

# Modification Notice - Regulation 22

<b>Interest Holder</b>	Central Petroleum Limited	<b>EMP Title</b>	Palm Valley Development Wells	<b>Unique EMP ID No.</b>	CTP10-2	<b>Mod No.</b>	1	<b>Date</b>	11/02/2026
<b>Brief Description</b>	<p>This modification seeks approval to refine and reduce the approved clearing footprint at the New York Junction access connection. The modification reflects updated spatial planning with supporting environmental and cultural heritage assessments that constrains clearing to only what is operationally required for safe road access by both light and heavy vehicles, the installation of additional pig launcher / receiver and associated infrastructure and hazardous area compliance and surface facilities. Ultimately the proposed change to the clearing footprints results in a net reduction in environmental disturbance. Ecological Assessment is provided in Appendix 1 and Heritage Assessment is provided in Appendix 2.</p> <p><b>Key changes (refer to Appendix 3):</b></p> <ul style="list-style-type: none"> <li>▪ Removal of 242.4 m<sup>2</sup> of previously approved clearing area.</li> <li>▪ Defined road opening footprint of 462.7 m<sup>2</sup>.</li> <li>▪ Additional minimum clearing requirements: <ul style="list-style-type: none"> <li>○ 5 m roadway widening (195.6 m<sup>2</sup>)</li> <li>○ 7 m hazardous area compliance buffer (242.4 m<sup>2</sup>)</li> </ul> </li> <li>▪ Realistic operational footprint for surface facilities (552.1 m<sup>2</sup>)</li> </ul> <p>This modification also seeks to amend the well pad size and extent of PV14 and PV15. The revised well pad at PV14 has been reduced from 1.96 ha to 1.51 ha – reducing clearing by 0.45 ha; whilst the revised well pad at PV 15 has been reduced from 3.35 ha to 1.57 ha – reducing clearing by 1.78 ha. The extent of the new footprints have been surveyed by EcOz Environmental Consultant and Tim Hill Heritage Consultant and results are already provided within the report in the EMP (no areas of significance identified).</p>								
<b>Geospatial Files Included?</b>	<p>Supporting mapping and associated GIS of New York Junction clearing footprints</p> <ul style="list-style-type: none"> <li>▪ Key changes to approved clearing footprint at New York Junction – Appendix 3</li> <li>▪ Imagery key for survey photos at New York Junction – Appendix 4</li> </ul>								

<ul style="list-style-type: none"> <li>Site topography and elevation (New York Junction) - Appendix 5</li> <li>Location of New York Junction within the PVGF - Appendix 6</li> <li>PV14 - Well pad size and extent - Appendix 7</li> <li>PV15 - Wellpad size and extent - Appendix 8</li> </ul>																															
Does the proposed change result in a new, or increased, potential or actual environmental impact or risk?	If an INCREASE in an existing potential or actual environmental impact or risk, is the increase provided for in the approved EMP?	Does the proposed change require additional mitigation measures to ensure it is managed to ALARP and acceptable levels?	Has additional stakeholder engagement been conducted?	Does the proposed change require additional environmental performance standards or measurement criteria?	Does the proposed change affect compliance with Sacred Site Authority Certificates?	Does the proposed change affect any sub-plans to the EMP?	Will the environmental outcome continue to be achieved?																								
<b>Attach supporting information to support all answers to the above questions</b>																															
See NOTE 1	See NOTE 2	See NOTE 3	See NOTE 4	See NOTE 5	See NOTE 6	See NOTE 7	See NOTE 8																								
<b>Current EMP Text</b>				<b>Amended EMP Text</b>																											
<p><i>Table 2: Clearing footprints for each well site and associated flowline corridor</i></p> <table border="1"> <thead> <tr> <th>PV14 well site</th> <th>PV15 well site</th> </tr> </thead> <tbody> <tr> <td>Well site – 1.96 ha</td> <td>Well site – 3.35 ha</td> </tr> <tr> <td>Access Track – Existing access tracks will be used</td> <td>Access Track – Existing access tracks will be used.</td> </tr> <tr> <td>Location: -24.001759 132.684144</td> <td>Location: -24.001317 132.70695</td> </tr> <tr> <td>Flowline corridor outside well site – Existing flow lines will be used</td> <td>Flowline corridor outside well site – Existing flow lines will be used</td> </tr> <tr> <td>Total = 1.96 ha</td> <td>Total = 3.35 ha</td> </tr> </tbody> </table>				PV14 well site	PV15 well site	Well site – 1.96 ha	Well site – 3.35 ha	Access Track – Existing access tracks will be used	Access Track – Existing access tracks will be used.	Location: -24.001759 132.684144	Location: -24.001317 132.70695	Flowline corridor outside well site – Existing flow lines will be used	Flowline corridor outside well site – Existing flow lines will be used	Total = 1.96 ha	Total = 3.35 ha	<p><i>Table 2: Clearing footprints for each well site and associated flowline corridor</i></p> <table border="1"> <thead> <tr> <th>PV14 well site</th> <th>PV15 well site</th> </tr> </thead> <tbody> <tr> <td><b>Well site – 1.51 ha</b></td> <td><b>Well site – 1.57 ha</b></td> </tr> <tr> <td>Access Track – Existing access tracks will be used</td> <td>Access Track – Existing access tracks will be used</td> </tr> <tr> <td><b>Location</b> <b>-24.00168 132.684442</b></td> <td><b>Location</b> <b>-24.001336 132.706805</b></td> </tr> <tr> <td>Flowline corridor outside well site – Existing flow lines will be used</td> <td>Flowline corridor outside well site – Existing flow lines will be used</td> </tr> <tr> <td><b>Total – 1.51 ha</b></td> <td><b>Total - 1.57 ha</b></td> </tr> </tbody> </table>				PV14 well site	PV15 well site	<b>Well site – 1.51 ha</b>	<b>Well site – 1.57 ha</b>	Access Track – Existing access tracks will be used	Access Track – Existing access tracks will be used	<b>Location</b> <b>-24.00168 132.684442</b>	<b>Location</b> <b>-24.001336 132.706805</b>	Flowline corridor outside well site – Existing flow lines will be used	Flowline corridor outside well site – Existing flow lines will be used	<b>Total – 1.51 ha</b>	<b>Total - 1.57 ha</b>
PV14 well site	PV15 well site																														
Well site – 1.96 ha	Well site – 3.35 ha																														
Access Track – Existing access tracks will be used	Access Track – Existing access tracks will be used.																														
Location: -24.001759 132.684144	Location: -24.001317 132.70695																														
Flowline corridor outside well site – Existing flow lines will be used	Flowline corridor outside well site – Existing flow lines will be used																														
Total = 1.96 ha	Total = 3.35 ha																														
PV14 well site	PV15 well site																														
<b>Well site – 1.51 ha</b>	<b>Well site – 1.57 ha</b>																														
Access Track – Existing access tracks will be used	Access Track – Existing access tracks will be used																														
<b>Location</b> <b>-24.00168 132.684442</b>	<b>Location</b> <b>-24.001336 132.706805</b>																														
Flowline corridor outside well site – Existing flow lines will be used	Flowline corridor outside well site – Existing flow lines will be used																														
<b>Total – 1.51 ha</b>	<b>Total - 1.57 ha</b>																														

Table 7: Proposed ground disturbance for each development well

Development well	PV14	PV15
Wellhead surface location	E 264,411.65 N 7343641.56	E 266,731.90 N 7343728.27
Elevation	897.0m AHD	868.094m AHD
Area of well site	1.96 ha (assuming lease pad)	3.35 ha (assuming lease pad)
Access tracks	Existing access tracks will be utilised.	Existing access tracks will be utilised.
Area of flowline corridor	Existing corridors will be utilised	Existing corridors will be utilised
Total	1.96 ha	3.35 ha

Table 7: Proposed ground disturbance for each development well

Development well	PV14	PV15
Wellhead surface location	-24.00168 132.684442	-24.001336 132.706805
Elevation	897.0m AHD	868.094m AHD
Area of well site	1.51 ha (assuming lease pad)	1.57 ha (assuming lease pad)
Access tracks	Existing access tracks will be utilised	Existing access tracks will be utilised
Area of flowline corridor	Existing corridors will be utilised	Existing corridors will be utilised
Total	1.51 ha	1.57 ha

Figure 3: Location of PV14 well site – well site, access track, flowline corridor

Figure 3: Location of PV14 well site – well site, access track, flowline corridor (see diagram in Appendix 7)

Figure 4: Location of PV15 well site and Pig Launcher / Receiver – well site, access track, flowline corridor

Figure 4: Location of PV15 well site and Pig Launcher / Receiver – well site, access track, flowline corridor (see diagram in Appendix 8)

**4 Description of environment**

- Ecological Assessment Addendum: PV14 and PV15 Ecological Assessment - New York Junction Upgrade by EcOz Environmental Consultants (November 2024)

**4 Description of environment**

- Ecological Assessment Addendum: PV14 and PV15 Ecological Assessment - New York Junction Upgrade by EcOz Environmental Consultants (February 2026).

Table 1: Land type desktop survey results (New York Junction)

Land type	Landform	Soil	Vegetation community
<b>PV15-B</b> Areas of outcrop with Hill Mulga	Areas of exposed rocky outcrop and small rock shelves. Sandstone	No soil – if present, only very minor accumulations in run-on areas.	Low vegetation coverage due to rocky terrain. Scattered Hill Mulga ( <i>Acacia macdonnellensis</i> subsp. <i>macdonnellensis</i> ) and spinifex ( <i>Triodia melvillei</i> and <i>Triodia brizoides</i> ) – often limited to run-ons areas.

Table 2: Land type desktop survey results (New York Junction)

Land Type	Landform	Soil	Vegetation Community
<b>PV15-B</b> Areas of outcrop with Hill Mulga	Extensive sandstone plateau with minor outcropping only	No soil – if present, only very minor accumulations in run-on areas.	Low vegetation coverage due to rocky terrain. Regrowth Hill Mulga. Scattered Hill Mulga ( <i>Acacia macdonnellensis</i> subsp. <i>macdonnellensis</i> ) over isolated spinifex ( <i>Troodia melvillei</i> )

**4.2.8 Flora survey findings**

No Commonwealth or Northern Territory threatened flora species were identified during the flora surveys conducted within PV14 and PV15 study areas. Consequently, the risk to threatened flora species posed by the PV14 and PV15 development wells is considered to be negligible.

The site photographs indicate the New York Junction study area is dominated by Hill Mulga (*Acacia macdonnellensis* subsp. *macdonnellensis*). This is a common species within the plateau environment. Site photographs indicate that the Hill Mulga trees present within the study area are relatively small (i.e. less than 2 m in height) and, as such, are not expected to provide any unique or critical habitat refugia for local species. No caves or significant habitat features are expected to be present within the study area. Small rocky crevices and cracks are present, which are common throughout the plateau environment.

Similarly, the significant species assessment outcomes are expected to be equivalent to those presented in the PV14 and PV15 ecological assessment report. This indicated that significant species are unlikely to occur and/or depend on habitat present within the study area. As such, no specific management measures are required (EcOz, 2024a and 2024b).

**4.2.8 Flora survey findings**

No Commonwealth or Northern Territory threatened flora species were identified during the flora surveys conducted within PV14 and PV15 study areas. Consequently, the risk to threatened flora species posed by the PV14 and PV15 development wells is considered to be negligible.

The site photographs indicate the New York Junction study area is dominated by Hill Mulga (*Acacia macdonnellensis* subsp. *macdonnellensis*). This is a common species within the plateau environment. Site photographs indicate that the Hill Mulga trees present within the study area are relatively small (i.e. less than 2 m in height) and, as such, are not expected to provide any unique or critical habitat refugia for local species. No caves or significant habitat features are expected to be present within the study area. Small rocky crevices and cracks are present, which are common throughout the plateau environment. The potential presence of Slaters Skink (*Liopholis slateri*) was considered, however photographs of the road opening area confirm that the site is very rocky and there are no suitable run on areas that may provide burrowing opportunity for the species. As such, no specific management measures are proposed.

	<p>Similarly, the significant species assessment outcomes are expected to be equivalent to those presented in the PV14 and PV15 ecological assessment report. This indicated that significant species are unlikely to occur and/or depend on habitat present within the study area. As such, no specific management measures are required (EcOz, 2024a and 2024b).</p>
<p>Figure 30: 3D render of proposed pig launcher / receiver (New York Junction)</p>	<p>Figure 30: 3D render of proposed pig launcher / receiver (New York Junction) - OBSOLETE</p>
<p>Figure 31: Imagery key for survey photos at New York Junction</p>	<p>Figure 31: Imagery key for survey photos at New York Junction (See diagram in Appendix 4)</p>
<p>Figure 32: Site topography and elevation (New York Junction)</p>	<p>Figure 32: Site topography and elevation (New York Junction) - (See diagram in Appendix 5)</p>
<p>Figure 33: Location of New York Junction within the PVGF</p>	<p>Figure 33: Location of New York Junction within the PVGF (See diagram in Appendix 6)</p>
<p><b>4.3.4.2 Aboriginal archaeological assessment</b></p> <p>The assessment identified three Aboriginal archaeological sites with stone artefact scatters at PV 14 and PV 15. The findings suggest these artefacts represent transitory movement or hunting along a ridge crest. The survey did not cover the entire ridge, but similar artefacts likely exist in other parts due to natural factors and disturbances from gas operations. The artefacts, primarily made of local brown quartzite, indicate localised stone extraction rather than quarrying. Other stone types like chert, silcrete, and quartz were also found, likely brought to the site. No grindstones were found, suggesting the ridge was mainly used for hunting.</p> <p>The archaeological survey report recommends the following management measures for PV14, PV15:and the New York Junction study areas.</p>	<p><b>4.3.4.2 Aboriginal archaeological assessment</b></p> <p>The assessment identified three Aboriginal archaeological sites with stone artefact scatters at PV 14 and PV 15. The findings suggest these artefacts represent transitory movement or hunting along a ridge crest. The survey did not cover the entire ridge, but similar artefacts likely exist in other parts due to natural factors and disturbances from gas operations. The artefacts, primarily made of local brown quartzite, indicate localised stone extraction rather than quarrying. Other stone types like chert, silcrete, and quartz were also found, likely brought to the site. No grindstones were found, suggesting the ridge was mainly used for hunting. The road widening at New York Junction will not likely result in harm to aboriginal archaeological places and objects due to the narrowness of the ridge and the previous ground disturbance.</p>

	The archaeological survey report recommends the following management measures for PV14, PV15:and the New York Junction study areas.
Appendix F EcOz Ecology Report (New York Junction Addendum Attached)	Appendix F EcOz Ecology Report (New York Junction <b>Addendums Attached - April 2024 and February 2026</b> ) <b>(See report in Appendix 1)</b>
Appendix G Heritage Management & Planning Report (New York Junction Addendum Attached)	Appendix G Heritage Management & Planning Report (New York Junction <b>Addendums Attached</b> ) <b>(See report in Appendix 2)</b>

# Modification Notice - Regulation 22

**NOTE 1: Does the proposed change result in a new or increased environmental impact?**

No. The modification reduces approved clearing and limits disturbance to operational necessity. The supporting ecological and heritage assessment has been updated to reflect this new clearing footprint and also confirms there is no environmental or heritage matters of significance proposed to be impacted.

**NOTE 2: If an increase, is it provided for in the EMP?**

Not applicable.

**NOTE 3: Does the proposed change require additional mitigation measures?**

No. Existing EMP controls remain appropriate and effective.

**NOTE 4: Has additional stakeholder engagement been conducted?**

No additional engagement required as disturbance is reduced, and activities remain within existing approvals.

**NOTE 5: Does the proposed change require additional environmental performance standards?**

No. Existing standards remain adequate.

**NOTE 6: Does the proposed change affect Sacred Site compliance?**

No. Clearing remains within AAPA approved areas and is reduced.

**NOTE 7: Does the proposed change affect any sub-plans?**

No.

**NOTE 8: Will the environmental outcome continue to be achieved?**

Yes. The modification strengthens compliance by minimising disturbance and the supporting environmental / cultural heritage assessments (refer to Attachment 1 and Attachment 2 respectively) for the amended clearing footprint has confirmed there are no matters of environmental or cultural heritage significance within the amended footprint. Therefore, all existing environmental and cultural heritage management measures stipulated within the existing EMP remain appropriate and minimise risk to ALARP.

# Modification Notice - Regulation 22

Appendix 1 - Ecology Report



09 February 2026

Our ref.: EZ26018

## **ADDENDUM: PV14 and PV15 Ecological Assessment – proposed road opening works north of New York Junction, Palm Valley Gas Field**

This addendum document provides an ecological assessment of a proposed road opening works program located to the north of the existing New York Junction within Palm Valley Gas Field (PVGf). The works program is required to accommodate operational requirements as part of the upcoming PV14 and PV15 drilling activities. This is an addendum to the original PV14 and PV15 Ecological Assessment (EcOz 2024a) and should therefore be read in conjunction with that document. These documents aim to identify ecological values of the project areas, to inform the project's environmental risk assessment and subsequent Environment Management Plan.

The proposed road opening works will require a cleared pad approximately 10 x 40 m on the northern side of the existing road (refer to red shaded area in Map 1).

This desktop ecological assessment has been undertaken using aerial imagery, onsite photographs provided by Central Petroleum (from January 2026) (see Plates), and EcOz knowledge of ecological values in the general area. A field survey by EcOz was not conducted because of the very small disturbance area, absence of any significant or notable habitat features, and field data collected by EcOz in April 2024 (at the close-by PV15 study area, EcOz 2024a), is assumed to be equivalent from an ecological description perspective. EcOz also undertakes annual weed monitoring activities within PVGF and are familiar with the locality.

This document provides a summary of land types, significant vegetation assessment, significant species and weeds. Refer to the original PV14 and PV15 Ecological Assessment (EcOz 2024a) for more detail on background information and survey methodologies.

### ***Land type assessment***

The road opening area is located within an extensive sandstone plateau. Vegetation comprises of scattered Hill Mulga shrubs (*Acacia macdonnellensis* subsp. *macdonnellensis*) over isolated spinifex hummocks (*Triodia melvillei*). This is considered as equivalent to land type PV15-B as described during field surveys as part of land type survey of the close-by PV15 study area (EcOz 2024a).

Onsite photographs indicate the selected works area has gentle slopes with large areas of exposed surface rock, with minor outcropping only.

The site has also likely been subject to previous ground disturbance due to its close proximity to existing road, presence of small Hill Mulga (regrowth), and white colouration of surface rocks, which is often present when sandstone material is crushed / disturbed. However, it is possible that a small section on the northern side of the selected area has not been previously disturbed as surface rock in that area has an orange/brown colouration.

### ***Significant vegetation***

Sensitive or significant vegetation (as defined in the Land Clearing Guidelines, DEWPS 2024) is not expected to occur within or adjacent to study area.

### ***Significant species assessment***

Based on the location and habitat present within the road opening area, the significant species assessment outcomes are expected to be equivalent to those presented in the PV14 and PV15 ecological assessment report (EcOz 2024a). This indicated that significant species are unlikely to occur and/or depend on habitat present within the study area.

The potential for presence of Slaters Skink (*Liopholis slateri*) was considered because the species has been previously recorded in run-on areas on the plateau adjacent to the PVGF basecamp; however, photographs of the road opening area confirm that the site is very rocky and there are no suitable run on areas that may provide burrowing opportunity for the species. As such, no specific management measures are proposed.

### ***Weeds***

The onsite photographs indicate Buffel Grass (*Cenchrus ciliaris*) is present on the road edges and disturbed areas within the study area. It is unlikely that weeds are present within the rocky undisturbed areas due to lack of adequate soil material. Recent weed surveys within the PVGF (conducted by EcOz in April 2025) also detected Buffel Grass at moderate densities on roadsides at this location (EcOz 2024b).

Buffel Grass has been recently listed as a declared weed species under the *Weeds Management Act 2001*; and is also listed as a category 2 weed species in the *Alice Springs Regional Weed Management Strategy 2021-2026* (DEPWS 2021) (i.e. Category 2 = priority weeds for strategic control, including eradication of outliers). Therefore, weed management measures will need to be implemented to minimise spread of Buffel Grass seed across the site.

Please contact me if you require further information or clarification regarding this assessment.

Yours sincerely,



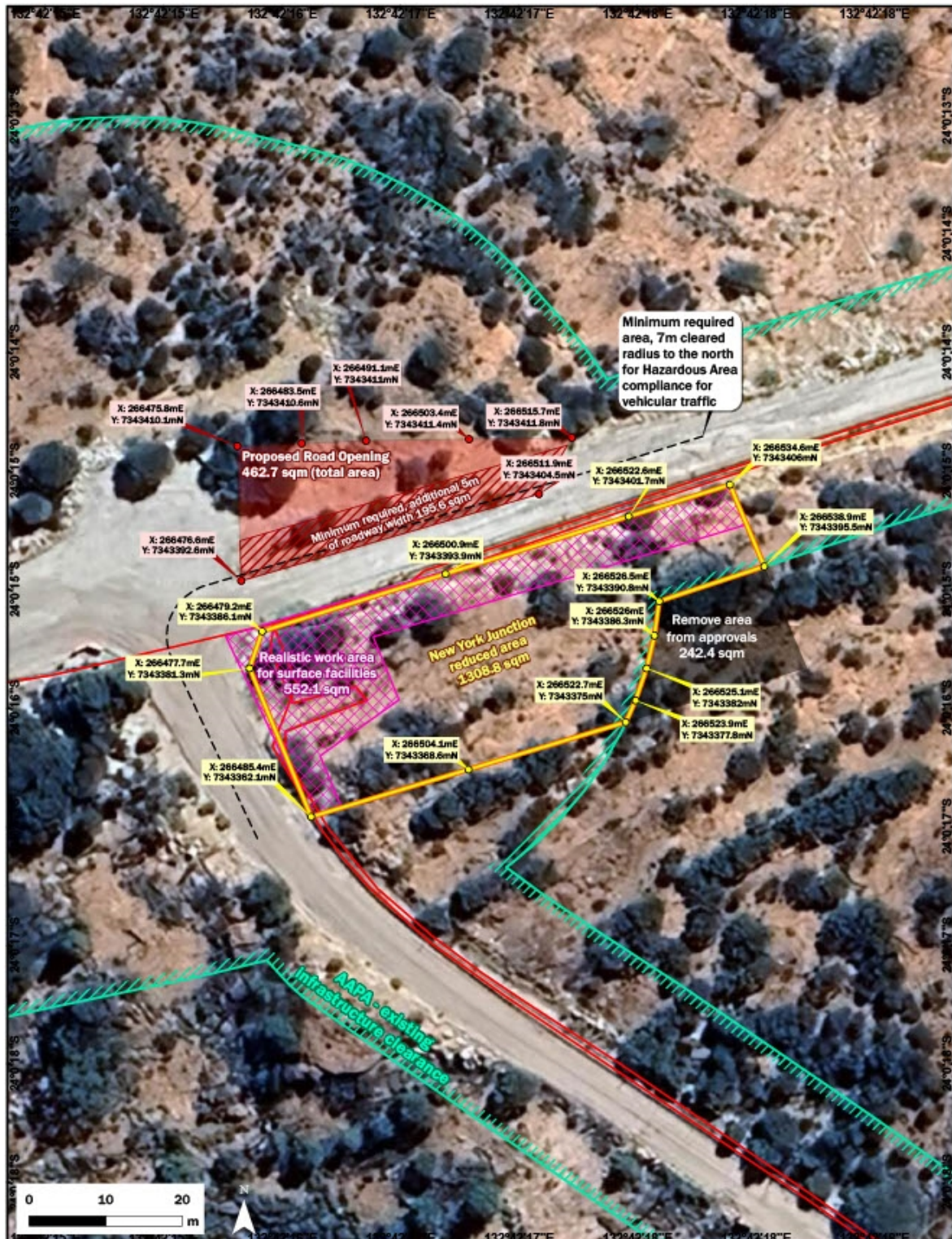
**Tom Ewers-Reilly**  
**Principal Consultant**  
**EcOz Environmental Consultants**  
[Tom.Reilly@eco.com.au](mailto:Tom.Reilly@eco.com.au)

### **References**

- EcOz (2024a). *Ecological Assessment of proposed well sites PV15 and PV15 in the Palm Valley Gas Field, April 2024*. Unpublished report prepared for Central Petroleum Limited by EcOz Environmental Consultants (EcOz)
- EcOz (2024b). *Annual Weed Monitoring 2025: Palm Valley Gas Field*. Monitoring report prepared for Central Petroleum Limited by EcOz Environmental Consultants (EcOz)
- DEPWS (2021). *Alice Springs Regional Weeds Strategy 2021-2026*, prepared by the NT Weed Branch, published by Department of the Environment, Parks and Water Security, Northern Territory Government. ISBN 978-1-74350-299-0
- DEPWS (2024) Land Clearing Guidelines. Published by Department of Environment, Parks and Water Security (DEPWS), Northern Territory Government. Available at:  
[https://nt.gov.au/\\_data/assets/pdf\\_file/0007/236815/land-clearing-guidelines.pdf](https://nt.gov.au/_data/assets/pdf_file/0007/236815/land-clearing-guidelines.pdf)

# MAP 1 – PROPOSED NEW YORK JUNCTION WORKS AREA (Revision 13/01/2026)

The transparent red shaded area shows the proposed road opening which is the subject of this assessment.

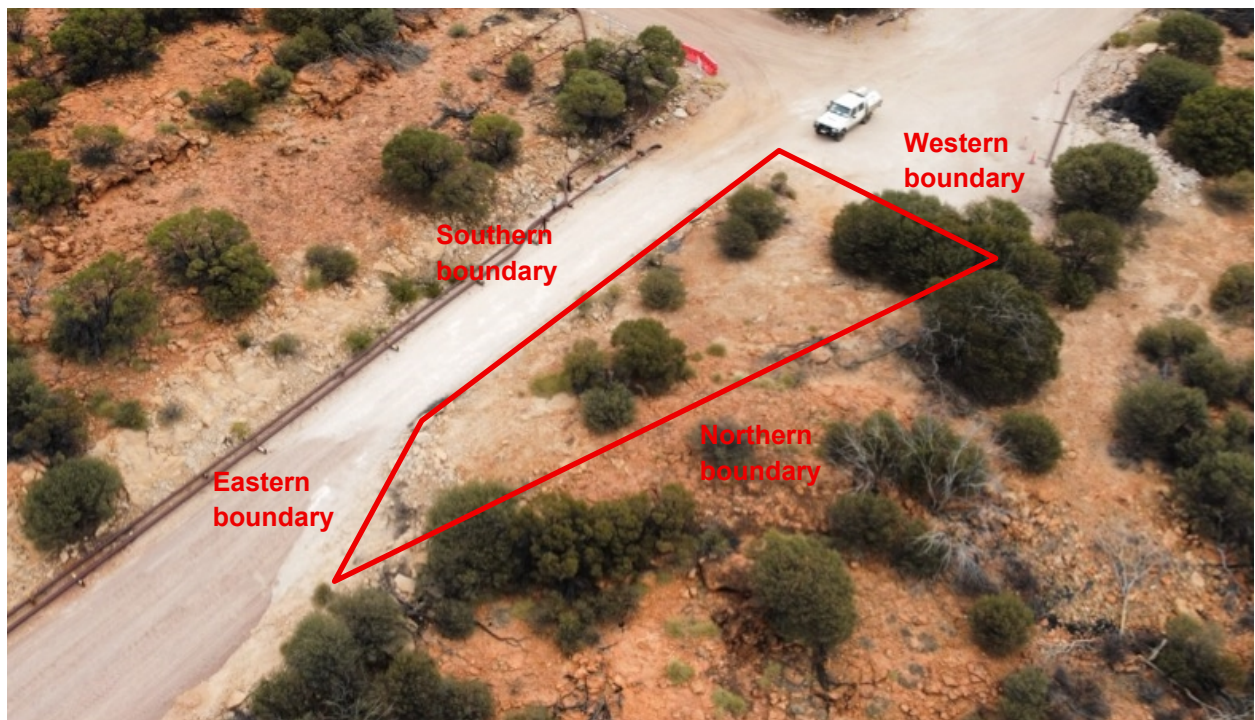


<p>ID: 0034-001                  Rev: 13/01/2026                  Map Scale is 1:500 when printed at A4                  Coordinate System: GCS WGS 1984</p>	<p><b>New York Junction vs Clearances (AAPA, CLC, EMP)</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #fff; margin-right: 5px;"></span> New York Junction reduced area</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #f08080; margin-right: 5px;"></span> Proposed Road Opening</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #fff; margin-right: 5px;"></span> Existing pipelines</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #fff; margin-right: 5px;"></span> AAPA - existing infrastructure</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #fff; margin-right: 5px;"></span> AAPA - development wells</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #fff; margin-right: 5px;"></span> New York Junction reduced coords (MGA Z53, GDA94)</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #fff; margin-right: 5px;"></span> Road opening coords (MGA Z53, GDA94)</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #fff; margin-right: 5px;"></span> Realistic work area</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #fff; margin-right: 5px;"></span> Remove area from approvals</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #fff; margin-right: 5px;"></span> Minimum additional roadway 5m</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background-color: #fff; margin-right: 5px;"></span> Hazardous area compliance 7m</li> </ul>	<p>Level 7, 268 Ann St, Brisbane QLD 4000                  T +61 2581 2800 F +61 2581 2800                  W centralpetroleum.com.au</p>
--	--	---

© 2026. Whilst every care has been taken to prepare this illustration, Central Petroleum Limited make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and does not accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damages) which are or may be incurred by any party as a result of the illustration being inaccurate, incomplete or unsuitable in any way and for any other reason. This illustration is for informational purposes only. This illustration is subject to change. This illustration is not for publication. Author: Central Petroleum Limited.

**PLATES – COLLECTED BY CENTRAL PETROLEUM, JANUARY 2026**

**PLATES – COLLECTED BY CENTRAL PETROLEUM, JANUARY 2026**



**PLATE 1:** Drone image of proposed road opening area. Red polygon approximately depicts boundary of proposed road opening area. Drone photograph orientation: Southwest.



**PLATE 2:** Photograph taken on western boundary looking East (IMG\_5294)



**PLATE 3:** Photograph taken close to northern boundary looking east (IMG\_5299). The surface rock on the left side of this image (which is on the northern boundary of the road opening area) may be previously undisturbed; however, the surface rock and regrowth vegetation of the right side of the image is assumed to be previously disturbed.

**PLATES – COLLECTED BY CENTRAL PETROLEUM, JANUARY 2026**



**PLATE 4:** Photograph taken on western boundary looking East (IMG\_5302). This area has been previously disturbed.



**PLATE 5:** Photograph taken on western boundary looking West (IMG\_5305). This area has been previously disturbed.

**PLATES – COLLECTED BY CENTRAL PETROLEUM, JANUARY 2026**



**PLATE 6:** Photograph taken on southwestern corner looking Northeast (IMG\_5316)

Appendix 2 – Heritage Report



Tim Hill  
Heritage Management & Planning Pty Ltd  
64 Reids Road  
BELLINGEN NSW 2545  
0473 033 615  
timhill.heritage@gmail.com

**TH195: PV15 New York Junction**

10 February 2026

Ms. Danielle Outram  
Central Petroleum Limited  
Level 7, 369 Ann Street  
BRISBANE QLD 4000  
<Danielle.Outram@centralpetroleum.com.au>

Dear Danielle

**PV15/ NEW YORK JUNCTION ROAD WIDENING  
ABORIGINAL CULTURAL HERITAGE ASSESSMENT**

Further to your request for specialist archaeological advice on the approval requirements for the proposed widening of the road access at 'New York Junction', between the PV14 and PV15 well sites (see below). Please see below statements relating to Aboriginal archaeological approval requirements to support the application for the amendment to the Environmental Management Plan (EMP).

**Background**

The 'New York Junction' is a three-way intersection providing access between PV 14 and PV15- the road is approximately parallel to a primary gas flow pipe which runs west to the Palm Valley gas processing plant. The road and the gas pipeline are established infrastructure at Palm Valley and have an AAPA infrastructure clearance. The road been subject to ongoing maintenance which has resulted in a noticeable drop in the height of the road through a small ridge that traverses the road near the junction. Road widening is proposed to improve access between PV14 and PV15.

**PV14 and 15 Gas Wells Survey (Apr-Jul 2024)**

An archaeological investigation was undertaken for the proposed gas wells PV14 and PV15 in early 2024. The study made the following statements relating to the Aboriginal archaeological places and objects in the vicinity of the well sites:

- [REDACTED]
- based on the scale and contiguous nature of the ridge crest it is reasonable to proceed on the basis that the three sites are representative of a similar use of the landscape- [REDACTED]
- the survey did not include a representative sample across the ridge line outside of the proposed leases/ ancillary work area, however it is likely that [REDACTED] occur as a discontinuous [REDACTED] across the flatter portions of the range- changes in slope, outcrops of good quality quartzite, sheet water erosion/ deposition and disturbance from the gas operations are likely factors in the [REDACTED].
- Having consideration for the outcomes of the desktop assessment and the site inspection it is considered that the proposed PV14 and PV15 gas wells will not have a significant impact on the [REDACTED] of the Krichauff Range/ upper Finke River catchment. [REDACTED]

consistent with these sites are common across rocky ranges in central Australia and the sites, by themselves, have limited potential to inform future research into [REDACTED]. At the scale of the Krichauff Range and the Palm Valley gas field the impacts from the potential new gas wells would be negligible.

Based on the findings of the 2024 archaeological survey it was noted that the appropriate management response was avoidance of known [REDACTED] by focusing well site development away from the known extent of [REDACTED] and restricting works to areas of existing and visible ground disturbance.

#### **New York Junction Addendum (March 2025)**

An addendum was commissioned to provide advice on the proposed 'Ancillary Area' on the southern side of the access road at 'New York Junction', which is located to the southwest of PV 15. The addendum was commissioned to consider the potential that the ancillary area would impact on [REDACTED] that may have formed part of the 'discontinuous site' along the ridge line noted in the [REDACTED]. The assessment was based on photos and mapping provided by Central Petroleum and the environmental assessment undertaken by EcOz which had concluded that this area had been subject to vegetation clearing during construction and maintenance of the road and pipeline.

Based on the 2024 and 2025 reports, well sites PV 14, PV15 and the ancillary area at New York Junction (EMP CTP10-2) were approved in April 2025 subject to the requirement for avoidance of known sites and an unexpected finds protocol.

#### **Proposed 2026 Revised Work Area.**

The current application includes two amendments to the work areas/EMP at New York Junction, being:

- Reduction of the approval area for the ancillary area south of the access road/ flow pipe, and
- Excavation into the ridgeline to facilitate widening of the access road to the north away from the ancillary area.

The reduction of the existing approved ancillary area south of the access road will not result in harm to [REDACTED] - no additional comments on approval requirements are provided in this addendum relating to the ancillary area.

The widening area north of the road includes disturbance on a ridge crest which, generally, was identified in the 2024 archaeological report as the primary landform to contain [REDACTED]. The elevated for [REDACTED] is in part due to the steepness of adjacent slopes being unsuitable for campsites or pathways – the slopes are additionally subject to significant sheet water erosion which has the effect of moving [REDACTED] down slope.

The proposed road widening area has been subject to a desktop assessment by EcOz Environmental Consultants which has concluded that the road widening area has been subject to a degree of ground disturbance.

Based on the recent site photos provided by Central Petroleum Limited (see below), it is possible to make the following comments on the likelihood of additional harm to [REDACTED] that would reasonable arise from the road widening works:

- The road widening area comprises part of a narrow ridge saddle which connects broad spurs and saddles (PV 15 and PV14)- New York Junction is not consistent with the ridges at PV14 and PV 15 which are substantially larger with increased potential to retain [REDACTED].
- The vegetation within the proposed road widening area is consistent with clearing by a bulldozer, or excavator, to remove trees and shrubs prior to road and gas pipeline construction- there are no mature or senescent trees and only sparse small spinifex which is inconsistent with natural vegetation across the range generally and the vegetation downslope of the corridor



- The rock on the ground does not have a 'complete' oxidized cortex and has no visible rock beds or outcrops- the relatively small and uniform nature of the rocks across the ridge crest is inconsistent with a natural formation which is evident downslope of the road corridor.

Based on the review of the photos provided, it is not considered that additional [REDACTED] is required prior to amendment of the EMP/ approval. The area of the road widening is considered to have an overall low potential for [REDACTED]. If present, [REDACTED] [REDACTED] would be restricted to isolated finds with limited conservation significance.

**Summary and Recommendations:**

For the purpose of the current application it is noted that the road widening will not likely result in harm to [REDACTED]. This is primarily due to the narrowness of the ridge and the previous ground disturbance. In accordance with the existing [REDACTED] assessment (March 2025), the road widening can be approved with a standard unexpected finds protocol. For the purposes of the works, the latest unexpected finds protocol is below. However, this protocol is updated by Heritage Branch on a semi-regular basis- the most recent unexpected finds protocol should be put in place at the tie of works.

Please contact me on [REDACTED] if you have any additional questions.

Sincerely

Tim Hill  
Heritage Management & Planning Pty Ltd

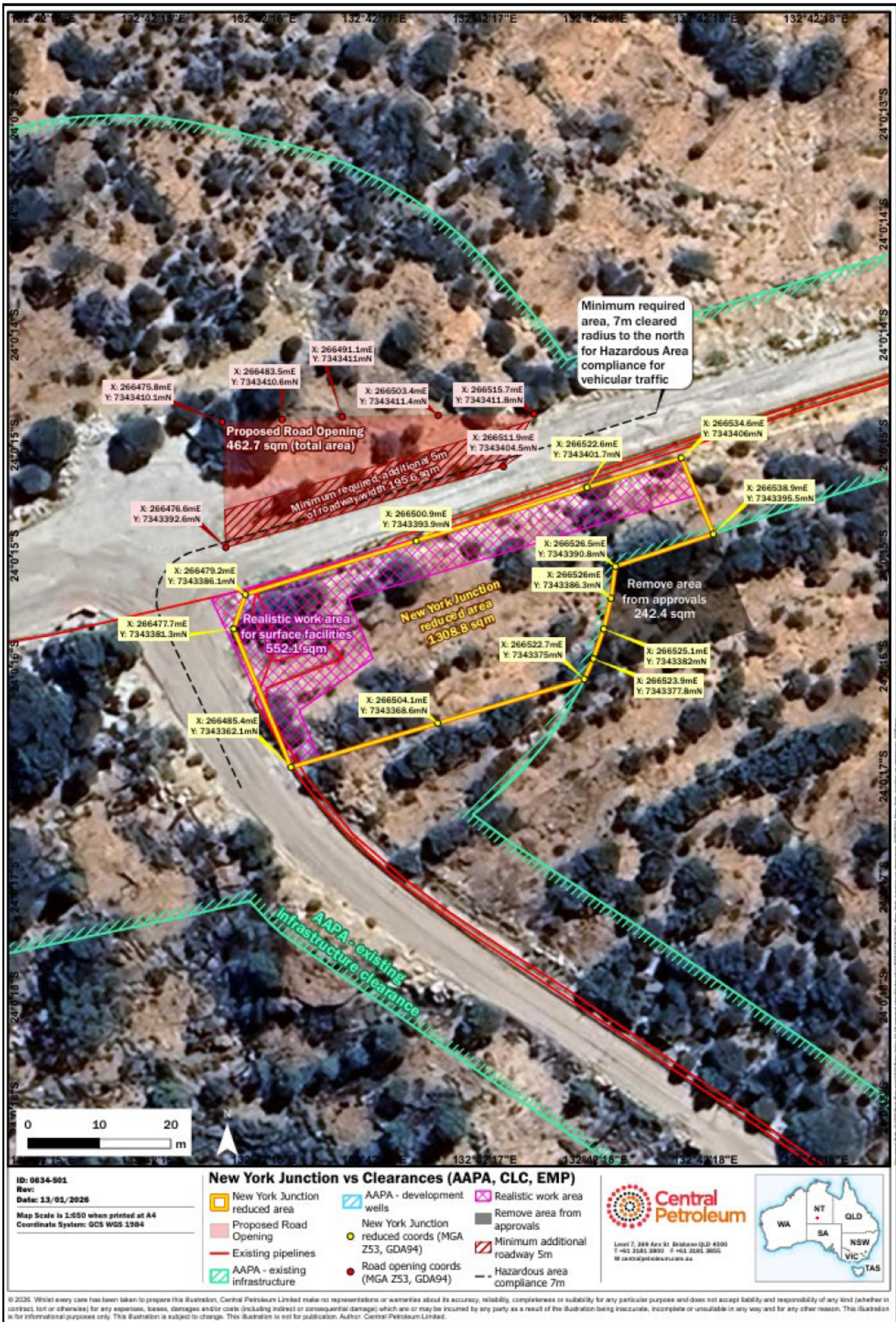


Figure 1: New York Junction- Proposed road opening area.

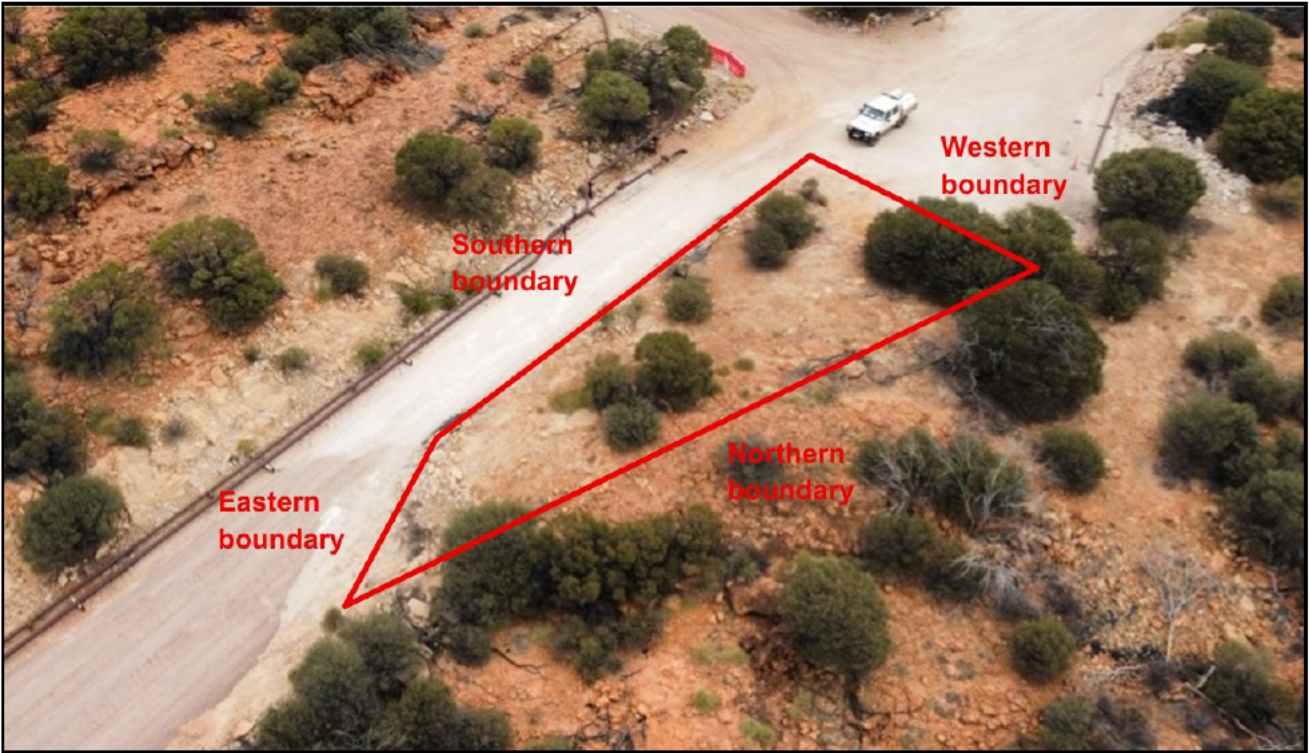


Figure 2: Proposed road widening area (supplied by Central Petroleum January 2026)



Figure 3: Proposed road widening looking west-east (supplied by Central Petroleum January 2026)



Figure 4: The northern boundary of the road looking east (supplied by Central Petroleum January 2026)



**Figure 5:**Photo from the western boundary of the road widening looking east to the main access and flow pipe (supplied by Central Petroleum January 2026)

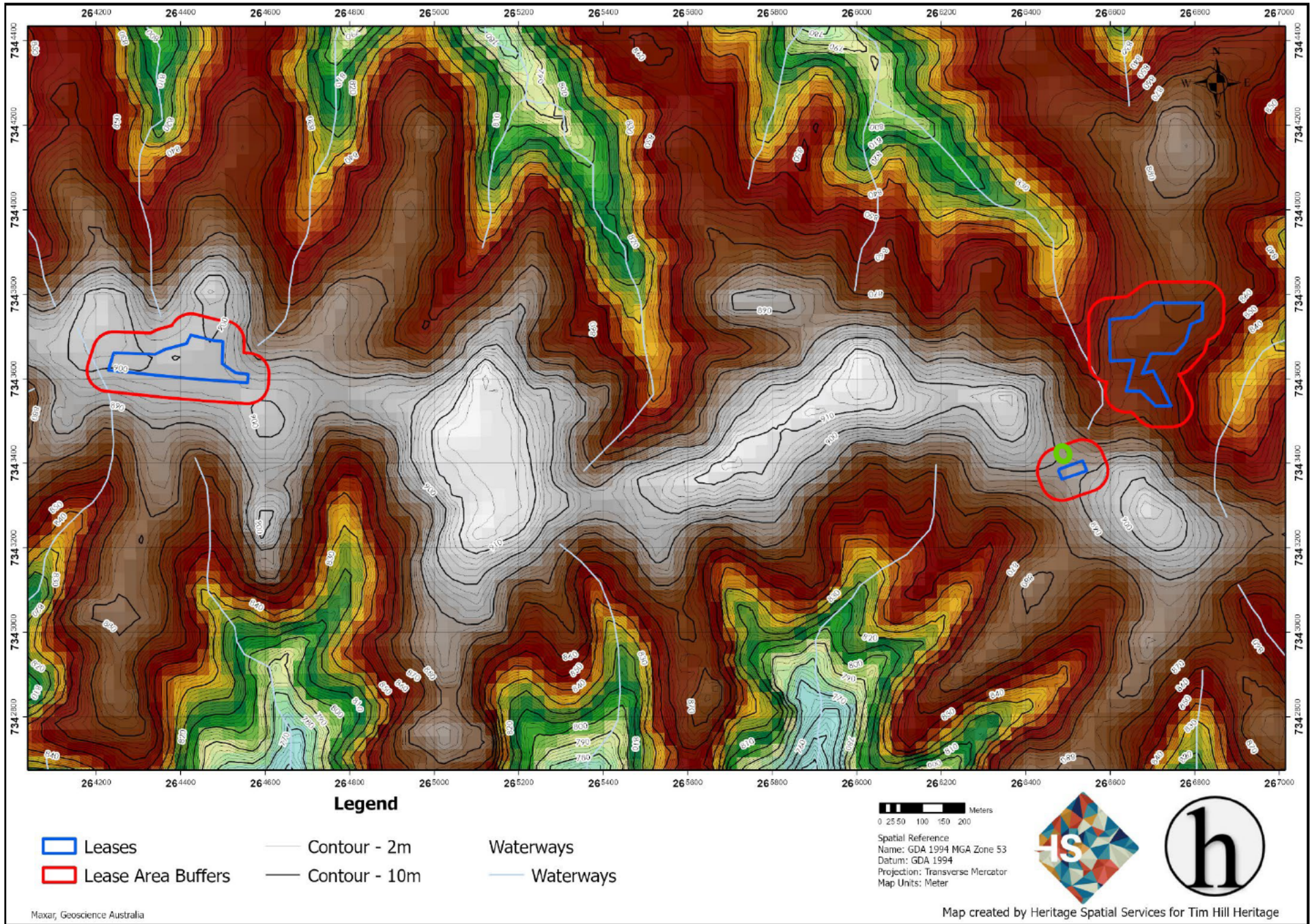


Figure 6: Topography and landform context of New York Junction (road widening area in green)

### Unexpected Finds Protocol

[redacted] may be discovered even in areas that have been assessed as being free of [redacted]

If a suspected [redacted] is discovered:

1. Refer to the [redacted]
2. All work within a 50m radius of the suspected [redacted] must cease immediately and the area flagged/fenced appropriately to ensure that no further work is undertaken within it.
3. The discovery must be reported immediately to the Site Supervisor, who immediately communicates with the Project Manager.
4. The Project Manager must notify a Heritage Officer at NT Heritage Branch on 08 8999 5039 or [Heritage.Branch@nt.gov.au](mailto:Heritage.Branch@nt.gov.au).
5. The Interest Holder must Report in writing as soon as practical, finds that are [redacted] as defined in the *Heritage Act 2011*, to the CEO of the Heritage Branch. The report must include:
  - a description of the place or object;
  - its location (including spatial data);
  - the person who discovered the material's name and address; and
  - if known by the person – the name and address of the owner or occupier of the place or place where the object is located.
6. Work is not to recommence in the vicinity of the find until direction is provided by the Heritage Branch of the Northern Territory Government.

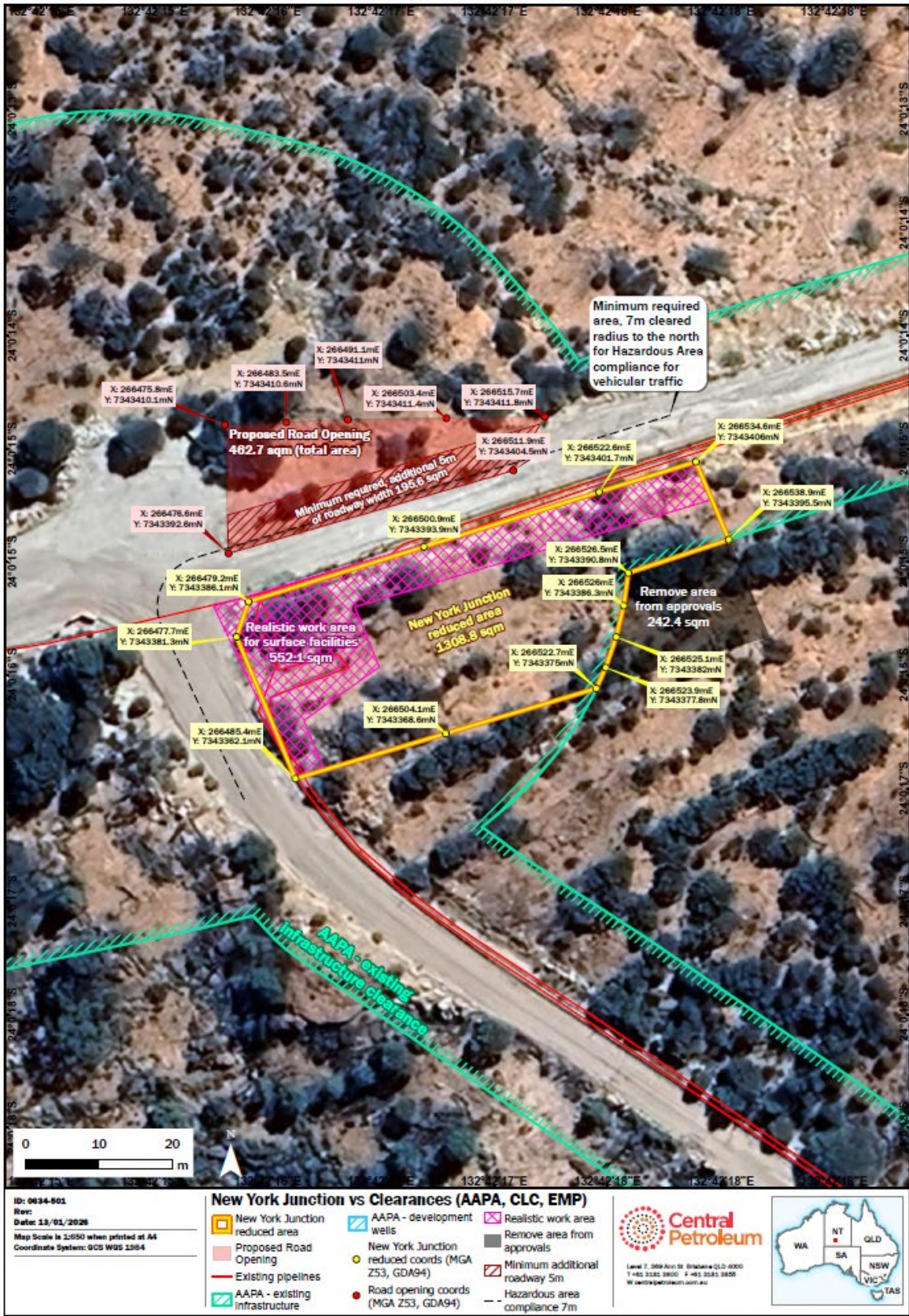
If works are to continue within the area of a [redacted], then an Application to Carry out Works must be submitted. The application will go to the Northern Territory Heritage Council for consideration. The Minister will (likely) make the final determination on if the [redacted] can be moved or destroyed. Works cannot recommence within the area until that determination is made.

### Unexpected Finds Protocol: [redacted]

If potential [redacted] is identified:

1. All work within a 50 m radius of potentially [redacted] must stop immediately.
2. The discovery must be immediately reported to the Site Supervisor who must immediately notify the Northern Territory Police on 131 444. No temporary fencing should be erected unless directed to do so by the police.
3. The Police will take control of the site as a potential crime scene.
4. If there are reasonable grounds to believe that the remains are:
  - a. A crime scene – the Police will provide direction on the management of the discovery.
  - b. If remains are [redacted] remains rather than a crime scene, the Project Manager should immediately notify:
    - i. A Heritage Officer at NT Heritage Branch on 08 8999 5039 or [Heritage.Branch@nt.gov.au](mailto:Heritage.Branch@nt.gov.au), and;
    - ii. As soon as practicable after the discovery, write a report to the CEO of the Heritage Branch. The report must include a description of the place or object; its location; the person's name and address; and if known by the person – the name and address of the owner or occupier of the place or place where the object is located.
    - iii. Relevant [redacted]
5. Work is not to recommence in the vicinity of the find until direction is provided by the relevant authorities (Police and Heritage Branch, Northern Territory Government).

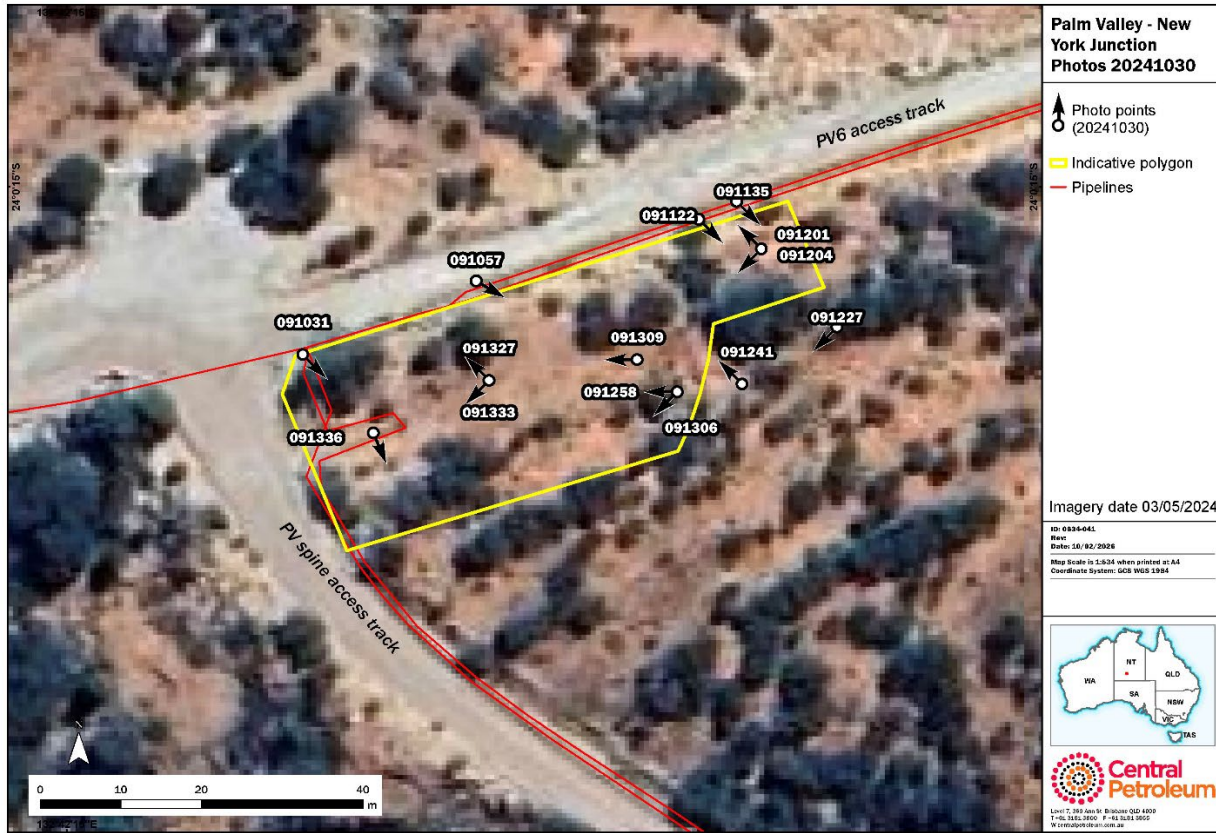
Appendix 3 - Key changes to approved clearing footprint at New York Junction



© 2026. Whilst every care has been taken to prepare this illustration, Central Petroleum Limited make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and does not accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damages) which are or may be incurred by any party as a result of the illustration being inaccurate, incomplete or unsuitable in any way and for any other reason. This illustration is for informational purposes only. This illustration is subject to change. This illustration is not for publication. Author: Central Petroleum Limited.

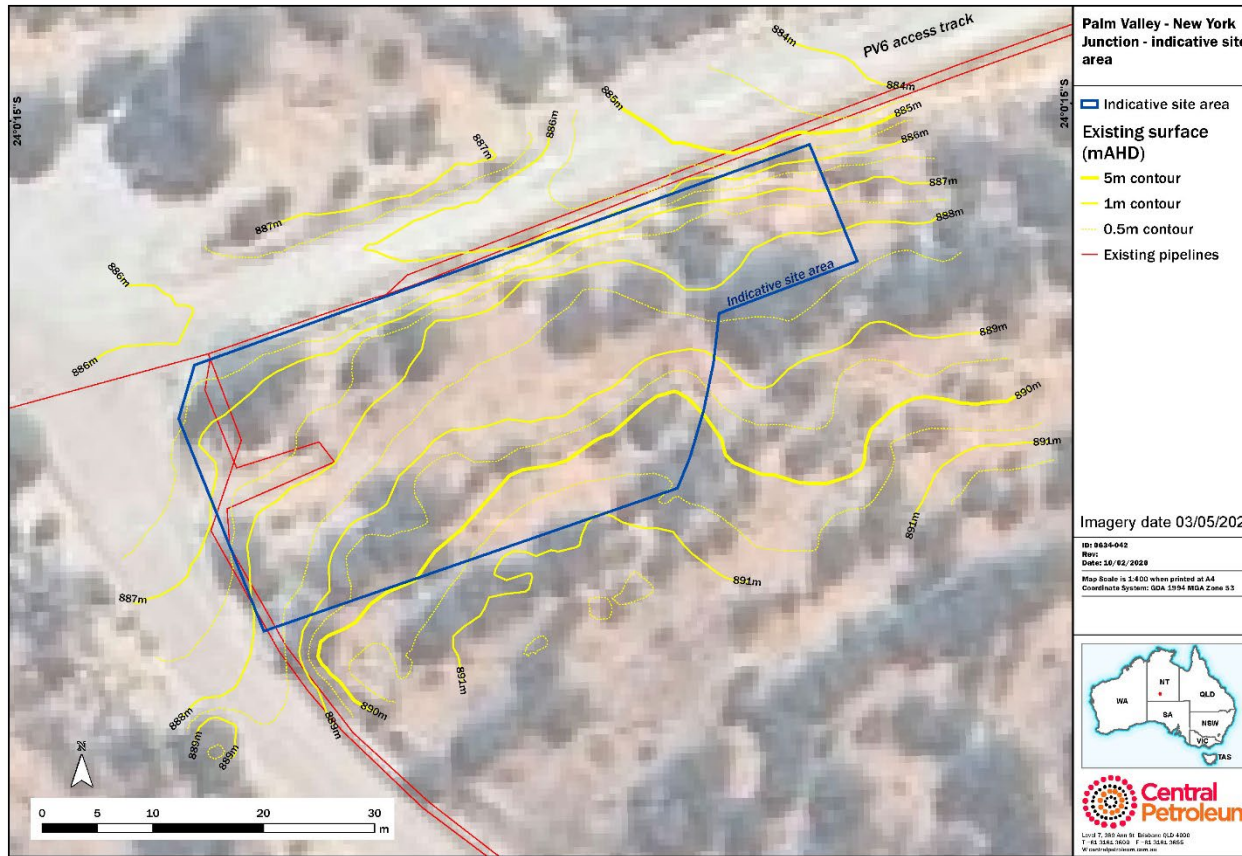
# Modification Notice - Regulation 22

## Appendix 4 - Imagery key for survey photos at New York Junction

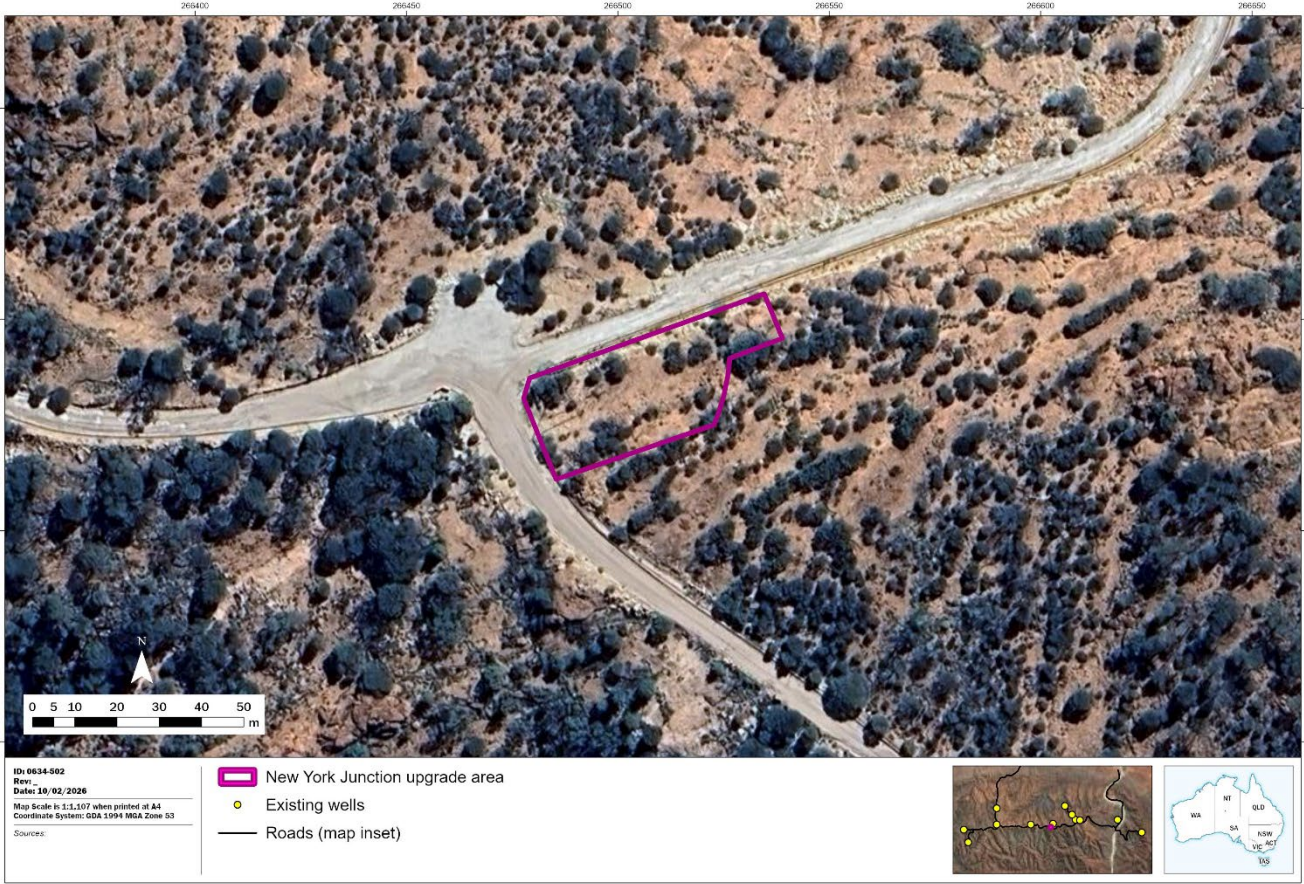


# Modification Notice - Regulation 22

## Appendix 5 - Site topography and elevation (New York Junction)



Appendix 6 - Location of New York Junction within the PVGF





Appendix 8 – PV15 Well pad size and extent

