek – February 2026



Figure B-19 Downstream and upstream (respectively) at Powder Horn Creek – March 2026



Figure B-20 Downstream and upstream (respectively) at Powder Horn Creek – April 2026



Figure B-21 Downstream and upstream (respectively) at Powder Horn Creek – May 2026



B.6 Dudauman Creek

Dudauman Creek is a 3rd order ephemeral watercourse within the Lachlan River catchment and is intersected by the Project at two locations in the vicinity of Stockinbingal. Dudauman Creek intersects the Project alignment in construction section 6 at CH37950, generally flowing from south to north before turning east through the township and ultimately joining Bland Creek downstream. Access to the watercourse and surrounding land has been limited for portions of the reporting period due to land access constraints. Aerial drone imagery has been used to capture upstream and downstream creek conditions, where possible.



Figure B-22 Downstream and upstream (respectively) at Dudauman Creek – March 2026



Figure B-23 Downstream and upstream (respectively) at Dudauman Creek using aerial drone imagery – April 2026



Figure B-24 Downstream and upstream (respectively) at Dudauman Creek using aerial drone imagery – May 2026



B.7 Bland Creek

Bland Creek is located outside the Project boundaries in Stockinbingal. The creek generally flows from south to north and receives flows from Dudauman Creek and Powder Horn Creek downstream of the Project area. Bland Creek is not directly intersected by the Project and has been included as a reference monitoring site to assist in identifying broader catchment conditions independent of Project activities. During the reporting period, monitoring inspections recorded dry channel conditions.



B-25 Bland Creek - February 2026



B-26 Bland Creek - March 2026



Figure B-26 Bland Creek - April 2026



Figure B-27 Bland Creek - May 2026



B.8 Ironbong Creek

Ironbong Creek is located outside of the Project boundary. Ironbong Creek is a 3rd order ephemeral watercourse within the Murrumbidgee River catchment located approximately 250m west of the Project corridor at its closest point. The creek generally flows in a north-south direction before joining Billabong Creek downstream. Ironbong Creek is not directly intersected by the Project and has been included as a reference monitoring site to provide a comparison against waterways potentially influenced by construction activities. During the reporting period, monitoring inspections generally recorded dry channel conditions, consistent with the ephemeral nature of waterways within the Project area. Ponded water was observed in Ironbong Creek on occasion however no flows were observed through the creek in the monitoring period.



Figure B-28 Ironbong Creek - February 2026



Figure B-29 Ironbong Creek - March 2026



Figure B-30 Ironbong Creek - April 2026



Appendix C – Traffic, Transport and Access Monitoring

C.1 Daily Implementation Checklist

cc: 20131000 - CB



"THE SAFER OPTION"

JOB SHEET

67041

JOB No:	ORDER No:	DOCKET No:
---------	-----------	------------

CUSTOMER NAME: John Holland	CONTACT: Luke	PHONE:
-----------------------------	---------------	--------

<u>JOB LOCATION:</u> Dirnaseer Rd. Gate 6
<u>JOB DESCRIPTION:</u> Stop/slow 1 hour travel e/w

<u>ADDITIONAL CHARGES</u>	ESCORT VEH Y/N	PORTABLE TRAFFIC LIGHTS ☒ Y/N	ACCOMODATION Y/N
TCP Y/N	VMS Y/N	ARROW BOARD Y/N	AFTER CARE SIGNS Y/N (HOW MANY) _____

DAY	DATE	CREW	START TIME	FINISH TIME	TOTAL HRS
Monday	2 - 3 - 26	3 controllers	06:45	14:45	8
Tuesday					
Wednesday					
Thursday					
Friday					
Saturday					
Sunday					

CLIENT SIGNATURE:

TRAFFIC SUPERVISOR:

Riverina Traffic Services Pty Ltd

40 Bomen Road, Bomen NSW 2650 PO Box 5614, Wagga Wagga NSW 2650

Phone 02 6925 5267

ABN 79 145 617 492

ACN 145 617 492



"THE SAFER OPTION"

JOB SHEET

92323

JOB No: ORDER No: DOCKET No:

CUSTOMER NAME: John Holland CONTACT: Luke PHONE:

JOB LOCATION: Gate 9 Stockinbingal
JOB DESCRIPTION: Traffic Management

ADDITIONAL CHARGES ESCORT VEH Y/N PORTABLE TRAFFIC LIGHTS Y/N ACCOMODATION Y/N
TCP Y/N VMS Y/N ARROW BOARD Y/N AFTER CARE SIGNS Y/N (HOW MANY)

DAY	DATE	CREW	START TIME	FINISH TIME	TOTAL HRS
Monday					
Tuesday					
Wednesday	22.4.26	x 4 Tc's	06.30	17.30	11
Thursday				+ 2 hrs travel	13
Friday					
Saturday					
Sunday					

CLIENT SIGNATURE:

TRAFFIC SUPERVISOR:

Riverina Traffic Services Pty Ltd

40 Bomen Road, Bomen NSW 2650 PO Box 5614, Wagga Wagga NSW 2650

Phone 02 6925 5267

ABN 79 145 617 492

ACN 145 617 492

DAILY LOG SHEET		Client	John Holland	Client Supervisor	Luke	WORK DESCRIPTION	
RIVERINA TRAFFIC SERVICES Pty Ltd 40 Bomen Road, Bomen NSW 2650 (02) 6925 5267		TCP Number	MROH02	Job Location	Gate 9 Stockinbungal	☒ Stop/Slow	☒ Lane Closure
						☐ Contra Flow	☐ Detour
						☐ Pedestrian	☐ Emergency

DATE: 22.4.26 DAY: Wednesday ORDER NUMBER: VEHICLE(S): x2

TRAFFIC STAFF	NAME	Start Depot	On Site	Leave Site	Arrive Depot	Total Hrs	SITE CHECKS (HOURLY)	1	2	3	4	5	6	7	8	9
Team Leader	Brett himself		06.30	17.30		11	ARE ALL SIGNS AS PER TCP?	/	/	/	/	/	/	/	/	/
Traffic Controller	Aron Morehead		06.30	17.30		11	ARE ALL SIGNS UPRIGHT AND VISIBLE?	/	/	/	/	/	/	/	/	/
Traffic Controller	Andy Quays		06.30	17.30		11	ARE ALL CONES UPRIGHT @ ALIGNED?	/	/	/	/	/	/	/	/	/
Traffic Controller	Dant Mercer		06.30	17.30		11	ARE ALL WORKERS WITHIN WORK SITE?	/	/	/	/	/	/	/	/	/
Traffic Controller				+2hrs travel		13	ARE ALL PEDESTRIANS CATERD FOR?	/	/	/	/	/	/	/	/	/
Traffic Controller							ARE THERE ANY HAZARDS WITHIN THE WORK SITE?	/	/	/	/	/	/	/	/	/
Traffic Controller							ARE ALL PERSONS WEARING PPE?	/	/	/	/	/	/	/	/	/
Traffic Controller							ARE ALL RADIOS WORKING CORRECTLY?	/	/	/	/	/	/	/	/	/

LOCATION RISK ASSESSMENT			TIME	DAILY DIARY(HOURLY)	INVENTORY	
1	Will the intersections or loading areas increase site risk?	Y/N	06.30	Arrive Pie start head to gate 9	BARRIER BOARDS	ARROW BOARD
2	Will vehicles be entering or leaving the worksite from private or commercial driveways? If yes will extra safety control measures be required to cater for those vehicles?	Y/N	07.30	Set up at gate nine	CONES	STOP/SLOW BAT
3	Is there adequate sight distance for road users to signs and traffic controllers?	Y/N	08.30	Put taper in shut one lane	ROAD WORK AHEAD	40 ROAD WORK
4	Are signs or traffic controllers in the shade?	Y/N	09.30	One way traffic	DETOUR AHEAD	60 AHEAD
5	Will control measures be safe for the approach speeds of traffic?	Y/N	10.30	One way traffic	END DETOUR	60 AHEAD
6	Will work be undertaken outside peak times? If not will the control measures cater for peak traffic?	Y/N	11.30	One way traffic	DETOUR +	60 ROAD WORK
7	Will bus stops(including school) be affected?	Y/N	12.30	One way traffic	DETOUR +	80 AHEAD
8	Will pedestrians be affected?	Y/N	13.30	Lunch, toilets & breaks	USE OTHER FOOTPATH	80 AHEAD
9	Will cyclists be affected?	Y/N	14.30	One way traffic	PEDESTRIANS +	80 ROAD WORK
10	Are there any overhead power lines that might be a risk to construction vehicles and plant?	Y/N	15.30	One way traffic	ROAD CLOSED	100 ROAD WORK
11	Is the time of day significant (ie night work, low setting sun)?	Y/N	16.30	One way traffic	SHOULDER CLOSED	110

SIGN: TEAM LEADER: _____ CLIENT: _____	AFTERCARE SIGNS AND DEVICES: LOCATION _____	UNACCOUNTED / DAMAGED SIGNS
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"THE SAFER OPTION"

JOB SHEET

67027

JOB No:	ORDER No:	DOCKET No:
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CUSTOMER NAME: John Holland	CONTACT: Luke	PHONE:
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JOB LOCATION: Ironbong Rd/ Old Sydney Rd.
JOB DESCRIPTION: Stop/slow - Tree Removal
1 hour travel e/w

ADDITIONAL CHARGES	ESCORT VEH Y/N	PORTABLE TRAFFIC LIGHTS ☒ Y/N	ACCOMODATION Y/N
TCP Y/N	VMS Y/N	ARROW BOARD Y/N	AFTER CARE SIGNS Y/N (HOW MANY) _____

DAY	DATE	CREW	START TIME	FINISH TIME	TOTAL HRS
Monday					
Tuesday					
Wednesday					
Thursday	12 - 2 - 26	3 controllers	06:45	17:15	10.5
Friday					
Saturday					
Sunday					

CLIENT SIGNATURE:



TRAFFIC SUPERVISOR:



Riverina Traffic Services Pty Ltd

40 Bomen Road, Bomen NSW 2650 PO Box 5614, Wagga Wagga NSW 2650

Phone 02 6925 5267

ABN 79 145 617 492

ACN 145 617 492

DAILY LOG SHEET		Client	John Holland	Client Supervisor	Nathan	WORK DESCRIPTION	
RIVERINA TRAFFIC SERVICES Pty Ltd 40 Bomen Road, Bomen NSW 2650 Ph (02) 6925 5267		TCP Number	JH02	Job Location	Ironbong Rd + Old Sydney Rd.	☒ Stop/Slow ☐ Lane Closure ☐ Contra Flow ☐ Detour ☐ Pedestrian ☐ Emergency	
DATE: 12/2/26	DAY: Thursday	ORDER NUMBER:			VEHICLE(S): 08J, 43M		

TRAFFIC STAFF	NAME	Start Depot	On Site	Leave Site	Arrive Depot	Total Hrs	SITE CHECKS (HOURLY)	1	2	3	4	5	6	7	8	9
Team Leader	Aaron Moorhead		06:45	17:15		10.5	ARE ALL SIGNS AS PER TCP?	✓	✓	✓	✓	✓	✓	✓	✓	
Traffic Controller	Emma Ballinger		06:45	17:15		10.5	ARE ALL SIGNS UPRIGHT AND VISIBLE?	✓	✓	✓	✓	✓	✓	✓	✓	
Traffic Controller	Jack Tucker		06:45	17:15		10.5	ARE ALL CONES UPRIGHT @ ALIGNED?	✓	✓	✓	✓	✓	✓	✓	✓	
Traffic Controller							ARE ALL WORKERS WITHIN WORK SITE?	✓	✓	✓	✓	✓	✓	✓	✓	
Traffic Controller	1 hour travel e/w						ARE ALL PEDESTRIANS CATERED FOR?	-	-	-	-	-	-	-	-	
Traffic Controller							ARE THERE ANY HAZARDS WITHIN THE WORK SITE?	✓	✓	✓	✓	✓	✓	✓	✓	
Traffic Controller							ARE ALL PERSONS WEARING PPE?	✓	✓	✓	✓	✓	✓	✓	✓	
Traffic Controller							ARE ALL RADIOS WORKING CORRECTLY?	✓	✓	✓	✓	✓	✓	✓	✓	

LOCATION RISK ASSESSMENT		
1	Will the intersections or loading areas increase site risk?	YN
2	Will vehicles be entering or leaving the worksite from private or commercial driveways? If yes will extra safety control measures be required to cater for those vehicles?	YN
3	Is there adequate sight distance for road users to signs and traffic controllers?	YN
4	Are signs or traffic controllers in the shade?	YN
5	Will control measures be safe for the approach speeds of traffic?	YN
6	Will work be undertaken outside peak times? If not will the control measures cater for peak traffic?	YN
7	Will bus stops (including school) be affected?	YN
8	Will pedestrians be affected?	YN
9	Will cyclists be affected?	YN
10	Are there any overhead power lines that might be a risk to construction vehicles and plant?	YN
11	Is the time of day significant (ie night work, low setting sun)?	YN

TIME	DAILY DIARY (HOURLY)
06:45	Arrive at Pre-start Ironbong Rd. Gate 4. Do toolbox.
07:00	Set signs up. Set lights up. Commence work.
08:00	Monitor site. Stop/slow.
09:00	Pack signs up. Pack lights up. Move to Old Sydney Rd.
10:00	Set signs up. Commence work Old Sydney Rd. Gate 3.
11:00	Monitor site. Stop/slow. Sign checks.
12:00	Monitor site. Stop/slow. Give breaks.
13:00	Monitor site. Stop/slow. Sign checks.
14:00	Monitor site. Stop/slow. Give breaks.
15:00	Monitor site. Stop/slow. Sign checks.
16:45	Pack signs up. Pack lights up.
17:15	Leave site

INVENTORY	
BARRIER BOARDS ☐ CONES 8 ROAD WORK AHEAD 2 PREPARE TO STOP 2 END ROAD WORK 2 ROAD WORK ON SIDE ROAD SHOULDER CLOSED 	ARROW BOARD ☐ STOP/SLOW BAT 2 T ↑ DETOUR AHEAD END DETOUR DETOUR ↑ DETOUR → ← DETOUR USE OTHER FOOTPATH PEDESTRIANS → ← PEDESTRIANS ROAD CLOSED VMS ☐ RADIO 20 40 ROAD WORK 4 60 AHEAD 60 ROAD WORK 4 80 AHEAD 80 ROAD WORK 4 100 2 110

SIGN:
 TEAM LEADER:
 CLIENT:

AFTERCARE SIGNS AND DEVICES:
 LOCATION

UNACCOUNTED / DAMAGED SIGNS



Cost Code - 20131000

"THE SAFER OPTION"

JOB SHEET

67015

JOB No:

ORDER No:

DOCKET No:

CUSTOMER NAME: John Holland CONTACT: Mufusta

PHONE:

JOB LOCATION: Burley Griffin Way, Stockinbingal

JOB DESCRIPTION:

Stop/slow - Tree removal

1 hour travel e/w

ADDITIONAL CHARGES ESCORT VEH Y/N PORTABLE TRAFFIC LIGHTS ☒ Y/N ACCOMODATION Y/N
TCP Y/N VMS Y/N ARROW BOARD Y/N AFTER CARE SIGNS Y/N (HOW MANY) _____

DAY	DATE	CREW	START TIME	FINISH TIME	TOTAL HRS
Monday					
Tuesday					
Wednesday					
Thursday	22-1-26	3 controllers	06:30	17:30	11
Friday					
Saturday					
Sunday					

CLIENT SIGNATURE:

TRAFFIC SUPERVISOR:

Riverina Traffic Services Pty Ltd

40 Bomen Road, Bomen NSW 2650 PO Box 5614, Wagga Wagga NSW 2650

Phone 02 6925 5267

ABN 79 145 617 492

ACN 145 617 492

DATE: 22/1/26	DAY: Thursday	ORDER NUMBER:	VEHICLE(S): 08J, 20C	☐ Pedestrian	☐ Emergency
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[illegible]

LOCATION RISK ASSESSMENT		
1	Will the intersections or loading areas increase site risk?	Y ☒ N ☐
2	Will vehicles be entering or leaving the worksite from private or commercial driveways? If yes will extra safety control measures be required to cater for those vehicles?	Y ☒ N ☐ Y ☒ N ☐
3	Is there adequate sight distance for road users to signs and traffic controllers?	Y ☒ N ☐
4	Are signs or traffic controllers in the shade?	Y ☒ N ☐
5	Will control measures be safe for the approach speeds of traffic?	Y ☒ N ☐
6	Will work be undertaken outside peak times? If not will the control measures cater for peak traffic?	Y ☒ N ☐ Y ☒ N ☐
7	Will bus stops(including school) be affected?	Y ☒ N ☐
8	Will pedestrians be affected?	Y ☒ N ☐
9	Will cyclists be affected?	Y ☒ N ☐
10	Are there any overhead power lines that might be a risk to construction vehicles and plant?	Y ☒ N ☐
11	Is the time of day significant (ie night work, low setting sun)?	Y ☒ N ☐

TIME	DAILY DIARY (HOURLY)
06:30	Arrive at Pre-start Stockinbingal. Do toolbox
07:00	Set signs up. Set lights up.
08:00	Commence work. Put taper out.
09:00	Monitor site. Stop/slow. Sign checks
10:00	Monitor site. Stop/slow. Give breaks
11:00	Monitor site. Stop/slow. Sign checks
12:00	Monitor site. Stop/slow. Give breaks
13:00	Monitor site. Stop/slow. Sign checks
14:00	Monitor site. Stop/slow. Sign checks
15:00	Monitor site. Stop/slow. Give breaks
16:00	Monitor site. Stop/slow. Sign checks
17:00	Pick taper up. Pack all signs up.
17:30	Leave site

BARRIER BOARDS	☐	ARROW BOARD	☐	VMS	☐
CONES	20	STOP/SLOW BAT	2	RADIO	20
ROAD WORK AHEAD	2	T ↑		40 ROAD WORK	
	2	DETOUR AHEAD		60 AHEAD	
	2	END DETOUR		60 ROAD WORK	8
PREPARE TO STOP	8	DETOUR ↑		80 AHEAD	
END ROAD WORK	2	DETOUR →		80 ROAD WORK	4
ROAD WORK ON SIDE ROAD		← DETOUR		80 AHEAD	
SHOULDER CLOSED		USE OTHER FOOTPATH		80 ROAD WORK	2
		PEDESTRIANS →		100	
		← PEDESTRIANS		110	
		ROAD CLOSED			

SIGN: _____
TEAM LEADER: _____
CLIENT: _____

AFTERCARE SIGNS AND DEVICES:
LOCATION

UNACCOUNTED / DAMAGED SIGNS



"THE SAFER OPTION"

JOB SHEET

096333

JOB No: ORDER No: DOCKET No:

CUSTOMER NAME: John Holland CONTACT: Luke PHONE:

JOB LOCATION: Dirnaseer Rd

JOB DESCRIPTION: gate watch / stop slow

ADDITIONAL CHARGES ESCORT VEH Y/N PORTABLE TRAFFIC LIGHTS Y/N ACCOMODATION Y/N
TCP Y/N VMS Y/N ARROW BOARD Y/N AFTER CARE SIGNS Y/N (HOW MANY) _____

DAY	DATE	CREW	START TIME	FINISH TIME	TOTAL HRS
Monday	11-5-26	1 x 3 man	0645	1715	10.5
Tuesday					
Wednesday		1 hr travel etc			
Thursday					
Friday					
Saturday					
Sunday					

CLIENT SIGNATURE:

TRAFFIC SUPERVISOR:

Riverina Traffic Services Pty Ltd

40 Bomen Road, Bomen NSW 2650 PO Box 5614, Wagga Wagga NSW 2650

Phone 02 6925 5267

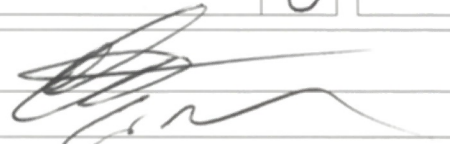
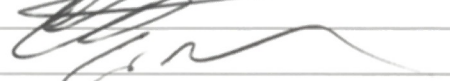
ABN 79 145 617 492

ACN 145 617 492

DAILY LOG SHEET		Client	km Holland	Client Supervisor	lulee	WORK DESCRIPTION	
RIVERINA TRAFFIC SERVICES Pty Ltd 40 Bomen Road, Bomen NSW 2650 Ph (02) 6925 5267		TCP Number	J1602	Job Location	Dimmesear Rd	☒ Stop/Slow ☐ Lane Closure ☐ Contra Flow ☐ Detour ☐ Pedestrian ☐ Emergency	
DATE: 11-5-26	DAY: Monday	ORDER NUMBER:			VEHICLE(S): X2		

TRAFFIC STAFF	NAME	Start Depot	On Site	Leave Site	Arrive Depot	Total Hrs	SITE CHECKS (HOURLY)	1	2	3	4	5	6	7	8	9
Team Leader	Nick Langmore		0645	1715		10.5	ARE ALL SIGNS AS PER TCP?	/	/	/	/	/	/	/	/	/
Traffic Controller	Lee Daly		0645	1715		10.5	ARE ALL SIGNS UPRIGHT AND VISIBLE?	/	/	/	/	/	/	/	/	/
Traffic Controller	Aeron McDonald		0645	1715		10.5	ARE ALL CONES UPRIGHT @ ALIGNED?	/	/	/	/	/	/	/	/	/
Traffic Controller							ARE ALL WORKERS WITHIN WORK SITE?	/	/	/	/	/	/	/	/	/
Traffic Controller							ARE ALL PEDESTRIANS CATERED FOR?	/	/	/	/	/	/	/	/	/
Traffic Controller							ARE THERE ANY HAZARDS WITHIN THE WORK SITE?	/	/	/	/	/	/	/	/	/
Traffic Controller							ARE ALL PERSONS WEARING PPE?	/	/	/	/	/	/	/	/	/
Traffic Controller							ARE ALL RADIOS WORKING CORRECTLY?	/	/	/	/	/	/	/	/	/

LOCATION RISK ASSESSMENT			TIME	DAILY DIARY (HOURLY)	INVENTORY		
1	Will the intersections or loading areas increase site risk?	Y/N	0645	onsite - tod box - set up	BARRIER BOARDS	☐ ARROW BOARD ☐ VMS	
2	Will vehicles be entering or leaving the worksite from private or commercial driveways? If yes will extra safety control measures be required to cater for those vehicles?	Y/N	0745	Stop traffic - site check	CONES	☐ STOP/SLOW BAT ☐ RADIO	
3	Is there adequate sight distance for road users to signs and traffic controllers?	Y/N	0845	Stop traffic - site check	ROAD WORK AHEAD	☐ T ↑ ☐ 40 ROAD WORK	
4	Are signs or traffic controllers in the shade?	Y/N	0945	Stop traffic - site check	☐ DETOUR AHEAD ☐ END DETOUR	☐ 60 AHEAD ☐ 60 ROAD WORK	
5	Will control measures be safe for the approach speeds of traffic?	Y/N	1045	Stop traffic - site check	☐ PREPARE TO STOP ☐ END ROAD WORK	☐ DETOUR ↑ ☐ DETOUR → ☐ ← DETOUR	☐ 80 ROAD WORK ☐ 80 AHEAD
6	Will work be undertaken outside peak times? If not will the control measures cater for peak traffic?	Y/N	1145	Stop traffic - site check	☐ ROAD WORK ON SIDE ROAD ☐ SHOULDER CLOSED	☐ USE OTHER FOOTPATH ☐ PEDESTRIANS → ☐ ← PEDESTRIANS	☐ 80 ROAD WORK ☐ 80 AHEAD
7	Will bus stops (including school) be affected?	Y/N	1245	Stop traffic - site check	☐ ROAD CLOSED	☐ ROAD CLOSED	☐ 100 ROAD WORK ☐ 100 AHEAD
8	Will pedestrians be affected?	Y/N	1345	Stop traffic - site check			☐ 110 ROAD WORK ☐ 110 AHEAD
9	Will cyclists be affected?	Y/N	1445	Stop traffic - site check			
10	Are there any overhead power lines that might be a risk to construction vehicles and plant?	Y/N	1545	Stop traffic - site check			
11	Is the time of day significant (ie night work, low setting sun)?	Y/N	1645	Stop traffic - site check			
			1715	pack up			

SIGN: TEAM LEADER:  CLIENT: 	AFTERCARE SIGNS AND DEVICES: LOCATION	UNACCOUNTED / DAMAGED SIGNS
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C.2 Weekly Inspections

Inspection Date	Inspection Type	Inspection Location
02/12/2025	Heavy Vehicles Inspection Checklist	Gate 6B
02/12/2025	Heavy Vehicles Inspection Checklist	Gate 6A
03/12/2025	Heavy Vehicles Inspection Checklist	Gate 6A
10/12/2025	Works on Road Checklist	Gate 7A/Gate 7B
10/12/2025	Works on Road Checklist	Olympic Highway, Illabo
11/12/2025	Traffic, Plant and People Assessment	Gate 7A
16/12/2025	Heavy Vehicles Inspection Checklist	Gate 2
08/01/2026	Heavy Vehicles Inspection Checklist	Gate 3
08/01/2026	Traffic, Plant and People Assessment	Dudauman Lane
12/01/2026	Heavy Vehicles Inspection Checklist	Gate 6B
15/01/2026	Works on Road Checklist	Dirnaseer Road
19/01/2026	Heavy Vehicles Inspection Checklist	Gate 6B
19/01/2026	Works on Road Checklist	Gate 6A/Gate 6B
20/01/2026	Traffic, Plant and People Assessment	Olympic Highway, Illabo
23/01/2026	Traffic, Plant and People Assessment	Gate 6A
10/02/2026	Heavy Vehicles Inspection Checklist	Gate 6A
10/02/2026	Traffic, Plant and People Assessment	Dudauman Road
16/02/2026	Heavy Vehicles Inspection Checklist	Gate 3
16/02/2026	Works on Road Checklist	Warrens Lane, Illabo
26/02/2026	Traffic, Plant and People Assessment	Gate 7A
01/03/2026	Works on Road Checklist	Olympic Highway, Illabo
03/03/2026	Heavy Vehicles Inspection Checklist	Gate 6A
05/03/2026	Heavy Vehicles Inspection Checklist	Gate 6A
09/03/2026	Traffic, Plant and People Assessment	Gate 7A
13/03/2026	Works on Road Checklist	Ironbong Road
17/03/2026	Traffic, Plant and People Assessment	Gate 7A
25/03/2026	Heavy Vehicles Inspection Checklist	Gate 7A
27/03/2026	Heavy Vehicles Inspection Checklist	Gate 6A
31/03/2026	Heavy Vehicles Inspection Checklist	Gate 4B
01/04/2026	Heavy Vehicles Inspection Checklist	Gate 1
02/04/2026	Heavy Vehicles Inspection Checklist	Gate 7A
02/04/2026	Heavy Vehicles Inspection Checklist	Gate 8
13/04/2026	Heavy Vehicles Inspection Checklist	Gate 1
20/04/2026	Heavy Vehicles Inspection Checklist	Gate 3
27/04/2026	Heavy Vehicles Inspection Checklist	Gate 6A
27/04/2026	Traffic, Plant and People Assessment	Gate 6A
28/04/2026	Heavy Vehicles Inspection Checklist	Gate 1
05/05/2026	Heavy Vehicles Inspection Checklist	Ironbong Road
07/05/2026	Heavy Vehicles Inspection Checklist	Ironbong Road
08/05/2026	Heavy Vehicles Inspection Checklist	Gate 6A
11/05/2026	Heavy Vehicles Inspection Checklist	Gate 6B
11/05/2026	Heavy Vehicles Inspection Checklist	Gate 6B



Inspection Date	Inspection Type	Inspection Location
12/05/2026	Heavy Vehicles Inspection Checklist	Gate 6A
12/05/2026	Heavy Vehicles Inspection Checklist	Gate 6A
13/05/2026	Heavy Vehicles Inspection Checklist	Gate 7A
13/05/2026	Heavy Vehicles Inspection Checklist	Gate 7A
22/05/2026	Heavy Vehicles Inspection Checklist	Gate 6B
22/05/2026	Heavy Vehicles Inspection Checklist	Gate 6B
28/05/2026	Heavy Vehicles Inspection Checklist	Gate 7B
28/05/2026	Traffic, Plant and People Assessment	Gate 8
29/05/2026	Traffic, Plant and People Assessment	Gate 7B



C.3 Drive Time Reviews and Assessments



Figure C-1 Dirnaseer Road - February 2026



Figure C-2 Old Cootamundra Road - March 2026



Figure C-3 Warrens Lane - April 2026



Figure C-4 Burley Griffin Way - May 2026



C.4 ROL Forecast and Bookings Sheet

		John Holland-Illabo to Stockinbingal	REPORTING PERIOD:	W/C 01/12/2025															
Item	Map	Description of LOCATION	ACTIVITY	Traffic Management / Control	ROL #	TGS	DELAY MINUTES <i>(IF SPEED REDUCTION ONLY = NIL)</i>	START TIME	FINISH TIME	Traffic Manager	MON 1-Dec	TUE 2-Dec	WED 3-Dec	THU 4-Dec	FRI 5-Dec	SAT 6-Dec	SUN 7-Dec	COMMENTS (if applicable)	
State Roads																			
1	A41 - Google Maps	Olympic Highway NB/SB	Rail Posession Truck Movements	Hold Release/Speed Reduction	2575120	JH-OHDN	<5 minutes	06:00am	06:00pm	Luke McGoldrick 0413777563	C	C	C	C	C	C	C	100 Speed Zoning to be reinstated at the end of every required shift	
2	A41 - Google Maps	Olympic Highway NB/SB	Rail Posession Truck Movements	Hold Release/Speed Reduction	2575120	JH-OHDN	<5 minutes	18:00pm	06:00am	Luke McGoldrick 0413777563						C		100 Speed Zoning to be reinstated at the end of every required shift	

LEGEND	
1	STOPPAGES ON HIGHWAY
2	SPEED REDUCTIONS ONLY
3	GIRDER DELIVERIES/ OSOM
4	NIGHT WORKS
5	ROL RESTRICTIONS APPLY

		John Holland-Ilabo to Stockinbingal	REPORTING PERIOD:	W/c 02/02/2026														
Item	Map	Description of LOCATION	ACTIVITY	Traffic Management / Control	ROL #	TGS	DELAY MINUTES (If SPEED REDUCTION ONLY = NIL)	START TIME	FINISH TIME	Traffic Manager	MON 2-Feb	TUE 3-Feb	WED 4-Feb	THU 5-Feb	FRI 6-Feb	SAT 7-Feb	SUN 8-Feb	COMMENTS (if applicable)
State Roads																		
1	4906 B94 - Google Maps	Burley Griffin Way	Site Investigations	Speed Reduction Hold/Release, Stop/Slow	2603516	JH02	<5 minutes	06:00am	06:00pm	Luke McGoldrick 0413777563	x	x	C	C				100 Speed Zoning to be reinstated at the end of every required shift
2	Olympic Hwy - Google Maps	Olympic Hwy	Site Investigations	Speed Reduction Hold/Release, Stop/Slow	2603512	JH OHDN	<5 minutes	06:00am	06:00pm	Luke McGoldrick 0413777563	x	x	x	x	x	x	x	100 Speed Zoning to be reinstated at the end of every required shift

LEGEND	
1	STOPPAGES ON HIGHWAY
2	SPEED REDUCTIONS ONLY
3	GIRDER DELIVERIES/ OSOM
4	NIGHT WORKS
5	ROL RESTRICTIONS APPLY

		John Holland-Illabo to Stockinbingal	REPORTING PERIOD:	W/C 23/03/2026														
Item	Map	Description of LOCATION	ACTIVITY	Traffic Management / Control	ROL #	TGS	DELAY MINUTES (IF SPEED REDUCTION ONLY = NIL)	START TIME	FINISH TIME	Traffic Manager	MON 23-Mar	TUE 24-Mar	WED 25-Mar	THU 26-Mar	FRI 27-Mar	SAT 28-Mar	SUN 29-Mar	COMMENTS (if applicable)
State Roads																		
1	4906 B94 - Google Maps	Burley Griffin Way	Site Investigations	Speed Reduction Hold/Release, Stop/Slow	2603516	JH02	<5 minutes	06:00am	06:00pm	Luke McGoldrick 0413777563	C	X	X	X	C			100 Speed Zoning to be reinstated at the end of every required shift
2	Olympic Hwy - Google Maps	Olympic Hwy	Site Investigations	Speed Reduction Hold/Release, Stop/Slow	2603512	JH OHDN	<5 minutes	06:00am	06:00pm	Luke McGoldrick 0413777563	X	X	X	X	X	X	X	100 Speed Zoning to be reinstated at the end of every required shift

LEGEND	
1	STOPPAGES ON HIGHWAY
2	SPEED REDUCTIONS ONLY
3	GIRDER DELIVERIES/ OSOM
4	NIGHT WORKS
5	ROL RESTRICTIONS APPLY

		John Holland-Ilabo to Stockinbingal	REPORTING PERIOD:	W/C 20/04/2026														
Item	Map	Description of LOCATION	ACTIVITY	Traffic Management / Control	ROL #	TGS	DELAY MINUTES (If SPEED REDUCTION ONLY = NIL)	START TIME	FINISH TIME	Traffic Manager	MON 20-Apr	TUE 21-Apr	WED 22-Apr	THU 23-Apr	FRI 24-Apr	SAT 25-Apr	SUN 26-Apr	COMMENTS (if applicable)
State Roads																		
1	4906 B94 - Google Maps	Burley Griffin Way	Site Investigations	Speed Reduction Hold/Release, Stop/Slow	2603516	JH02	<5 minutes	06:00am	06:00pm	Luke McGoldrick 0413777563	x	x	x	x	x	C		100 Speed Zoning to be reinstated at the end of every required shift
2	Olympic Hwy - Google Maps	Olympic Hwy	Site Investigations	Speed Reduction Hold/Release, Stop/Slow	2603512	JH OHDN	<5 minutes	06:00am	06:00pm	Luke McGoldrick 0413777563						x	x	100 Speed Zoning to be reinstated at the end of every required shift

LEGEND	
1	STOPPAGES ON HIGHWAY
2	SPEED REDUCTIONS ONLY
3	GIRDER DELIVERIES/ OSOM
4	NIGHT WORKS
5	ROL RESTRICTIONS APPLY

		John Holland-Ilabo to Stockinbingal	REPORTING PERIOD:	W/C 18/05/2026														
Item	Map	Description of LOCATION	ACTIVITY	Traffic Management / Control	ROL #	TGS	DELAY MINUTES (IF SPEED REDUCTION ONLY = NIL)	START TIME	FINISH TIME	Traffic Manager	MON 18-May	TUE 19-May	WED 20-May	THU 21-May	FRI 22-May	SAT 23-May	SUN 24-May	COMMENTS (if applicable)
State Roads																		
1	4906 B94 - Google Maps	Burley Griffin Way	Site Investigations	Speed Reduction Hold/Release, Stop/Slow	2661306	JH02	<5 minutes	06:00am	06:00pm	Luke McGoldrick 0413777563	x	x	x	x	x	C		100 Speed Zoning to be reinstated at the end of every required shift
2	Olympic Hwy - Google Maps	Olympic Hwy	Site Investigations	Speed Reduction Hold/Release, Stop/Slow	2661308	JH OHDN	<5 minutes	06:00am	06:00pm	Luke McGoldrick 0413777563	C	C	C	C	C	C	C	100 Speed Zoning to be reinstated at the end of every required shift

LEGEND	
1	STOPPAGES ON HIGHWAY
2	SPEED REDUCTIONS ONLY
3	GIRDER DELIVERIES/ OSOM
4	NIGHT WORKS
5	ROL RESTRICTIONS APPLY



C.5 Monthly Joint Inspections – MIRDA Agreements

Tess Anastakis-JHG

Subject: JSC Dilap Drive Thru-Monthly
Location: Illabo Rest Area (14 Olympic Hwy, Illabo New South Wales 2590)
Start: Thu 8/6/2026 1:30 PM
End: Thu 8/6/2026 3:00 PM
Show As: Busy
Meeting Status: Didn't respond
Organizer: Luke McGoldrick-JHG
Required Attendees: Luke McGoldrick-JHG; Stephen Targett
Optional Attendees: Cassandra Hodges; chodges

Microsoft Teams meeting

Join: <https://teams.microsoft.com/meet/45793722427033?p=PrlzRZxCQr3tJv059X>

Meeting ID: 457 937 224 270 33

Passcode: JD9K58pU

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Video ID: 132 338 952 7

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