

INLAND RAIL N2NS PHASE 1

INDEPENDENT ENVIRONMENTAL AUDIT

Audit 1 - Start of Construction



PR149715

2

29 September 2021

REPORT

Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
0	Draft for Client Review	Sam Mitchell	Ian Richardson	Ian Richardson	1/09/2021
1	Final for Submission to DPIE	Sam Mitchell	Ian Richardson	Ian Richardson	7/09/2021
2	Final following DPIE review	Sam Mitchell	Ian Richardson	Ian Richardson	29/09/2021

Approval for issue

Ian Richardson



29 September 2021

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Prepared by:

RPS Group

Sam Mitchell
Senior Environmental Scientist

Unit 2A, 45 Fitzroy Street
Carrington NSW 2294

T +61 2 4940 4200
E sam.mitchell@rpsgroup.com.au

Prepared for:

Australian Rail Track Corporation

William Weir
Senior Environmental Advisor - Assurance

Level 16, 180 Ann St
Brisbane QLD 4000

T +61 7 3016 3577
E WWeir@ARTC.com.au

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GLOSSARY OF TERMS

Abbreviation	Description
Aboriginal object	The same meaning as in the <i>National Parks and Wildlife Act 1974</i> (NSW).
Ancillary facility	<p>A temporary facility for construction of the CSSI including office and amenities compound, construction compound, material crushing and screening plant, materials storage compound, maintenance workshop, testing laboratory, car parking compound, a site used for assembly of infrastructure, and material stockpile area.</p> <p><i>Note: Where a CEMP has been approved by the Planning Secretary and it includes a stockpile management protocol, a temporary material stockpile located within the construction boundary is not an ancillary facility.</i></p>
AHD	Australian Height Datum
AEP	Annual Exceedance Probability – The probability that a given rainfall total accumulated over a given duration will be exceeded in any one year
ARI	Average Recurrence Interval – The average, or expected, value of the periods between exceedances of a given rainfall total accumulated over a given duration.
At-property treatment	Acoustic treatments including those described in Section 7.3 of the Noise Mitigation Guideline (TfNSW(RMS), 2015) and other treatments including, but not limited to, noise curtains and retrofitted double glazing.
CEMP	Construction Environmental Management Plan
Completion of construction	The date upon which all construction is completed and all requirements of the Planning Secretary (if any) have been met. If construction is staged, completion of construction is the date upon which construction is completed and all requirements of the Planning Secretary (if any) have been met, in respect of all stages of construction.
Conditions of approval	The Minister's conditions of approval for the CSSI.
Construction	Includes all work required to construct the CSSI as described in the Project Approval, including commissioning trials of equipment and temporary use of any part of the SSI, but excluding low impact work which is completed prior to approval of the CEMP as outlined in detail in the Project Approval.
Construction Boundary	The area required for project construction as described in the EIS and as amended by the SPIR.
CSSI	The critical State significant infrastructure, as generally described in Schedule 1 of The Project Approval, the carrying out of which is approved under the terms of this approval.
Department / DPIE	NSW Department of Planning, Industry and Environment
DEC	Former Department of Environment and Conservation
DECC	Former NSW Department of Environment and Climate Change
DIPNR	Former NSW Department of Infrastructure, Planning and Natural Resources
DAWE	Commonwealth Department of Agriculture, Water and Environment (former Department of the Environment and Energy)
DPC	Department of Premier and Cabinet (all Heritage related functions)
EIS	The Environmental Impact Statement submitted to the Secretary seeking approval to carry out the proposal described in it and as revised if required by the Secretary under the EP&A Act, and including any additional

Abbreviation	Description
	information provided by the Proponent updating the information presented in the EIS.
EES	Environment, Energy and Science Group of the Department of Planning, Industry and Environment (former NSW Office of Environment and Heritage)
EMS	Environmental Management System
Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings.
Environmental Representative Protocol	The document of the same title published by the Department.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth)
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence under the <i>Protection of the Environment Operations Act 1997</i>
ER	The Environmental Representative for the CSSI.
Heavy Vehicle	Has the same meaning as in the <i>Heavy Vehicle National Law (NSW) No 42a</i>
Heritage item	A place, building, structure, work, relic, archaeological site, tree, movable object or precinct of heritage significance, that is listed under one or more of the following registers: the State Heritage Register under the <i>Heritage Act 1977</i> , a state agency heritage and conservation register under section 170 of the <i>Heritage Act 1977</i> , a Local or Regional Environmental Plan under the EP&A Act, the World, National or Commonwealth Heritage lists under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth), and an Aboriginal object or Aboriginal place as defined in section 5 of the <i>National Parks and Wildlife Act 1974</i> .
Highly noise intensive work	Work which is defined as annoying in the ICNG
ICNG	Interim Construction Noise Guideline (DECC, 2009)
Incident	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance. Note: "material harm" is defined in this approval
Land	Has the same meaning as in the EP&A Act.
Landowner	Has the same meaning as "owner" in the Local Government Act 1993 and in relation to a building means the owner of the building.
Local road	Any road that is not defined as a classified road under the Roads Act 1993.
ICNG	Interim Construction Noise Guideline (DECC, 2009)
Material harm	This is harm that: <ol style="list-style-type: none"> involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial; or results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).
Minister	NSW Minister for Planning and Public Spaces
Noise Management Level	Noise Management Level as defined in the <i>Interim Construction Noise Guideline</i> (DECC, 2009)

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Abbreviation	Description
Non-compliance	An occurrence, set of circumstances or development that is a breach of this approval but is not an incident.
NSW Heritage Council	Heritage Council of NSW
OEH	Former NSW Office of Environment and Heritage
OEMP	Operational Environmental Management Plan
Operation	The carrying out of the SSI (whether in full or in part) upon the completion of construction. <i>Note: There may be overlap between the carrying out of construction and operation if the phases of the development are staged through a Staging Report. Commissioning trials of equipment and temporary use of any part of the SSI are within the definition of construction.</i>
ONCR	Operational Noise Compliance Report
ONVR	Operational Noise and Vibration Review
Planning Secretary	Secretary of the NSW Department of Planning, Industry and Environment or nominee, whether nominated before or after the date on which this approval was granted.
PCT	Plant Community Type as related to the BioNet Vegetation Classification system.
Proponent	The person identified as the proponent in Schedule 1 of this approval and any other person carrying out any part of the CSSI from time to time.
Rail corridor	Land that is: - owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities, or - zoned under an environmental planning instrument predominantly or solely for development for the purpose of a railway or rail infrastructure facilities.
Relevant council(s)	Narrabri, Moree Plains and Gwydir Shire Councils (as relevant)
Relevant Road Authority	The same meaning as the road authorities defined in the Roads Act 1993.
Relic	The same meaning as the definition of the term in section 4 of the Heritage Act 1977 (NSW).
Sensitive receiver	Residence, educational institution (e.g. school, university, TAFE college), health care facility (e.g. nursing home, hospital), religious facility (e.g. church), child care centres, passive recreation areas (including outdoor grounds used for teaching), commercial premises (including film and television studios, research facilities, entertainment spaces, temporary accommodation such as caravan parks and camping grounds, restaurants, office premises, and retail spaces), and others as identified by the Planning Secretary.
Site establishment works	Activities undertaken to establish an ancillary facility so that it is able to be used to support the construction of the CSSI, including demolition of existing structures on the site, erection of site fencing / hoarding, provision of utility services to the site, site levelling, provision of site access, erection of demountable buildings, provision of hardstand areas, and erosion and sedimentation controls.
SPIR	The Submissions and Preferred Infrastructure Report
TfNSW	Transport for NSW (including the former Roads and Maritime Services)
Tree	As defined in Australian Standard AS 4372-2007 Pruning of Amenity Trees.

Abbreviation	Description
Unexpected heritage find	A potential heritage item discovered (usually during construction) but not identified in the EIS, SPIR or RFI response, where assessment is required to determine if the item has heritage significance or is an Aboriginal object. An unexpected heritage find does not include human remains.
Water Group	Water Group of the Department and the National Resources Access Regulator
Works	Any physical work for the purpose of the CSSI including construction and low impact work but not including operational maintenance work

INDEPENDENT AUDIT REPORT DECLARATION FORM

Independent Audit Report Declaration Form

Project Name	Narrabri to North Star (N2NS Phase 1) – Independent Environmental Audit
Consent Number	Project Approval SS1 7474
Description of Project	Competition of an Independent Environment Audit, in accordance with Schedule 2 of Project Approval SS1 7474 in accordance with the Independent Audit Post Approval Requirements (2020).
Project Address	Land within the existing rail corridor between Narrabri and Moree; and Camurra and North Star.
Proponent	Australian Rail Track Corporation (ARTC) ABN 75 081 455 754
Title of Audit	INLAND RAIL N2NS PHASE 1 – INDEPENDANT ENVIRONMENTAL AUDIT – Audit 1 - Start of Construction
Date	29 September 2021

I declare that I have undertaken the Independent Audit and prepared the contents of the attached Independent Audit Report and to the best of my knowledge:

- i. the audit has been undertaken in accordance with relevant condition(s) of consent and the Independent Audit Compliance Requirements (Department 2019);
- ii. the findings of the audit are reported truthfully, accurately and completely;
- iii. I have exercised due diligence and professional judgement in conducting the audit;
- iv. I have acted professionally, objectively and in an unbiased manner;
- v. I am not related to any proponent, owner or operator of the project neither as an employer, business partner, employee, or by sharing a common employer, having a contractual arrangement outside the audit, or by relationship as spouse, partner, sibling, parent, or child;
- vi. I do not have any pecuniary interest in the audited project, including where there is a reasonable likelihood or expectation of financial gain or loss to me or spouse, partner, sibling, parent, or child;
- vii. neither I nor my employer have provided consultancy services for the audited project that were subject to this audit except as otherwise declared to the Department prior to the audit; and
- viii. I have not accepted, nor intend to accept any inducement, commission, gift or any other benefit (apart from payment for auditing services) from any proponent, owner or operator of the project, their employees or any interested party. I have not knowingly allowed, nor intend to allow my colleagues to do so.

Notes:

- a. Under section 10.6 of the Environmental Planning and Assessment Act 1979 a person must not include false or misleading information (or provide information for inclusion in) in a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is false or misleading in a material respect. The proponent of an approved project must not fail to include information in (or provide information for inclusion in) a report of monitoring data or an audit report produced to the Minister in connection with an audit if the person knows that the information is materially relevant to the monitoring or audit. The maximum penalty is, in the case of a corporation, \$1 million and for an individual, \$250,000; and
- b. The Crimes Act 1900 contains other offences relating to false and misleading information: section 307B (giving false or misleading information – maximum penalty 2 years imprisonment or 200 penalty units, or both).

Name of Auditor	Ian Richardson
Signature	
Qualification	Bachelor of Environmental Science Exemplar Global Certified Lead Auditor – Environmental Management Systems (ISO 14001)
Company	RPS Australia East Pty Ltd
Company Address	RPS Newcastle – Unit 2A, 45 Fitzroy Street, Carrington NSW 2294

EXECUTIVE SUMMARY

RPS Group (RPS) was engaged by Australian Rail Track Corporation (ARTC) to conduct an Independent Environmental Audit (IEA) of the Narrabri to North Star (N2NS) Phase 1 Project located on land within the existing rail corridor between Narrabri and Moree; and Camurra and North Star.

Competition of an Independent Environment Audit, in accordance with Schedule 2 of Project Approval SS1 7474 in accordance with the Independent Audit Post Approval Requirements (2020).

This is the first IEA to be undertaken for N2NS Phase 1 as part of a six (6) monthly auditing program of two (2) years. The audit period to which this audit applies is inclusive of the period from 13 October 2020 to 13 July 2021. This report presents the findings of the audit.

The audit site inspection was scheduled for 21-22 June 2021 in week eleven (11) of construction. As a result of the potential Covid-19 exposure in Moree prior to this period, the audit was impacted with the N2NS Phase 1 project delivery teams (ARTC and Trans4m Rail), including some key people requiring to isolate for two weeks following testing.

A letter was submitted to DPIE for an extension of the audit on 18 June 2021. The audit site inspection was subsequently completed on 12-13 July 2021 by RPS's approved audit team.

The audit consisted of a site inspection, document review and interviews with key representatives of the project team responsible for the environmental management of the project during construction. The audit was limited to the implementation of obligations, commitments, and environmental practices either at the time of the audit or in the preceding period.

The objective of the audit is to assess project compliance against the SSI 7464 as required by Condition A36.

A summary of audit findings includes the following assessment against the Project Approval conditions:

- 95 Compliances
- 10 - Non-compliances
- 65 Not triggered.

There were five (5) reportable incidents during the audit period.

A total of four (4) complaints have been received for the project since the start of construction.

1 INTRODUCTION

RPS Group (RPS) was engaged by Australian Rail Track Corporation (ARTC) to conduct an Independent Environmental Audit (IEA) of the Narrabri to North Star (N2NS) Phase 1 Project located on land within the existing rail corridor between Narrabri and Moree; and Camurra and North Star.

Competition of an Independent Environment Audit, in accordance with Schedule 2 of Project Approval SS1 7474 in accordance with the Independent Audit Post Approval Requirements (2020).

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This report presents the findings of the audit.

1.1 Background of the Project

N2NS Phase 1 is one of 13 projects that make up the Inland Rail Project. The route is within the Narrabri, Moree Plains and Gwydir Local Government Areas (LGAs) in northwest NSW. N2NS Phase 1 extends approximately 173 kilometres (km) from north of Narrabri Junction, terminating at North Star (**Figure 1**) and the project is generally within the existing rail corridor. The Gwydir Floodplain works (shown in green in **Figure 1**) will be undertaken under a separate SSI approval for N2NS Phase 2. The key works involved with N2NS Phase 1 are:

- Upgrading the track, track formation, culverts, and underbridges within the existing rail corridor, for approximately 173km, between Narrabri and North Star via Moree.
- Realigning the track within the existing rail corridor at Bellata, Gurley, and Moree stations to conform with required platform clearances for Inland Rail trains.
- Providing five new crossing loops within the existing rail corridor at Bobbiwaa, Waterloo Creek, Tycannah Creek, Coolleearlee, and Murgo.
- Providing a new section of rail line at Camurra about 1.6 kilometres long, to bypass the existing hairpin curve ('the Camurra bypass').
- Removing three existing rail bridges and providing new rail bridges over the Mehi and Gwydir rivers and Croppa Creek.
- Realigning approx. 1.5 kilometres of the Newell Highway near Bellata and providing a new road bridge over the existing rail corridor ('the Newell Highway overbridge').
- Providing a new road bridge over the existing rail corridor at Jones Avenue in Moree ('the Jones Avenue overbridge').

Trans4M Rail (an unincorporated Joint Venture between SEE Civil Pty Ltd and John Holland Pty Ltd) have been engaged by Australian Rail Track Corporation (ARTC) to construct the Narrabri to North Star (Separable Portion 1) (N2NS Phase 1) section of the Inland Rail Project.

N2NS Phase 1, between September 2020 and June 2021, has employed locals in the Narrabri to North Star area including:

- 517 people in total, of whom 69 are Indigenous;
- 156 local residents, of whom 45 local Indigenous;
- 59 women; and
- 38 people in a sustainable role (employed for 26 weeks or more for a minimum of 15 hours a week)

The project is scheduled for completion in 2023.

1.1.1 Approval History

Project Approval SSI 7474 for the N2NS Phase 1 Project was issued on 13 August 2020 to ARTC. The Project Approval has not been modified during the audit period.

1.1.2 Works within the Audit Period

The following minor construction ancillary facility and construction works completed during the audit period are summarised below as detailed in the Environmental Representative's Monthly Reports.

October – December 2020

No construction works occurred (as defined in Table 1 of SSI 7474) during October to December 2021.

January 2021

Establishment of the Minor Ancillary Facility (MAF) at Stage 2/Site 2 (Gurley Creek / Newell Highway).

No construction works occurred (as defined in Table 1 of SSI 7474) during January 2021.

February 2021

Establishment of Minor Ancillary Facilities at Stage 2 / Site 2 (Gurley Creek / Newell Highway) and Stage 2 / Site 4 (Bulluss Drive, Moree) sites were completed in February.

No construction works occurred (as defined in Table 1 of SSI 7474) during February 2021.

March 2021

No construction works occurred (as defined in Table 1 of SSI 7474) during March 2021. The following low impact works were undertaken in March:

- Rail formation trial works at the Milguy site in accordance with the ER approved Low Impact Assessment.
- Survey work, pre-clearing inspections and ground-truthing inspections for establishment of erosion and sediment controls occurred through priority areas within Stages 2 and 3.

NOTE: A considerable portion of the month was spent in flood preparation and recovery activities.

April 2021

A new Minor Ancillary Facility was established at Waterloo Creek Road, Gurley in April 2021.

During April, construction works (as defined in Table 1 of SSI Approval 7474) commenced. The following works were undertaken in April:

- Gil Gil Creek; establishment of access and crane pads, with the demolition of the existing bridge commencing.
- Gurley Creek; establishment of access and crane pads.
- Yallaro Creek; establishment of access and crane pads.
- Milguy Trial Site; earthworks throughout the trial area, drainage works including:
 - demolition of the existing bridge over Bunna Bunna Creek and other drainage structures
 - foundation preparation, blinding, forming and pouring of the base slabs for the new culverts.
- Royden Road Trial Site; earthworks commenced.

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- CH625000 – CH631000, groundcover slashed, rail stripped, topsoil stripped and earthworks and drainage commenced.
- CH631000 – CH636000, groundcover slashed, rail stripped, topsoil stripped.
- CH636000 – CH641800, groundcover slashed, rail stripped, existing drainage demolished and commencement of the construction of the new culverts.
- Signal Removal within Stage 2 and Stage 3.
- Pre-Clearance Surveys, Survey and Service Location.

May 2021

The following construction works were undertaken in May 2021:

Stage 2

- Culvert excavation continued at Waterloo Creek.
- Mainline earthworks and lime stabilisation works continued in various Sections from Penneys Lane to Gurley.
- Temporary works established to facilitate culvert demolition and installation in Little Bumble Creek.
- Mainline earthworks, lime stabilisation and culvert works from Gurley to Gurley Creek Bridge.
- Level crossing upgrades at 3 locations between Penneys Lane and Gurley Creek.
- Bridge demolition and temporary works (i.e., piling platform) completed at Gurley Creek site.
- Rail strip, slashing and topsoil stripping commenced between Tapscott Road and Tycannah.

Stage 3

- Track strip and slashing commenced from the southern extent of Stage 3 (CH681) and progressing north to County Boundary Road (CH706).
- Royden Road Trial works complete. Waiting for mainline works to move through this area.
- Milguy Trial site. Drainage works (i.e., culvert construction) continuing at the 3 drainage lines.
- Gil Creek, temporary works installed, and bridge demolition continue.
- Croppa Creek, vegetation clearing and commencement of the temporary works (piling platform).
- Yallaroi Creek, temporary works (piling pad) complete and bridge demolition complete.

June 2021

No new Minor Ancillary Facilities (MAFs) were established in June 2021.

The following construction works were undertaken in June:

Bridges:

- Gurley Creek Bridge – Piling commenced and completed
- Gil Gil Creek Bridge – Piling commenced and ongoing
- Croppa Creek Bridge and Tributary – The bridges over Croppa Creek and the Tributary were demolished
- Yallaroi Creek Bridge – Bridge demolished

Level Crossings:

- LX554 – Foundation and earthworks undertaken
- LX1829 – Foundation and earthworks undertaken
- LX3067 – Foundation and earthworks undertaken

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- LX3066 – Foundation and earthworks undertaken

Culverts and Drainage:

- All culverts removed, foundation preparation, blinding layer and form reo pour (FRP) commenced on culverts within Stage 2A(i), CH625.000 – CH640.000
- Culverts removed, foundation preparation, blinding layer and form reo pour (FRP) commenced on culverts within Stage 2A(ii), CH645.000 – 658.000. NOTE: 7 culverts in the vicinity of Tapscott (CH647.000 – CH658.000) remains in situ.
- Between Penney's Road (CH625) and Mardell's (CH645), approx. 80% of culverts have base slabs (FRP) poured and approx. 10% have apron and scoured rock installed.
- Little Bumble Creek – culverts demolished and base slab poured. Followed by landing of culverts.
- Landing culverts at Waterloo Creek.
- Stage 3 Drainage – Demolished 7 culverts between CH706.000 – CH711.000. Blinding and FRP base slabs poured on 2 of these culverts.

Rail Stripping:

- Rail stripping activities occurred from CH686.000 – CH705.000

Earthworks:

- Stage 2A(ii) - CH647000 to CH658000 – cut, fill and stabilisation
- Stage 2A(ii) - CH625800 to CH641900 – fill placement and stabilisation (Waterloo, Little Bumble Ck and Pad 2/Gurley Bridge area Stage 2 Forecast Construction Activities for July include:

Bridges:

- Gurley Creek Bridge – Pour piles, pile break back and landing headstocks.
- Gil Gil Creek Bridge – Complete piling, installation of reo cages and pour piles.
- Croppa Creek – Headstock and abutment deliveries. Piling towards end of month.
- Yallaroi – Piling commence and to be completed and delivery of bridge elements.

Level Crossings:

- LX1828 – Waterloo – commence this month
- LX553- Kanimbla Rd – commence this month
- LX3066 – Turners Access – complete this month.
- LX554 – Gurley Creek Road – complete this month
- LX555 – Gurley silo/ Grain Corp access – commence this month
- LX556 – Pad 2 Access – commence this month
- LX3067 – Tycannah East/ south Access (Stuart Galls access road) – complete this month
- LX1829 Tycannah Access (Stuart Galls access road) – complete this month

Culverts and Drainage:

- Continue culvert works; foundation preparation, blinding layer, form reo pour (FRP) and landing RCBC units within Stage 2A(i), CH625.000 – CH640.000.
- All remaining culverts within Stage 2A(ii) to be demolished. Continue culvert works; foundation preparation, blinding layer, form reo pour (FRP) and landing RCBC units within Stage 2A(ii) (CH647.000 – CH658.000)
- Little Bumble, foundation works and FRP base slabs work. Followed by landing RCBC culverts.
- Continue to land RCBC culverts at Waterloo Creek.

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- Continue culverts works (foundation preparation, blinding layer, form reo pour (FRP)) between CH706.000 – CH711.000.

Rail Stripping:

- Rail stripping activities between CH705.00 – CH711.00

Earthworks:

- Stage 3 – cut, fill and stabilisation just East and West of Roydon Rd
- Stage 2 A(ii) - CH647000 to CH658000 – cut, fill and stabilisation
- Stage 2 A(i) - CH625800 to CH641900 – fill placement and stabilisation (Waterloo, Little Bumble Ck and Pad 2/Gurley Bridge area)



Figure 1 Project Location and Context

1.2 Audit team

As approved by the Secretary of the Department of Planning, Industry and Environment (DPIE) on 3 February 2021 (refer to **Appendix A**) the audit team consisted of

- Ian Richardson, RPS Group – Lead Auditor; and
- Belinda Morgan nee Bock, RPS Group – Assistant Auditor

Ian Richardson is an experienced Lead Auditor for Environmental Audits by NSW Department of Planning in a range of sectors including mining, power, transport, commercial, government and Defence. Ian has 25 years' experience working in environmental impact assessment and management, work health and safety, hazardous materials and project management in both the private and government sectors.

Belinda Morgan is a suitably qualified and experienced Exemplar Global ISO14001:2015 Lead Auditor. Belinda holds tertiary qualifications in Science, a construction OHS induction – white card and RIW – Rail Industry Worker. Belinda has led and assisted completion of several independent environmental audits over the past ten years within the construction industry.

Approval for an additional assistant auditor was issued by the Secretary of the DPIE on 12 July 2021 (refer to **Appendix A**).

- Sam Mitchell, RPS Group – Assistant Auditor

Sam Mitchell is a suitably qualified and experienced Exemplar Global ISO14001:2015 Lead Auditor and holds a Bachelor of Environmental Science and Management. Sam has extensive experience in a number of disciplines including environmental planning and auditing, environmental and WHS compliance monitoring, and project management for a range of industries.

1.2.1 Additional Resourcing

No technical specialists are considered required for the independent environmental audit.

Suitable representatives from the project team were available during the audit including those responsible for the delivery of the project and environmental management to provide evidence to verify project compliance.

1.3 Audit Objective

The objective of the audit is to:

- Assess compliance against the requirements of the infrastructure approval SSI 7474 (the Project Approval) issued on 13 August 2020 under the *Environmental Planning and Assessment Act 1979*.

1.4 Audit Scope

The scope requirements for the IEA under Schedule 2 of SSI 7474 are detailed below:

- A35 - Proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the commencement of an Independent Audit.
- A36 - Independent Audits of the development must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (2020).
- A37 - The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified above, upon giving at least 4 weeks' notice (or timing as stipulated by the Planning Secretary) to the applicant of the date upon which the audit must be commenced.
- A38 - In accordance with the specific requirements in the Independent Audit Post Approval Requirements (2020), the Proponent must:
 - a. review and respond to each Independent Audit Report prepared under Condition A36 or Condition A37;
 - b. submit the response to the Planning Secretary; and

- c. make each Independent Audit Report and response to it publicly available 60 days after submission to the Planning Secretary, unless otherwise agreed by the Planning Secretary.
- A39 - Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary within 2 months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (2020), unless otherwise agreed by the Planning Secretary.
- A40 - Notwithstanding the requirements of the Independent Audit Post Approval Requirements (2020), the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.

1.5 Audit Period

The audit period is the pre-construction and construction stages of the project as this is the first Independent Environmental Audit conducted for the project and extends from 13 October 2020 to 13 July 2021.

As noted in **Section 1.0**, the audit site inspection was scheduled for 21-22 June 2021 in week eleven (11) of construction. As a result of the potential Covid-19 exposure in Moree prior to this period, the audit was impacted with the N2NS Phase 1 project delivery teams (ARTC and Trans4m Rail), including some key people requiring to isolate for two weeks following testing.

A letter was submitted to DPIE for an extension of the audit on 18 June 2021. The audit site inspection was subsequently completed on 12-13 July 2021 by RPS's approved audit team.

2 AUDIT METHODOLOGY

RPS undertook the IEA in accordance with the following methodology:

- Task 1: Audit preparation.
- Task 2: Site visit and interviews.
- Task 3: Preparation of a draft IEA report for review by ARTC.
- Task 4: Finalisation of the IEA report.

2.1 Task 1 Audit Preparation

2.1.1 Pre-Audit Meeting and Documentation Requests

RPS undertook initial discussions with ARTC and Trans4m Rail to organise the audit, including the provision of documentation through requests for information (RFI) and provided an Audit Agenda for the site visit and timing. Review of documentation provided by ARTC and Trans4m Rail along with their representatives and preparation of compliance assessment checklists that included a list of conditions of key regulatory approvals to be assessed for compliance.

A pre-audit meeting was undertaken on 22 June 2021 between RPS, ARTC, and Trans4m Rail as part of a desktop assessment of the project prior to the site inspection.

2.1.2 Approval and Regulator Consultation

Following DPIE approval of the RPS Audit Team, RPS consulted via email with relevant regulators with respect to the audit scope in accordance with the DPIE *Independent Audit Post Approval Requirements, 2020*.

Relevant comments and requests from these regulators were included in the Audit Report and investigated as part of the audit as required.

2.2 Task 2 Site Inspection and Interviews

The Audit Team conducted the audit site visit over a two (2) day period on 12 and 13 July 2021, comprising of:

- Document reviews.
- Interviews with relevant personnel.
- Site inspection.

Opening and closing meetings were held to ensure open communication with ARTC and Trans4m Rail providing preliminary Audit findings. The audit was conducted as per the Audit Agenda, which was prepared and sent to ARTC on 22 June 2021, prior to the site visit.

2.2.1 Opening Meeting

An opening meeting was held upon commencement of the audit at the site. The purpose of this meeting was to confirm the objectives of the audit, the scope of the audit, the resources required and methodology to be applied.

2.2.2 Site Inspection and Interviews

The Lead Auditor and Auditors Assistant undertook a site inspection, which involved physical validations and collection of a photographic record. The auditor's observations used to supplement information gathered during the review of documents and records. It is noted that due to potential COVID-19 restrictions, and in order to minimise personnel on site, the specialist audit of air quality and noise, consisted of a desktop review of documentation, management plans, monitoring results and other evidence as available. Site

observations were made by the lead auditor and audit assistant during the site inspection in regard to air quality.

During the site inspection, interviews were conducted to verify compliance with the Project Approval.

2.2.3 Close-out Meeting

At the completion of the audit site visit, a brief close-out meeting was held with relevant ARTC and Trans4m Rail personnel. The purpose of the close-out meeting was to provide and receive feedback on the audit process and present the summary of preliminary findings, recommendations, and any post-audit actions. It should be noted that additional findings based on a detailed document reviews as part of the audit process were required following the completion of the site inspection. As such, the summary of preliminary findings detailed in the closeout meeting did not cover all findings associated with the audit.

2.3 Task 3 Draft IEA Report

During the site visit, and as required following the site visit, the audit team conducted a review of the key documentation provided. Each requirement within the audit compliance tables were reviewed and evidence gathered to support an assessment of compliance. Whilst personal communication does provide valuable input into this process it was not be relied upon as verification of compliance.

An assessment of environmental performance was undertaken and reported in the audit report where issues were identified. A review of the Construction Environmental Management Plan and associated sub plans were undertaken, and a summary provided in the audit report.

A single consolidated report was prepared (this report), with separate audit checklists appended to address each of the approval instruments.

2.4 Task 4 Finalise IEA Report

Following receipt of consolidated comments from ARTC, RPS updated and finalised the IEA Report and reissued for ARTC to submit to the Department via the Major Project website.

2.5 Scope Development

The IEA was undertaken in general accordance with:

- The Department's Post-approval requirements for State Significant Developments Independent Audit Guideline, May 2020 (Independent Audit Guideline, 2020).
- AS/NZS ISO 19011:2014 Guidelines for auditing management systems.
- RPS's proposal (dated 11 September 2020).

2.6 Consultation

As per Condition A36 of Instrument of Approval SSI 7474, Independent Audits of the development must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (2020). The Independent Audit Post Approval Requirements (May, 2020) requires the auditor, prior to the commencement of the site inspection, to contact each of the key agencies with a role in regulating the development to obtain their feedback and draw the auditor's attention to any key issues, within the agreed scope of the audit. Table 1 below provides a summary of the regulatory agencies which were sent feedback requests on 17 May 2021 to DPIE and on 25 May 2021 to other stakeholders as well as the status of any responses received.

Table 1 Regulator Response Summary

Regulatory Agency	Response Received	Date Received
Moree Plains Shire Council	Contact details provided.	15 June 2021.
Narrabri Shire Council (NSC)	Copies of post approval NSC Management Plan review responses between Trans4m Rail and NSC.	25 May 2021; 1 June 2021 and 4 June 2021.
Department of Planning, Industry and Environment		
Compliance	Comments provided.	19 May 2021.
EES	Comments provided.	2 June 2021.

Table Note No responses were received from other agencies or organisations, and there is no community consultative committee for this project currently.

It is noted that Moree Shire council did not provide formal comments to be included as part of this audit. Narrabri Shire Council provided copies of post approval reviews of the CEMP and sub plans with no specific comments received relating to the scope of this audit.

A summary of comments received from the regulatory agencies as well as responses to regulator consultation as of June 2021 is provided in **Appendix C**.

2.7 Site Inspection

A two (2) day site inspection was conducted on 12 and 13 July 2021. During the site inspection the weather conditions were generally fine, partially cloudy with the daytime temperature ranging from approx. a minimum of 6°C to a maximum of 20°C. Significant rain events and associated flooding occurred prior to the site inspection with 21.4mm recorded at Moree on 9 July 2021. The following sites were visited during the site inspection:

- Croppa Creek
- Yallaroi
- Gil Gil
- Royden
- Pad 4
- Pad 2
- Gurley Creek Bridge
- Gurley Culverts – Mill Road
- Tycannah Tributary

Photographs from the audit site inspection supporting audit findings are provided in **Appendix C**.

2.7.1 Opening and Closing Meetings

In accordance with ISO 19011:2014 Guidelines for auditing management systems an opening and closing meeting was held during the Audit kick off meeting and site inspection. Details of attendees at both meetings are included in the sign on sheets included in **Appendix D**.

2.8 Compliance Status

The compliance status was determined using the relevant descriptors in accordance with the Independent Audit Post Approval Requirements (the Department, May 2020) provided in **Table 2** below.

Table 2 Compliance Status Descriptors

Status	Description
Compliant	The auditor has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied with within the scope of the audit.
Non-compliant	The auditor has determined that one or more specific elements of the conditions or requirements have not been complied with within the scope of the audit.
Not triggered	A requirement has an activation or timing trigger that has not been met during the temporal scope of the audit being undertaken (may be a retrospective or future requirement), therefore an assessment of compliance is not relevant.

Previous audit descriptors of partial compliance, partial non-compliance, not verified or administrative non-compliance or other similar terms must not be used in accordance with the above requirements.

As part of the Audit evaluation, the auditor may make observations, including identifying any opportunities for improvement in relation to any compliance requirement or any other aspect of the project. Any observations or notes are in addition to the compliance status descriptor assigned to each compliance requirement, limited to the descriptors listed in **Table 2**.

2.9 Evidence Validation

The audit team undertook verification activities to confirm the reliability of audit evidence. This included interviews, data checking, the examination of records, and site inspections. Records were provided in electronic and/or hard copy by site personnel and additional documents were reviewed whilst on site.

Some aspects of the audit process may have relied on information such as judgements and assumptions where external supporting evidence was unavailable or limited. Where this information was considered, its validity was confirmed to the extent possible prior to use by the auditors and is noted in appropriate areas of the audit checklists.

The majority of information was assessed off-site prior to the site inspection. The site inspections concentrated on assessment of the effectiveness of environmental management and adequacy of performance. The extent of audit activities was limited to the time available for the audit site inspections and interviews over two (2) days.

3 ENVIRONMENTAL MANAGEMENT

A detailed implementation review was conducted against each management plan condition in SSI 7474 and can be found in the Project Approval audit checklist in **Appendix B**. The approved strategies, plans or programs required under SSI 7474 including a brief summary of the implementation review conducted against each plan are summarised **Table 3**.

Table 3 Management Plan Adequacy Review

Document	Findings from Review
Construction Environmental Management Plan (CEMP)	CEMP (5-0018-260-PES-00-PL-0001) Revision E – 04/02/2021 Reviewed by ER and approved by Jake Shackleton A/Director - Infrastructure Management as nominee of the Planning Secretary on 7 April 2021. In general, the CEMP is sufficient in addressing the requirements of Schedule 2, C1 – C3 and C13 of SSI 7474. Implementation for the plan was considered in Environmental Performance and CoA Review in Appendix B .
Construction Traffic, Transport and Access Management Plan	TTAMP (5-0018-260-PES-00-PL-0003) Revision G – 18/03/2021 Plan reviewed by the relevant councils with ongoing review and consultation with TfNSW. In general, the TTAMP is sufficient in addressing the requirements of Schedule 2, C4 – C7, C8, and C13 of SSI 7474. Implementation for the plan was considered in Environmental Performance and CoA Review in Appendix B .
Construction Noise and Vibration Management Sub-Plan	NVMP (5-0018-260-PES-00-PL-0005) Revision H – 23/03/2021 In general, the NVMP is sufficient in addressing the requirements of Schedule 2, C4 – C7, and C13 of SSI 7474. Implementation for the plan was considered in Environmental Performance and CoA Review in Appendix B .
Construction Biodiversity Management Sub-Plan	BMP (5-0018-260-PES-00-PL-0005) Revision G – 26/03/2021 In general, the BMP is sufficient in addressing the requirements of Schedule 2, C4 – C7, C9, and C13 of SSI 7474. Implementation for the plan was considered in Environmental Performance and CoA Review in Appendix B .
Construction Soil and Water Management Sub-Plan	SWMP (5-0018-260-PES-00-PL-0002) Revision H – 15/03/2021 In general, the SWMP is sufficient in addressing the requirements of Schedule 2, C4 – C7, C10, and C13 of SSI 7474. Implementation for the plan was considered in Environmental Performance and CoA Review in Appendix B .
Construction Heritage Management Sub-Plan	HMP (5-0018-260-PES-00-PL-0008) Revision 1 – 08/06/2021 In general, the HMP is sufficient in addressing the requirements of Schedule 2, C4 – C7, C11, and C13 of SSI 7474. Implementation for the plan was considered in Environmental Performance and CoA Review in Appendix B .
Construction Flood Emergency Management Sub-Plan	FEMP (5-0018-260-PES-00-PL-0007) Revision I – 30/03/2021 In general, the FEMP is sufficient in addressing the requirements of Schedule 2, C4 – C7, C12, and C13 of SSI 7474. Implementation for the plan was considered in Environmental Performance and CoA Review in Appendix B .

Document	Findings from Review
Narrabri to North Star Phase 1 Communication Strategy	Community Strategy (5-0000-260-PCS-00-ST-0001_D) Revision 2 – 20/01/2021 In general, the Community Strategy is sufficient in addressing the requirements of Schedule 2, Part B of SSI 7474. Implementation for the plan was considered in Environmental Performance and CoA Review in Appendix B .

4 ENVIRONMENTAL PERFORMANCE

This section assesses the requirement to assess the environmental performance of the project and whether it is complying with the relevant requirements the Project Approval SSI 7474, including any assessment, plan or program required under the approval. RPS based the assessment of the environmental performance of the site on the following:

- Section 3 provides an assessment of the effectiveness and adequacy of the environmental management plans and programs required under SSI 7474.
- An assessment of compliance with the conditions of SSI 7474. The findings of this assessment are provided in the compliance checklists presented in **Appendix B** with the identified non-compliances and associated recommendations summarised in the Audit Findings in Section 5.
- Section 4.1 provides a review of compliance management practices in place for the Project.
- Section 4.2 provides a review of incidents reported during the audit period.
- Section 4.3 provides a review of complaints received during the audit period.

4.1 Compliance Management

4.1.1 Compliance Monitoring

Trans4m Rail utilises John Holland Group's Environmental Management System (EMS) (which is certified to ISO AS/NZS14001) to ensure compliance with the Project Approval SSI 7474 environmental performance objectives. The EMS is part of an Integrated Management System (IMS) which contains policies, standards, manuals, plans, procedures, processes and other key documents that enable both the overall organisation and operations to achieve their objectives through planned and controlled processes.

CoA C14 requires that Construction Monitoring Programs must be developed and implemented for the following

issues:

- Noise and vibration.
- Water usage.
- Air quality.
- Physical condition of local roads.

These monitoring programs are contained within the relevant sub-plan. The results of the monitoring programs are submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program. Managing and reporting of incidents and non-compliances is undertaken in accordance with Trans4m Rail's Non-conformance and Corrective Action procedure (T4MR-MPRSQE- 007).

Event Tracker provides a single management and reporting source for Safety and Environmental events. Event Tracker is the platform used for the notification, reporting and management of all HSE incidents and corrective actions, including non-conformances, WHSE Statistics management with a holistic approach to managing audits and inspections.

4.1.2 Environmental Representative

In accordance with Condition A24 of SSI 7474, WolfPeak was approved as the Project's Environmental Representatives (ER) by the Department on 13 October 2020. Condition A28(j) of SSI 7474 requires that for the duration of the works until 12 months after the completion of construction, the approved ER must prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly Report must be submitted within seven (7) calendar days following the end of each month for the duration of the ER's engagement for the CSSI.

4.2 Incidents

March 2021

There were three (3) minor environmental incidents during March, outlined below:

- A localised flood event (triggered by approximately 100mm rain on evening of 8 March) impacted the Milguy Rail Formation Trial. The ER approval for the trial was suspended until 18 March to allow the area to dry out and erosion and sediment controls to be reinstated.
- Deposition of approximately 1000 litres of vacuum truck slurry within an unbunded area of construction zone adjacent to Stage 2 Site 2 pad at Gurley South. The slurry did not impact on any area outside the construction zone. Actions taken in response include:
 - Toolbox Talks to reinforce requirements arounds disposal of such materials within designated containment pits.
 - Seed was applied to the material to remediate and stabilise it in situ as it was derived from potholing works adjacent to the deposition area.
- During an inspection of a potential laydown area a potential Aboriginal Heritage item was discovered, which was later identified as a flaked stone tool. Actions taken in response included:
 - Trans4m Rail's Unanticipated Finds Protocol was implemented, and the area cordoned off, Enviro No-Go signage installed and Trans4m's rail team advised to avoid the area.
 - Photographs of the object were taken, and its GPS location recorded.
 - A Local Gamileroi Traditional Owner (TO) inspected site and verified that the object is an Aboriginal artefact and gave preliminary advice that the artefact is significant as it has been washed down during the recent flood event.
 - The TO recommended the Project consult with the Moree Local Aboriginal Land Council regarding an appropriate keeping place for the object.

April 2021

Four (4) non-reportable minor environmental incidents were recorded during April as outlined below:

- 14 April: During the ER inspection, 3 spills of concrete washout water were observed at Pad 2. Each spill covered an area of approximately 2m². At the time of the observation, the Site Supervisor was contacted, and the spills were cleaned up. On 30 April the proper management of concrete wastes was covered in a Toolbox Talk provided to all Project Personnel.
- 26 April: Whilst undertaking a site inspection a member of the Trans4m Rail Environment Team observed that a temporary caravan site and carpark established at CH627950 (Waterloo Road, Gurley) could be considered as a Minor Ancillary Facility (MAF) under CoA A21. The mobile site office and carpark were installed with all the necessary environmental controls in place and located within the existing disturbance footprint for upcoming earthworks, however, the assessment and approval process for MAFs had not been followed. No significant environmental harm or impact to the community has occurred as a result of the establishment and operation of this MAF which was subsequently approved by the ER.
- 10 April: 12 Tonne Hitachi Excavator ruptured a hydraulic line (<5L) while travelling within corridor at CH625.99. Spill material / soil was cleaned up and placed in contaminated waste skip.
- 5 April: Caterpillar 150 Grader blew a hydraulic line (<5L) while reversing into the HV park area. Spill material / soil was cleaned up and placed in contaminated waste skip.

Two (2) events related to indigenous heritage also occurred during April. These are currently being investigated to determine if they require reporting to DPIE in accordance with the requirements of CoA A41. Details are provided below:

- 19 April: Whilst undertaking salvage works at Milguy (adjacent Bunna Bunna Creek), ARTC's Heritage Consultant (Niche) advised that the survey unit appears to have already been graded and the ground surface removed/disturbed. This is yet to be confirmed via survey works. This issue has also been verbally notified to DPIE's Compliance Team by ARTC's Environmental Manager, NSW.
- 19 April: Whilst undertaking salvage works at Gil Gil Creek, ARTC's Heritage Consultant (Niche) was unable to access - and potentially salvage - artefacts for the full extent of the area (NNS AS11, as shown in ARTC's ACHAR Addendum Report), as an access road had been constructed by Trans4m Rail across a portion of the area in preparation for bridge demolition works. The site was previously heavily disturbed and consisted of a low-density artefact scatter site containing eight stone artefacts. Trans4m Rail were unaware of the existence of the artefacts prior to Niche visiting the site. This issue has also been verbally notified to DPIE's Compliance Team by ARTC's Environmental Manager, NSW.

May 2021

- 7 May: Whilst undertaking the post rainfall inspection it was identified that the Erosion and Sediment Control Plans (ESCP) at 6 culvert locations within Stage 2 (Culvert CH640650, Culvert CH640400, Culvert CH640100, Culvert CH639700, Culvert CH639150 and Culvert CH638900) had not been implemented in their entirety. Instead, an alternative approach to the management of the site's water had been implemented, leading to a non-compliance with the ESC Plan for the site. The controls installed ensured that all site water passed through a suitably constructed control prior to leaving site however it did not provide provision for clean and dirty water separation as per the ESCP.

The controls installed did not fail as a result of the rainfall event. Upstream and downstream water quality monitoring at these locations confirmed that there was negligible impact to the quality of the water entering and leaving site. At the time of the inspection (and during subsequent discussions with the Project's CPESC) it was also identified that the ESCP required updating to specify an alternative (and more suitable) approach to the management of the site's clean and dirty water. This review and update will consider all known constraints associated with the site, including but not limited to; volume of clean water received from the catchment, site constraints relating to available space as well confirming assumptions made during the initial preparation of the plan.

- 7 May: A significant rainfall event occurred on Wednesday and Thursday, the 5th and 6th May whereby up to 70mm of rain was recorded within the Gurley (and surrounding) catchments over the 2 days. During this rainfall event the Project's piling pad at Gurley Creek was overtopped resulting in damage to the pad itself and the mobilisation of some of the gravel materials downstream. It is not believed that this material has left the CIZ or EPL Premise Boundary, 70m to the west at this location. The piling pad was constructed in accordance with a CPESC Certified ESCP using suitable material (i.e., rock and gravel material, wrapped in geofab) and provision for low flow conveyance.

The Project team have commenced repair works of the pad and lessons have been gathered how to avoid a reoccurrence of this event. These lessons will be incorporated into the repair works and future management of the area. The NSW EPA was advised of the event for information. This event is not considered to represent Material Environmental Harm as defined in s147 of the POEO Act and notification under Part 5.7 of the Act is not considered necessary. Upstream and downstream water quality monitoring at these locations confirmed that there was negligible impact to the quality of the water entering and leaving site. At the ER inspection on 25 May it was agreed that when this piling pad is decommissioned, efforts will be made to retrieve the gravel material from downstream while minimising any damage to the bed of the creek and vegetation within.

- 13 May: While a 22T excavator (operated by Ironbark Demolition) was pulverizing concrete, its main hydraulic hose got disconnected from its o-ring slew point which caused approximately 4L of hydraulic oil spill. The machine was immediately shut, spill kit deployed, and spill area cleaned up. When the spill was contained and hydraulic hose sealed, the machine was moved out of the incident area and the disconnected hydraulic hose was further fixed (i.e., re-attached to and tightened its fitting). This matter is considered closed.
- 20 May: Whilst undertaking earthworks associated with the establishment of the crane pad adjacent to Croppa Creek, a hydraulic line on an excavator ruptured and approx. 2L of hydraulic fluid was lost to the ground. The spill occurred >50m from Croppa Creek. Kitty litter was immediately applied to the impacted material and all impacted material scooped up and placed in a spill bag for disposal.

- 24 May: A Western Star Side Tipper owned and operated by Johnsons Quarry ruptured a hydraulic oil line spilling approx. 10L of oil while tipping at Croppa Creek Bridge. The side tipper was onsite to deliver rock for crane pad construction. The incident occurred over 50m from the nearest waterway. Truck was shut down and spill kit utilised to contain and clean up the contaminated material (see incident on 27 May below).
- 25 May: Pre-Clearance Surveys being undertaken by the Project's Ecologist on the 25th and 26th May have discovered 14 populations of Belson's Panic Grass (Threatened Flora Species) within the SPIR and WIP CLZ's that were not previously identified during the Project EIS or SPIR Biodiversity Surveys. These populations were recorded between CH733.9-744.6. The areas have been flagged to avoid and / or minimise direct disturbance of these populations, wherever practicable and have also been reported to ARTC for offsetting purposes.
- 27 May: A Western Star Side Tipper owned and operated by Johnsons Quarry ruptured a hydraulic oil line spilling approx. 15L of oil while tipping at Croppa Creek Bridge. The side tipper was onsite to deliver rock for crane pad construction. The incident occurred over 50m from the nearest waterway. Truck was shut down and spill kit utilised to contain and clean up the contaminated material.

June 2021

Five environmental incidents were recorded during June and reported to DPIE as outlined below:

- 4 June (heritage related events that occurred on 19 April): Two potential heritage incidents related to potential disturbance of aboriginal artefacts at the site access track at Gil Gil Creek and a potentially unsurveyed area at Bunna Bunna Creek. These events have been previously mentioned in the April monthly report and were verbally reported to DPIE on 27 April and in writing on 4 June.
- 14 June: Chainage 735.115 Croppa Creek. As a result of multiple rainfall events received within the Croppa Creek Catchment, occurring between 3rd to 10th June totalling 75.8mm, material (soil) from the Trans4m Rail work area was observed to have migrated downstream. Trans4m Rail have implemented further environmental controls at this site such as protecting the exposed earth berm and installing geofabric rock check structure at the end of the earthen bund. Trans4m Rail have also instructed their Certified Professional in Erosion and Sediment Control (CPESC) to undertake a review of all Erosion and Sediment Control Plans (ESCP) within waterways across the project, to incorporate any lessons from the rainfall events which have occurred.
- 14 June: Chainage 641.600 Gurley Creek. As a result of multiple rainfall events received in the Gurley Creek Catchment, occurring between 3rd to 10th June totalling 41.0mm, the Gurley Creek piling pad overtopped resulting in damage to the pad itself and the mobilisation of material (i.e. rock and gravel material, wrapped in geofabric) downstream. The piling pad was constructed in accordance with a CPESC Certified ESCP, using suitable material and provided provision for low flow conveyance. In response Trans4m Rail:
 - Undertook upstream and downstream water quality monitoring.
 - Advised NSW EPA of the event, for information purposes only.
 - Commenced rectification works of the piling pad and reinstatement of the environmental controls which were impacted by the rainfall event
 - Trans4m Rail have instructed their CPESC to undertake a review of all ESCP within waterways across the project to incorporate any lessons from the rainfall events which have occurred.
- 15 June. Chainage 650.610 Tycanna Creek. During the removal of pre-existing crossing culverts and construction of a vehicle access road by Trans4m Rail at Tycanna Creek, no environmental controls were installed in accordance with CPESC Certified ESCP. Actions taken are outlined below:
 - Upon inspection of the site the Trans4m Rail Earthworks Supervisor was immediately called by the Trans4m Rail Environment team.
 - An on-site meeting between the Environment team, CPESC and Earthworks Supervisor occurred shortly afterwards.
 - Controls were agreed and implementation commenced immediately

- Trans4m Rail have instructed their CPESC to undertake a review of all ESCP in waterways across the project to incorporate any lessons from the rainfall events which have occurred.
- 21 June. Chainage 627.200, Waterloo Creek. Pumped discharge of captured construction site water to land has resulted in high flowing discharge, potential scouring of soils and potentially impacting vegetation in the riparian zone of Waterloo Creek. The dewatering was being undertaken by Trans4m Rail in accordance with their Water Discharge Permit. It has been noted by Trans4m Rail that it is not known if the dewatering activities have wholly created the scours or exacerbated existing flow paths / scours. This area was reviewed by the ER on 30 June and no significant damage to vegetation or scouring was observed. Flow dissipating controls have been installed at the discharge end of the outlet and these appear to be working effectively at the time of the inspection.

Three incidents were internally reported on the Project as outlined below:

- 7 June: Gurley. Whilst undertaking geotechnical assessments of the constructed embankment north of the Gurley Township, the Project's Geotechnical Engineer discovered an old rifle on a topsoil windrow on the eastern side of the rail alignment at approx. CH 637.7. The area was immediately demarcated using No-Go Zone signage, bollards and flagging. Advice was sought from the Project's heritage specialist who advised that the rifle was unlikely to have significant heritage value. The rifle has been handed over to Moree Police for further assessment and storage / disposal as deemed necessary by NSW Police.
- 16 June: Gurley Bridge Piling Pad. An IHI Powerpack owned by Caporn Piling that is used to run the piling rig had a hydraulic hose fail whilst operating, and approximately 25L of oil was expelled onto the piling pad. Actions taken comprise:
 - Powerpack and piling rig were immediately shut down.
 - The site supervisor was notified, as was the Project's Environment Team.
 - Spill kit that was located less than 15m away was utilised to contain and clean up the contaminated material.
 - Contaminated material was removed from the location in preparation for disposal at a suitably licenced waste facility.
- 21 June: Gurley. A 2-inch flex drive pump was found to be dewatering from within the worksite at chainage 639.7, with the outlet hose placed outside of the earthen bund on the western side of the alignment without a dewatering permit. The water that being pumped was dispersing within grass that was within the Project boundary. This was a breach of the Project's pump out procedures. Actions taken comprise:
 - Pump immediately shut down.
 - Re-convey the importance and requirements of de-watering permits with site supervisor.
 - Re-toolbox the requirements of de-watering permits to the wider T4MR staff and contractors working on site.
 - Environment Team to continue inspections of all areas on site where pumping may occur, to ensure compliance is being adhered to, in regard to de-watering.

4.3 Complaints

The Narrabri to North Star Phase 1 Communication Strategy (5-0000-260-PCS-00-ST-0001_D) has been developed to support communication and engagement during the development, preconstruction and construction of the N2NS Phase 1 project and for six (6) months following the completion of construction. ARTC operate a 24-hour toll-free telephone complaints number, postal and email addresses for enquiries located on the Project website <https://inlandrail.artc.com.au/where-we-go/projects/narrabri-to-north-star/contact/>.

January 2021

There was one (1) complaint during January related to a Native Title / Trespass issue that is not related to a specific site or works but rather was project wide. The Inland Rail Community Team advised that it spoke to the stakeholder regarding their concerns and that Inland Rail remains open to ongoing consultation with an

effort to reach a resolution. However, the complaint is regarded as closed by the Inland Rail Community Team.

March 2021

There was one (1) complaint recorded during March relating to consultation with local aboriginal communities on the Project as a whole.

April 2021

There was one (1) complaint recorded during April relating to cultural heritage. The complaint concerned people working on country without knowledge or appropriate approval. ARTC had discussed similar issues with the complainant previously.

May 2021

There was one (1) complaint recorded during the reporting period relating to physical violence. The complaint concerned an individual who was no longer working on the project.

5 AUDIT FINDINGS

The findings of the IEA compliance assessment are presented in this section.

A summary of compliance against the sites Project Approvals and Mining Leases is provided in **Table 4** below. The non-compliances and corresponding recommendations are summarised in Section 5.1 and detailed in **Appendix B**.

Table 4 Summary of Audit Findings

Approval	Total No. of Conditions	Compliant	Non Compliant	Not Triggered
SSI 7474	170	95	10	65

5.1 Identified Non-Compliances and Recommendations

Non-Compliances identified against SSI 7474 have been summarised in **Table 5** below. Further audit commentary and evidence is provided against each condition in the SSI 7474 N2NS Phase 1 Audit Checklist provided in **Appendix B**.

Table 5 Non-Compliances against SSI 7474

Cond Ref	Requirement	Independent Audit Finding	Recommendation
A1	The CSSI may only be carried out in accordance with the terms of this approval and generally in accordance with the description of the CSSI in the Inland Rail – Narrabri to North Star Environmental Impact Statement, Volumes 1-7 (prepared by GHD and dated November 2017), the Inland Rail – Narrabri to North Star Submissions Preferred Infrastructure Report (ARTC, dated December 2019) and (updated BDAR, RtS on the SPIR and RFI responses).	<p>The SEMP was prepared to support pre-construction activities associated with the delivery of the project. The CEMP replaced the SEMP as the key environmental management document for the construction of the project.</p> <p>The SEMP and CEMP provides a management framework to comply with condition A1 and condition A2 that require the N2NS Phase 1 project to be constructed generally in accordance with the description of the project in the SPIR, Environmental Impact Statement (EIS) and the N2NS Phase 1 Conditions of Approval and in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in these documents unless otherwise specified in, or required under, the CoAs. Minor ancillary facilities process being updated within the CEMP (refer s4.1). SEMP no longer in use. Refer to C2.</p> <p>A number of non-compliance were identified during the audit period including:</p> <ul style="list-style-type: none"> • A2 – CSSI Compliance • A21 – Minor Ancillary Facilities • E28 – Flood Design Verification Report • E29 – Independent Peer Review • E30 – Flood Emergency Response Plan (FERP) for Flood Risks within the Rail Corridor • E31 – Information to Facilitate Management of Flood Emergency Risks beyond the Rail Corridor • E71 – Aboriginal Heritage • E80 – Erosion and sediment controls <p>Refer to the specific IEA comments and evidence for each non-compliant condition listed above.</p> <p>Evidence: SEMP Rev E 21/02/2021, CEMP rev E 04/02/2021</p>	No recommendation required for non-compliance. Refer to the specific IEA comments, evidence, and recommendations for each non-compliant condition.

Cond Ref	Requirement	Independent Audit Finding	Recommendation
A2	The CSSI must be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	Noted, as above.	As above.
A21	<p>Minor Ancillary Facilities</p> <p>Facilities including lunch sheds, office sheds, material lay down sites, stockpile areas, areas used to assemble infrastructure, and portable toilet facilities can be established and operated where they satisfy the following criteria:</p> <ul style="list-style-type: none"> (a) are located within the construction boundary; and (b) have been assessed by the ER to have – <ul style="list-style-type: none"> i. low amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and ii. low environmental impact with respect to waste management and flooding, and iii. no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval. 	<p>The minor ancillary facilities were observed within the construction boundary for each work area. Evidence of completed minor ancillary facility checklists were observed on site assessed by the ER.</p> <p>The establishment of the MAF at Waterloo Road, Gurley, prior to obtaining ER approval under CoA A21 is considered to be a non-compliance with that condition.</p> <p>The ER has approved the use of a rapid assessment form for minor ancillary facilities. This process, while approved by the ER is not reflected in the CEMP.</p> <p>During the site inspection of Pad 4, spillage of lime was observed at loading points and tracked onto the adjacent public roadways.</p> <p>During the inspection of Pad 4, storage of hydraulic fluid containers and IBC's were situated in the yard without appropriate bunding.</p> <p>At the Gurley Culverts site and Tycannah Tributary sites, fuel cans were observed located immediately adjacent to watercourses. These containers should be stored in appropriately bunded locations.</p>	<p>It is recommended that the CEMP be updated to reflect the use of a rapid assessment form for minor ancillary facilities.</p> <p>Review the management of lime loading facilities to minimise traffic of lime outside the MAF, or onto public roadways. This may include the use of additional loading controls to minimise spillage during loading and installation of shaker grids or rock crossings to reduce potential for tracking lime out of these areas. Provide training for operators in the use of control measures to minimise the spilling and tracking of lime.</p> <p>Ensure that liquids are stored in appropriately bunded areas. Refuelling should not occur within the catchment of watercourses to reduce the risk of spills.</p>
E13	<p>Noise Mitigation – Operational Noise Mitigation Measures</p> <p>The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures that would be implemented for the operation of the CSSI. The ONVR and identification / selection of any noise mitigation measures must be prepared in consultation with the EPA and impacted sensitive receivers. Where barrier options (e.g. noise walls or mounds) are proposed to be implemented, consultation must also be undertaken with the relevant councils. The ONVR must:</p>	At the time of the audit, the Operational Noise and Vibration Review (ONVR) had not been finalised. With construction commencing on site 10 April 2021, the due date for submission of the ONVR was 10 July 2021.	Ensure that the Operational Noise and Vibration Review (ONVR) is submitted to the secretary for approval.

Cond Ref	Requirement	Independent Audit Finding	Recommendation
	<ul style="list-style-type: none"> (a) confirm the appropriate operational noise and vibration objectives and levels for adjoining development, including existing sensitive receivers; (b) confirm the operational noise and vibration predictions based on the final design. Confirmation must be based on an appropriately calibrated noise model (which has incorporated additional noise monitoring, and concurrent traffic counting, where necessary for calibration purposes). (c) Identify / confirm sensitive receivers at which the criteria set out in the Rail Infrastructure Noise Guideline (EPA, 2013) are predicted to be exceeded once the CSSI is operational and in 2040; (d) review the suitability of the operational noise mitigation measures identified in the documents listed in Condition A1 and, where necessary, investigate and identify additional noise and vibration mitigation measures required to achieve the noise criteria outlined in the Rail Infrastructure Noise Guideline once the CSSI is operational and in 2040. This review must consider local climate and impacts on existing cooling devices, and alternative at-property mitigation measures where the physical condition of a receiver building would render acoustic glazing and seals ineffective; (e) describe the final suite of noise and vibration mitigation measures that will be implemented to achieve the noise criteria outlined in the Rail Infrastructure Noise Guideline once the CSSI is operational and in 2040, including the timing of implementation in accordance with Condition E14; (f) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures; and (g) procedures for the management of operational noise and vibration complaints. <p>The ONVR is to be verified by a suitably qualified and experienced noise and vibration expert. The ONVR is to be undertaken at the Proponent's expense and submitted to the Secretary for approval within three (3) months of construction commencing.</p>		

Cond Ref	Requirement	Independent Audit Finding	Recommendation
E28	<p>Flood Design Verification Report</p> <p>Compliance with the QDLs as required by Condition E27 must be demonstrated in a Flood Design Verification Report that details flood behaviour under existing conditions and with the final detailed design of the approved CSSI.</p> <p>The flood modelling informing the report must be developed in consultation with EES, relevant councils and Transport for NSW, and completed to the specifications in Appendix A – FLOODING QUANTITATIVE DESIGN LIMITS AND MODELLING REQUIREMENTS.</p> <p>The Flood Design Verification Report must include:</p> <ul style="list-style-type: none"> (a) details of the flood modelling that informs the report; (b) details of how the project's flood planning level (FPL) was decided, with reference to relevant considerations of the NSW Floodplain Development Manual; (c) an assessment of the infrastructure's compliance with the Quantitative Design Limits (QDLs) for flooding, hydrology and geomorphology listed in Appendix A – FLOODING QUANTITATIVE DESIGN LIMITS AND MODELLING REQUIREMENTS; (d) floor level surveys of potentially affected buildings to accurately confirm compliance with afflux limits. Where a floor level has not been surveyed, the Report shall adopt the existing ground level as the floor level, with appropriate annotation; (e) an assessment of the impacts of the CSSI on erosion, scouring, bank stability, stream stability and geomorphology; (f) mitigation and management measures that will be undertaken if the QDLs are exceeded, as specified in Condition E27; (g) mitigation measures to minimise potential adverse impacts and responses to actual impacts with regard to the NRAR's Guidelines for Controlled Activities on Waterfront Land; (h) an assessment of risk to life caused by formation failure in extreme flood events, including management measures to mitigate this risk; and 	<p>The Flood Design Verification Report is currently being prepared. The assessment and management of scenarios whereby QDL's cannot be complied with will be able to be properly reviewed when this report has been completed.</p> <p>The N2NS Phase 1 project commenced construction of permanent works that may impact flooding prior to the audit. The delay in preparing the FDVR has meant that independent peer review of the report and results has not been completed and submitted to the secretary at least one month prior to the commencement of construction as required.</p>	<p>Ensure the Flood Design Verification Report is finalised and submitted to the Secretary as per the condition.</p>

Cond Ref	Requirement	Independent Audit Finding	Recommendation
	<p>(i) an assessment of aquaplaning risks where the CSSI produces additional inundation of highways or sealed roads with a speed limit of 80km/h or greater. Where an aquaplaning risk is attributable to the CSSI, undertake infrastructure changes to remove the additional inundation or to introduce risk mitigation measures to manage this risk.</p> <p>The flood model and results must be independently peer-reviewed in accordance with Condition E29 and be submitted to the Planning Secretary for information at least one month prior to the commencement of construction of permanent works that may impact on flooding.</p> <p><i>Note: Components of the SPIR hydrology technical report that are still relevant to the final design of the CSSI may be reused to prepare the Flood Design Verification Report where they meet the requirements of Condition E28 and Appendix A</i></p>		
E29	<p>Independent Peer Review</p> <p>The Flood Design Verification Report (including the flood model upon which it is based) must be reviewed and endorsed by a suitably qualified and experienced hydrologist who has extensive experience in flood modelling including with the hydrological and hydraulic software used for the model. This hydrologist must be independent of the Proponent and the organisation(s) who prepared the flood model, having regard to the Department's Post Approval Guidance for Infrastructure Projects: Seeking Approval from the Department for the Appointment of Independent Experts (DPIE, 2020). The review must:</p> <ul style="list-style-type: none"> (a) review the flood model files and the description of the model provided within SPIR and any adjustments to this as per the Flood Design Verification Report; (b) assess the establishment, calibration, validation and operation of the flood model items as per (a); (c) identify and document existing and future purposes for which the model can and cannot be used, including adaptation of this model by others, and any limitations on this; (d) document the review findings including specifically responding to Condition E28(a) to E28(i) and, after any recommended model and/or reporting improvements 	<p>The Flood Design Verification Report is currently being prepared, and will be provided for independent peer review on completion. The independent peer review required by this condition has not been completed and submitted to the secretary at least one month prior to the commencement of construction as required by condition E28.</p>	<p>Ensure the independent review is completed and submitted to the Secretary as per the condition.</p>

Cond Ref	Requirement	Independent Audit Finding	Recommendation
	<p>have been undertaken to the peer reviewer's satisfaction, provide written certification within the review report that the Flood Design Verification Report, modelling and mitigation measures:</p> <ol style="list-style-type: none"> have been prepared consistent with current and appropriate methodologies and standards; and accurately depict and resolve design impacts of the CSSI. <p>The peer reviewer's endorsement must be appended to the Flood Design Verification Report.</p> <p><i>Note: The independent reviewer must have extensive experience with the software packages applied in the modelling for the SPIR and the Flood Design Verification Report, although this may not necessarily include the specific software version(s) used in the SPIR and Flood Design Verification Report, provided the software version updates are not relevant to the peer review.</i></p>		
E30	<p>Flood Emergency Response Plan (FERP) for Flood Risks within the Rail Corridor</p> <p>The Proponent must prepare a Flood Emergency Response Plan (FERP) which documents how the risks to life and property within the rail corridor are to be safely managed during a flood. The FERP must detail activities before, during and after a flood, including for staff training and maintenance and updating of the FERP.</p> <ol style="list-style-type: none"> The FERP must be prepared by an experienced flood emergency response specialist who has extensive experience in preparation of these plans. This specialist must confirm that residual flood risks are acceptable and the procedures within the FERP are consistent with best practice and the requirements of the NSW Floodplain Development Manual. The FERP must be appended to the Flood Design Verification Report. <p><i>Note: Nothing in this condition prevents the adaptation of an existing flood management or emergency plan to satisfy this condition.</i></p>	<p>A Flood Emergency Response Plan is currently being prepared and it will be included in the FDVR that is being prepared for delivery as mentioned above.</p> <p>The delay in preparing the FDVR has meant that independent peer review of the report and results has not been completed and submitted to the secretary at least one month prior to the commencement of construction as required by condition E28.</p>	<p>Ensure the Flood Emergency Response Plan is finalised and submitted to the Secretary as per the condition.</p>
E31	<p>Information to Facilitate Management of Flood Emergency Risks beyond the Rail Corridor</p>	<p>Refer to above regarding status of FDVR and FERP.</p>	<p>Ensure the FDVR and FERP are finalised and submitted to the Secretary as per the condition and</p>

Cond Ref	Requirement	Independent Audit Finding	Recommendation
	<p>Where the CSSI has the potential to adversely impact flood risks to life or property beyond the rail corridor, the Proponent must document the flood risk information in sufficient detail so that relevant emergency services personnel and affected third parties can prepare, respond and recover from future flood emergencies. This shall include but not be limited to:</p> <ul style="list-style-type: none"> (a) documentation of the changes to flood behaviour including levels, depths, velocities, etc, that may result in adverse impacts to life and property beyond the rail corridor, in any future flood events including events up to the PMF; (b) consideration of changes to flood behaviour that may result from CSSI infrastructure failures or embankment collapses where these may occur during floods; (c) provision of sufficient detail and scope to enable the relevant personnel or agency (including the NSW SES, the local council, affected property or infrastructure owners) to prepare for management of flood emergencies; (d) respond to requests for information about the CSSI from those personnel or agencies in (c) to assist them in preparing their own flood emergency response plans. <p>This documentation shall be appended to the Flood Design Verification Report and be certified as consistent with the requirements of this condition by the same specialist preparing and certifying the FERP (required by Condition E30).</p>	<p>The delay in preparing the FDVR has meant that independent peer review of the report and results has not been completed and submitted to the secretary at least one month prior to the commencement of construction as required by condition E28.</p>	<p>to allow for that independent peer review of the report and results to occur.</p>
E71	<p>Prior to the commencement of any construction works within areas identified as requiring archaeological investigation by the methodology required by Condition E70 the Proponent must:</p> <ul style="list-style-type: none"> (a) Undertake archaeological investigations; and (b) report on the results of the archaeological investigation, including, but not necessarily be limited to: <ul style="list-style-type: none"> i. consideration of measures to avoid or minimise disturbance to Aboriginal objects where objects of moderate to high archaeological or cultural significance are found to be present; ii. where impacts cannot be avoided, recommendations for any further investigations or salvage; 	<p>The Aboriginal Cultural Heritage Management Plan Narrabri to North Star – Separable Portion 1 (N2NS Phase 1) prepared by Niche Environment and Heritage dated 18 December 2020 and Addendum Aboriginal Cultural Heritage Assessment Narrabri to North Star – Separable Portion 1 (N2NS Phase 1) prepared by Niche Environment and Heritage dated 1 December 2020 were submitted on 11 January 2021 detailing this methodology and consultation.</p> <p>At around 19th April 2021, disturbance was caused to an existing vehicle access track at the Gil Gil Creek site and geofabric with road base material was also placed over this area. Four artefacts were previously identified as being located within the vehicle access track for salvaging but were not salvaged prior to this</p>	<p>Ensure that corrective and preventive actions as outlined in the incident report dated 17 June 2021 are implemented.</p>

Cond Ref	Requirement	Independent Audit Finding	Recommendation
	<p>iii. management and mitigation measures to ensure there are no additional impacts due to preconstruction and construction activities; and</p> <p>demonstration of additional consultation with the Registered Aboriginal Parties about items i) to iii).</p>	<p>disturbance. The likely cause of this incident was the failure to identify the location of the un-salvaged Aboriginal cultural heritage site NNS AS11 at the Gil Gil Creek site prior to ground disturbance being undertaken.</p> <p>At around 19th April 2021, disturbance was caused by a grader at the Bunna Creek South site. This affected a portion of a larger area identified in the Addendum ACHAR as requiring cultural heritage survey prior to construction works commencing. While this site had previously been disturbed by agricultural activity, there is uncertainty over what artefacts may have been harmed, and what harm may have been caused to any such artefacts. The possible cause of this potential incident was the failure to verify the location of the un-surveyed site prior to ground disturbance being undertaken.</p>	
E80	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise any water pollution. When implementing such controls, any relevant guidance in the Managing Urban Stormwater series must be considered.	<p>Mitigation measures and erosion and sediment controls are outlined in Table 7-1 of the Construction Soil and Water Management Sub-Plan (2600-0018 N2NS Phase 1).</p> <p>Sediment fencing and use of geofabric coverings over stockpiles was observed during the site inspection. Daily inspections are undertaken of erosion and sediment controls with regular maintenance undertaken by a dedicated environmental maintenance team.</p> <p>The design and construction of drainage crossings and piling pads, particularly those inspected during the audit at Croppa Creek, Gurley Creek and Tycannah, have resulted in erosion and sedimentation of creek lines and drainage over recent rain events.</p> <p>Batters along the rail corridor works, observed at the Gurley Culverts site were not sufficiently maintained to manage sediment and erosion, particularly on the western side of the rail corridor.</p>	<p>It is recommended that the hydraulic model is reviewed considering the observations and data obtained during recent rain events. This modelling should consider the impact that saturated catchments have on the volumes of water within creek and drainage lines. Consideration should be given to the removal and reinstatement of larger piling pads and crossings with larger volume pipework, longer shallow downstream faces with larger rock and consideration of gabion baskets where required. It is further recommended that redesign of the piling pads accounting for the above elements should be undertaken in consultation with the CPESC, Engineering and Construction teams to achieve the required outcomes for the current and future drainage crossings.</p>

Cond Ref	Requirement	Independent Audit Finding	Recommendation
			Batters established for erosion and sediment control along the rail corridors should be constructed and maintained to prevent damage by plant and equipment. These areas should also be subject to routine inspection to ensure that their integrity is maintained to minimise erosion and sedimentation of surrounding areas.

5.2 Summary of Opportunities for Improvement

Table 6 below outlines the opportunities for improvement (OFI) identified during the audit. The OFIs detailed below are based around continuous improvement opportunities identified during the audit and do not represent immediate non-compliance issues.

Table 6 Summary of Opportunities for Improvement

OFI Ref	Condition Ref	Context	Opportunities for Improvement
OFI1	A6	Approvals of management plans	Recommended that approval consultation letters for all management plans be attached as appendix items to demonstrate compliance status.
OFI2	A21	Minor Ancillary Facilities	<p>It is recommended that the CEMP be updated to reflect the use of a rapid assessment form for minor ancillary facilities.</p> <p>Review the management of lime loading facilities to minimise traffic of lime outside the MAF, or onto public roadways. This may include the use of additional loading controls to minimise spillage during loading and installation of shaker grids or rock crossings to reduce potential for tracking lime out of these areas. Provide training for operators in the use of control measures to minimise the spilling and tracking of lime.</p> <p>Ensure that liquids are stored in appropriately bunded areas. Refuelling should not occur within the catchment of watercourses to reduce the risk of spills.</p>
OFI3	C5 – C6	CEMP Sub-plans	Condition C5 references “the CEMP sub plans listed in Condition 0” – this reference to Condition 0 appears to be a typographical error and is assumed to be referencing Condition 4. Clarification should be sought from DPIE to confirm this reference and the approval modified accordingly.
OFI4	C18	Construction Monitoring Programs	While baseline data and monitoring requirements are included in various sub-management plans, it is recommended that a standalone construction monitoring program is developed to provide a single consolidated location for monitoring requirements.

REPORT

OFI Ref	Condition Ref	Context	Opportunities for Improvement
OFI5	E35	Water Quality and Drainage	It is recommended that the hydraulic model is reviewed considering the observations and data obtained during recent rain events. This modelling should consider the impact that saturated catchments have on the volumes of water within creek and drainage lines. Consideration should be given to the removal and reinstatement of larger piling pads and crossings with larger volume pipework, longer shallow downstream faces with larger rock and consideration of gabion baskets where required. It is further recommended that redesign of the piling pads accounting for the above elements should be undertaken in consultation with the CPESC, Engineering and Construction teams to achieve the required outcomes for the current and future drainage crossings.
OFI6	E66	Construction Heritage Management Sub Plan	Check and update cross referencing in the Construction Heritage Management Sub Plan.
OFI7	E71	Heritage Item Disturbances	Ensure that corrective and preventive actions as outlined in the incident report dated 17 June 2021 are implemented.
OFI8	E80	Mitigation measures and erosion and sediment controls	<p>It is recommended that the hydraulic model is reviewed considering the observations and data obtained during recent rain events. This modelling should consider the impact that saturated catchments have on the volumes of water within creek and drainage lines. Consideration should be given to the removal and reinstatement of larger piling pads and crossings with larger volume pipework, longer shallow downstream faces with larger rock and consideration of gabion baskets where required. It is further recommended that redesign of the piling pads accounting for the above elements should be undertaken in consultation with the CPESC, Engineering and Construction teams to achieve the required outcomes for the current and future drainage crossings.</p> <p>Batters established for erosion and sediment control along the rail corridors should be constructed and maintained to prevent damage by plant and equipment. These areas should also be subject to routine inspection to ensure that their integrity is maintained to minimise erosion and sedimentation of surrounding areas.</p>
OFI9	General	<p>Work packs containing environmental management documentation were missing at the Croppa Creek and Gill Gill Creek sites on 12 July 2021.</p> <p>The site-specific flood management plan was missing from the work pack for the Yallaro site on 12 July 2021.</p>	Ensure that work packs are maintained and kept at all site locations.
OFI10	General	The PPW system is used for recording inspections, audits and actions. Evidence of closure of actions was limited and did not include photos or other evidence in some cases.	Ensure that photos or other evidence are uploaded in PPW to confirm closure of actions.

Appendix A

Appendix A - Planning Secretary Audit Team Approval

Mr Sam Blanco
Senior Environmental Advisor
Australian Rail Track Corporation Ltd
Level 16
180 Ann Street
Brisbane Queensland 4000

03/02/2021

Dear Mr Blanco

**Inland Rail - Narrabri to North Star Phase 1 (SSI-7474)
Independent Auditor Approval**

I refer to your request (SSI-7474-PA-12) for the Secretary's approval of suitably qualified persons to prepare an independent audit for the Inland Rail – Narrabri to North Star Phase 1 (SSI-7474), in accordance with Schedule 2, Condition A35 of the approval.

The Department has reviewed the alternate nominations you have provided and is satisfied that proposed audit team is suitably qualified and experienced. Consequently, I can advise that the Secretary approves the appointment of the following proposed audit team:

- Mr Ian Richardson, RPS Group – Lead Auditor; and
- Ms Belinda Bock, RPS Group - Assistant Auditor.

Please ensure this correspondence is appended to the Independent Audit Report.

The Independent Audit must be prepared, undertaken and finalised in accordance with the Independent Audit Post Approval Requirements (2020). Failure to meet these requirements will require revision and resubmission.

The Department reserves the right to request an alternate auditor or audit team for future audits.

Notwithstanding the agreement for the above listed audit team for this Project, each respective project approval or consent requires a request for the agreement to the auditor or audit team be submitted to the Department, for consideration of the Secretary. Each request is reviewed and depending on the complexity of future projects, the suitability of a proposed auditor or audit team will be considered.

If you wish to discuss the matter further, please contact Angie Hollister on 02 6670 8654.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Shelley McPhee'. The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Shelley McPhee
Compliance Team Leader
Compliance

As nominee of the Planning Secretary

Mr Jason Ellerby
Level 16
180 Ann Street
Brisbane Queensland 4000

20/07/2021

Dear Jason Ellerby

**Narrabri to North Star (SSI-7474)
New Support Auditors Approval**

I refer to your request (SSI-7474-PA-53) for the Secretary's approval regarding the new support auditor for the preparation of the Narrabri to North Star Independent Audit (SSI-7474).

The Department has reviewed the nomination and information you have provided and is satisfied that Mr Sam Mitchell is suitably qualified and experienced as support auditor. Consequently, I can advise that the Secretary approves the appointment of Sam Mitchell to assist in the preparation of the Independent Audit.

In accordance with Schedule 2, Part A, Condition A35 of SSI-7474 (the 'Consent') and the Independent Audit Post Approval Requirements, the Secretary has agreed to the following audit team:

- (Lead Auditor) Mr Ian Richardson; and
- (Support Auditor) Mr Sam Mitchell.

Please ensure this correspondence is appended to the Independent Audit Report.

The Independent Audit must be prepared, undertaken and finalised in accordance with the Independent Audit Post Approval Requirements. Failure to meet these requirements will require revision and resubmission.

The Department reserves the right to request an alternate auditor or audit team for future audits.

Notwithstanding the agreement for the above listed audit team for this Project, each respective project approval or consent requires a request for the agreement to the auditor or audit team be submitted to the Department, for consideration of the Secretary. Each request is reviewed and depending on the complexity of future projects, the suitability of a proposed auditor or audit team will be considered.

If you wish to discuss the matter further, please contact Phillip Rose on (02) 6670 8657.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Angie Hollister', with a stylized flourish at the end.

Angie Hollister
A/Team Leader
Compliance

As nominee of the Planning Secretary

Appendix B

Appendix B - SSI 7474 IEA Audit Checklist

SSI 7474 N2NS PHASE 1 IEA – AUDIT CHECKLIST

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Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
SCHEDULE 2					
PART A - ADMINISTRATIVE CONDITIONS					
GENERAL					
A1	The CSSI may only be carried out in accordance with the terms of this approval and generally in accordance with the description of the CSSI in the Inland Rail – Narrabri to North Star Environmental Impact Statement, Volumes 1-7 (prepared by GHD and dated November 2017), the Inland Rail – Narrabri to North Star Submissions Preferred Infrastructure Report (ARTC, dated December 2019) and (updated BDAR, RtS on the SPIR and RFI responses).	All	<p>The SEMP was prepared to support pre-construction activities associated with the delivery of the project. The CEMP replaced the SEMP as the key environmental management document for the construction of the project. The SEMP and CEMP provides a management framework to comply with condition A1 and condition A2 that require the N2NS Phase 1 project to be constructed generally in accordance with the description of the project in the SPIR, Environmental Impact Statement (EIS) and the N2NS Phase 1 Conditions of Approval and in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in these documents unless otherwise specified in, or required under, the CoAs. Minor ancillary facilities process being updated within the CEMP (refer s4.1). SEMP no longer in use. Refer to C2.</p> <p>A number of non-compliance were identified during the audit period including:</p> <ul style="list-style-type: none"> • A2 – CSSI Compliance • A24 – Minor Ancillary Facilities • B8 – Community Consultation 	Non-compliant	No recommendation required for non-compliance. Refer to the specific IEA comments, evidence, and recommendations for each non-compliant condition.

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
			<ul style="list-style-type: none"> E28 – Flood Design Verification Report E30 – Flood Emergency Response Plan (FERP) for Flood Risks within the Rail Corridor E31 – Information to Facilitate Management of Flood Emergency Risks beyond the Rail Corridor E71 – Aboriginal Heritage E80 – Erosion and sediment controls <p>Refer to the specific IEA comments and evidence for each non-compliant condition listed above.</p> <p>Evidence: SEMP Rev E 21/02/2021, CEMP rev E 04/02/2021</p>		
A2	The CSSI must be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	All	Noted, as above.	Non-compliant	As above.
A3	In the event of an inconsistency between the documents listed in Condition A1 or any other document required under this approval, and a term of this approval, the term of this approval prevails to the extent of the inconsistency. Note: For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.	All	Inconsistency between the documents listed in Condition A1 or any other document required under this approval were not observed during the audit period.	Compliant	
A4	The Proponent must comply with the written requirements or directions of the Planning Secretary, including in relation to: (a) the environmental performance of the CSSI;	All	Review of correspondence indicates that ARTC has complied with the written requirements and/or directions of the Planning Secretary during the audit period.	Compliant	Recommend establishing and maintaining a register for correspondence received from DPIE and associated responses.

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	(b) any document or correspondence under the terms of this approval in relation to the CSSI (including the provision of such documentation or correspondence); (c) any independent appointment or dismissal made in relation to the CSSI; (d) any notification given to the Planning Secretary under the terms of this approval; (e) any audit of the construction or operation of the CSSI; (f) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval); (g) the carrying out of any additional monitoring or mitigation measures; and (h) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.		<p>Evidence:</p> <p>The independent audit team was approved in written approval from DPIE dated 3 Feb 2021 and subsequent team change in letter dated 20 July 2021.</p> <p>Evidence of submission of the SEMP for review and approval lodged 3 February 2021.</p> <p>Evidence of submission of CEMP for review and approval lodged 9 February 2021. The submission included responses to DPIE comments.</p> <p>The CEMP, Sub-plans, and monitoring programs were prepared in consultation with DPIE and approved. DPIE letter received 7/04/2021 confirming approval of the following documents:</p> <ul style="list-style-type: none"> - Construction Environmental Management Plan Revision E, dated 4 February 2021 - Construction Traffic, Transport and Access Management sub Plan Revision G, dated 18 March 2021 - Construction Noise and Vibration Management sub Plan Revision H, dated 23 March 2021 - Construction Biodiversity Management sub Plan Revision G, dated 26 March 2021 - Construction Soil and Water Management sub Plan Revision H, dated 15 March 2021 		

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
			<ul style="list-style-type: none"> - Construction Heritage Management sub Plan Revision H, dated 29 March 2021 - Construction Flood Emergency Management sub Plan Revision I, dated 30 March 2021 		
A5	<p>Where the terms of this approval require a document or monitoring program to be prepared, or a review to be undertaken, in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Planning Secretary in accordance with the Department's Post Approval Guidance: Defining Engagement Terms (DPIE, 2020). The evidence must include:</p> <ul style="list-style-type: none"> (a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party and a summary of the issues raised by them; (c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; (d) outline of the issues raised by the identified party and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed. 	All	<p>The CEMP, Sub-plans, and monitoring programs were prepared in consultation with DPIE and approved. DPIE letter received 7/04/2021 confirming approval of the following documents:</p> <ul style="list-style-type: none"> - Construction Environmental Management Plan Revision E, dated 4 February 2021 - Construction Traffic, Transport and Access Management sub Plan Revision G, dated 18 March 2021 - Construction Noise and Vibration Management sub Plan Revision H, dated 23 March 2021 - Construction Biodiversity Management sub Plan Revision G, dated 26 March 2021 - Construction Soil and Water Management sub Plan Revision H, dated 15 March 2021 - Construction Heritage Management sub Plan Revision H, dated 29 March 2021 - Construction Flood Emergency Management sub Plan Revision I, dated 30 March 2021 	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
A6	<p>Any document that must be submitted, or approval that must be obtained, within a timeframe specified in or under the conditions of this approval may be submitted within a later timeframe agreed with the Planning Secretary. This condition does not apply to the immediate written notification required in respect of an incident under Condition A41. The Proponent must provide supporting evidence so that the Secretary can consider the need, environmental impacts and consistency of any request.</p> <p><i>Note: Inaction and/or expedience will not be supported as justifications for need unless it can be demonstrated that there are beneficial environmental impacts associated with the request.</i></p>	All	<p>All documents sighted during the audit period were observed to have been submitted within the required timeframes.</p> <p>The only agreement made with the secretary to this point was with respect to extension for undertaking the IEA as required by condition of approval A36. In light of COVID restrictions this was extended to be undertaken remotely from 22 June 2021 and evidence of this was observed in an email from DPIE dated 22 June 2021.</p> <p>Evidence: Letter (DAWE, 20/04/2021) to ARTC noting the action commenced 10 April 2021 and confirming annual compliance reporting requirements in accordance with Condition 6 of EPBC 2016/7729 approval.</p>	Compliant	Recommended that approval letters for all management plans be attached as appendix items to demonstrate compliance status.
A7	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this approval.	All	Noted.	Compliant	
A8	This approval lapses five (5) years after the date on which it is granted, unless works for the purpose of the CSSI are physically commenced on or before that date.	All	Noted. Evidence of substantial physical works commencing.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
INDEPENDENT APPOINTMENTS					
A9	All Independent Appointments required by this approval must be in accordance with the Department's guideline Seeking approval from the Department for the appointment of independent experts (DPIE, 2020).	All	Letter (DPIE, 03/02/2021) to ARTC noting independent auditor approval of Ian Richardson and Belinda Bock (RPS). Subsequent approval of replacement support auditor Sam Mitchell was received 20/07/2021. Letter (DPIE, 13/10/2020) to ARTC noting approval of Environment Representative Mr Fermio, Mr Low, and Mr Johan.	Compliant	
A10	The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must: (a) facilitate and assist the Planning Secretary in any such audit; and (b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit. The Planning Secretary may dismiss an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval.	All	No audit of how an Independent Appointment has exercised their functions has been requested by the Planning Secretary during the audit period.	Not triggered	
STAGING					
A11	The CSSI may be constructed and operated in stages. Where staged construction or operation is proposed, a Staging Report (for either or both construction and operation as the case requires) must be prepared and submitted to the Secretary for approval. The Staging Report must be submitted to the Secretary no later than one (1) month prior to the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1)	Pre construction	The N2NS Phase 1 is currently being delivered as a single construction program on multiple work fronts. This does not currently constitute Staged Construction. A section of the alignment will be reopened to grain trains during the harvest season, however the contractor will continue to work on other sections of the alignment, hence the construction program continues. As the grain trains	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	month prior to the commencement of operation of the first of the proposed stages of operation).		represent pre-existing operation and not CSSI operation ARTC are currently in discussion with DPIE as to whether they consider this Staged Operation on the brownfield alignment. If considered so, a Staging Report would be prepared. This has not yet been triggered.		
A12	<p>The Staging Report must:</p> <ul style="list-style-type: none"> (a) if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish; (b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including general details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant); (c) specify how compliance conditions will be achieved across and between each of the stages of the CSSI; and; (d) set out mechanisms for managing any cumulative impacts arising from the proposed staging. 	Pre construction	Refer A11	Not triggered	
A13	The CSSI must be staged in accordance with the Staging Report, as approved by the Secretary.	Pre construction	Refer A11	Not triggered	
A14	Where staging is proposed, the terms of this approval that apply or are relevant to the works or activities to be carried out in a specific stage must be complied with at the relevant time for that stage.	Pre construction	Refer A11	Not triggered	
A15	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Secretary	Pre construction	Refer A11	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	for approval no later than one (1) month prior to the proposed change in the staging.				
ANCILLARY FACILITIES					
A16	<p>Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 can only be established and used in each case if:</p> <ul style="list-style-type: none"> (a) they are located within or immediately adjacent to the construction boundary; and (b) they are not located next to a sensitive receiver (including where an access road is between the facility and the receiver), unless the sensitive receiver landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location; and (c) they have no impacts on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and (d) the establishment and use of the facility can be carried out and managed within the performance outcomes set out in the terms of this approval, including in relation to environmental impacts. 	Pre construction, construction	<p>SEMP advises Trans4m Rail intend utilising the compound locations identified and assessed as part of the N2NS Environmental Impact Statement (EIS) and Submissions Preferred Infrastructure Report (SPIR).</p> <p>CEMP s4.1.1 advises Trans4m Rail's main office complex will be located in Moree and will accommodate approximately 140 Trans4m Rail and ARTC staff. Satellite offices will be located approximately 6km south of Bellata and approximately 2.5km north of Croppa Creek (pending ARTC landowner agreement). Approximately 17 ancillary facilities will be required to construct the project. These satellite offices and construction compounds are contained within the CIZ assessed as part of the EIS and SPIR.</p>	Compliant	
SITE ESTABLISHMENT WORKS					
A17	<p>Site Establishment Management Plan</p> <p>The Proponent must prepare and submit for approval to the Planning Secretary one (1) month before the establishment of any construction ancillary facility (excluding minor construction ancillary facilities established under Condition A21) a Site Establishment Management Plan. The Plan must be prepared in consultation with the relevant</p>	Pre construction, construction	<p>The SEMP was received by DPIE 03/02/2021. As confirmed in condition A8, more than one month before the start date of construction 10/04/2021.</p> <p>SEMP s2.1 contains a consultation summary, and Appendix B contains consultation records. As required by</p>	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>council/s and TfNSW. The Site Establishment Management Plan must detail the management of the establishment of the construction ancillary facilities and must include:</p> <ul style="list-style-type: none"> (a) a description of activities to be undertaken during establishment of the construction ancillary facility (including indicative scheduling and duration of works to be undertaken at the site); (b) figures illustrating the proposed operational site layout/s; (c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment works; (d) details of how the site establishment activities described in subsection (b) of this condition will be carried out to: <ul style="list-style-type: none"> i. meet the performance outcomes stated in the documents listed in Condition A1, and ii. meet the performance outcomes stated in the documents listed in Condition A1, and (e) a program for monitoring the performance outcomes, including a program for noise monitoring of site establishment activities. <p>Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each construction ancillary facility or one Site Establishment Management Plan for all facilities. The approved Site Establishment Management Plan(s) must be implemented.</p> <p>Upon commencement of construction, the Site Establishment Management Plan will cease to have effect and the CEMP required by Condition C1 will apply to the operation of ancillary facilities.</p>		<p>condition A17 evidence is provided of consultation with Transport for NSW, Narrabri Shire Council, Moree Plains Shire Council; and Gwydir Shire Council in preparation of the SEMP. The SEMP details the management of the establishment of the construction ancillary facilities in s6 and Section 7.3.</p> <p>Evidence: Email submission confirmation received 03/02/2021 from the Department in response to Tran4M request for SEMP review and approval following endorsement by the project Environmental Representative.</p> <p>Inland Rail letter 15/04/2021 EPBC Approval 2016/7729 – Condition 2 Notification, notification of the start of construction.</p> <p>SEMP Rev E 21/02/2021</p> <p>SEMP s6 identifies construction ancillary facilities and site establishment works (including indicative scheduling and duration of works to be undertaken at the site). SEMP s1.1 Figure 1.1 provides a high level project overview and illustrates the proposed operational site layout. Table 7 and Table 8 have been zoomed in and increased in size to make clearer. SEMP s11.1 refers to the Environmental Risk Matrix in Appendix C and identifies the environmental risk review to be reviewed and updated on a quarterly basis, prior to the commencement of a</p>		

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
			<p>key construction stage or as considered necessary by the Trans4M Rail Project Director or Environment Manager. SEMP Table 4 includes the EPOs detailed in Table 27.6 of the EIS and what section they are addressed in the SEMP.</p> <p>SEMP s8.1 Table 9 identifies site establishment management and mitigation measures.</p> <p>SEMP Appendix C contains the Environmental Risk Matrix with indicative management and mitigation measures applicable that apply to all construction activities.</p> <p>The SEMP was prepared to support pre-construction activities associated with the delivery of the project.</p> <p>SEMP Appendix C identifies indicative mitigation measures for potential impacts at set locations, and identifies relevant documents, procedures, training required for each.</p> <p>The SEMP was prepared to support pre-construction activities associated with the delivery of the project. Upon commencement of construction 10/04/2021, the CEMP replaced the SEMP as the key environmental management document for the construction of the project.</p> <p>Evidence: SEMP rev E 21/02/2021, CEMP rev E 04/02/2021</p>		

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
A18	Operation of Ancillary Facilities The operation of an ancillary facility for construction must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition 0 and relevant Construction Monitoring Programs required by Condition C14 have been approved by the Planning Secretary.	Construction	The CEMP, Sub-plans, and monitoring programs were prepared in consultation with DPIE and approved, CEMP rev E 04/02/2021. Endorsement of these plans was provided in a letter from NSW DPIE dated 7 April 2021.	Compliant	
A19	Access to Ancillary Facilities Where possible, ancillary facilities must be accessed via existing public roads and/or the existing rail corridor. Access directly via classified roads should be avoided where access from an existing local road is reasonably available. Where access via existing roads or the rail corridor is not possible, the Proponent may utilise existing private access tracks on private property but only with the written permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition A16.	Pre construction, construction	Observations made during site inspection indicated that ancillary facilities were accessed via existing public roads and/or the existing rail corridor.	Compliant	
A20	The Proponent must ensure that all roads / tracks that will be used to access construction ancillary facilities are to the standard necessary to provide access as agreed with landowners and the relevant roads authority, including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	Pre construction, construction	The roads / tracks used to access construction ancillary facilities appeared to be of a suitable standard necessary to provide access. No specific access arrangements were observed during the site inspection.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
A21	Minor Ancillary Facilities Facilities including lunch sheds, office sheds, material lay down sites, stockpile areas, areas used to assemble infrastructure, and portable toilet facilities can be established and operated where they satisfy the following criteria: (a) are located within the construction boundary; and (b) have been assessed by the ER to have – i. low amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and ii. low environmental impact with respect to waste management and flooding, and iii. no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.	Pre construction, construction	<p>The minor ancillary facilities were observed within the construction boundary for each work area. Evidence of completed minor ancillary facility checklists were observed on site assessed by the ER.</p> <p>The establishment of the MAF at Waterloo Road, Gurley, prior to obtaining ER approval under CoA A21 is considered to be a non-compliance with that condition.</p> <p>The ER has approved the use of a rapid assessment form for minor ancillary facilities. This process, while approved by the ER is not reflected in the CEMP.</p> <p>During the site inspection of Pad 4, spillage of lime was observed at loading points and tracked onto the adjacent public roadways.</p> <p>During the inspection of Pad 4, storage of hydraulic fluid containers and IBC's were situated in the yard without appropriate bunding.</p> <p>At the Gurley Culverts site and Tycannah Tributary sites, fuel cans were observed located immediately adjacent to watercourses. These containers should be stored in appropriately bunded locations.</p>	Non-compliant	<p>It is recommended that the CEMP be updated to reflect the use of a rapid assessment form for minor ancillary facilities.</p> <p>Review the management of lime loading facilities to minimise traffic of lime outside the MAF, or onto public roadways. This may include the use of additional loading controls to minimise spillage during loading and installation of shaker grids or rock crossings to reduce potential for tracking lime out of these areas. Provide training for operators in the use of control measures to minimise the spilling and tracking of lime.</p> <p>Ensure that liquids are stored in appropriately bunded areas. Refuelling should not occur within the catchment of watercourses to reduce the risk of spills.</p>

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
A22	Boundary Screening Boundary screening must be erected around all ancillary facilities that are adjacent to and visible from sensitive receivers for the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners.	Construction	Ancillary facilities observed during the site inspection were not located adjacent to sensitive receivers. Ancillary facility checklists reviewed during the audit period demonstrated consideration of visual impacts on surrounding sensitive receivers.	Not triggered	
A23	Boundary screening required under Condition A22 of this approval must minimise visual, noise and air quality impacts on adjacent sensitive receivers.	Construction	Not triggered.	Not triggered	
ENVIRONMENT REPRESENTATIVE					
A24	Works must not commence until an ER has been approved by the Planning Secretary and engaged by the Proponent.	Pre construction	Letter 13/10/2021 received from DPIE for the Approval of Environment Representative: Condition A24 Inland Rail - Narrabri to North Star Phase 1 (SSI-7474). ERs approved include: Mr Steve Fermio, Mr Derek Low and Mr Hadi Johan.	Compliant	
A25	The Planning Secretary's approval of an ER must be sought no later than one (1) month before the commencement of works.	Pre construction	ER approval was obtained 13/10/2020 - more than 1 month before the commencement of works on 10 April 2021. Evidence: Letter (DPIE, 13/10/2020) to ARTC noting approval of Environment Representative Mr Fermio, Mr Low, and Mr Johan.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
A26	The proposed ER must be a suitably qualified and experienced person who was not involved in the preparation of the documents listed in Condition A1, and is independent from the Proponent and companies involved in the design and construction of the CSSI. Skills, qualifications, experience, availability and capacity of the ER must meet the requirements of the Environmental Representative Protocol, Department of Planning and Environment, October 2018. The appointment of the ER must have regard to the Department's guideline Seeking approval from the Department for the appointment of independent experts (DPIE, 2020).	Pre construction, construction	Letter (DPIE, 13/10/2020) to ARTC noting approval of Environment Representative Mr Fermio, Mr Low, and Mr Johan.	Compliant	
A27	The Proponent may engage more than one ER for the CSSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Secretary for the purposes of the CSSI.	Pre construction, construction	Letter (DPIE, 13/10/2020) to ARTC noting approval of Environment Representative Mr Fermio, Mr Low, and Mr Johan.	Compliant	
A28	For the duration of the works until 12 months after the completion of construction, the approved ER must: (a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI; (b) consider and inform the Planning Secretary on matters specified in the terms of this approval; (c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; (d) review documents identified in Conditions A11, A17, A31, C1, 0 and C13, and any other	Pre construction, construction	The ER prepares a monthly report in accordance with Condition A28 of the Project Approval. The monthly report is distributed to within ARTC and forwarded to DPIE. Evidence: ER Monthly Reports – prepared by Wolfpeak Environment Heritage (October 2020 to May 2021). Email confirmation of submission of ER Monthly reports was observed for each month from October 2020 to August 2021.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>documents that are identified by the Secretary, to ensure they are consistent with requirements in or under this approval and if so:</p> <ul style="list-style-type: none"> i. make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or ii. make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary/Department); <p>(e) regularly monitor the implementation of the documents listed in Conditions A11, A17, A31, C1, 0 and C14, to ensure implementation is being carried out in accordance with the document and the terms of this approval;</p> <p>(f) as may be requested by the Planning Secretary, help plan, attend or undertake audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A35 of this approval;</p> <p>(g) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints;</p> <p>(h) assess the impacts of minor ancillary facilities comprising lunch sheds, office sheds, material lay down sites, areas used to</p>				

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>assemble culverts and turnouts, and portable toilet facilities as required by Condition A21 of this approval;</p> <p>(i) consider any minor amendments to be made to the CEMP, CEMP Sub-plans and Construction Monitoring Programs that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and Construction Monitoring Programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval; and</p> <p>(j) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly Report must be submitted within seven (7) calendar days following the end of each month for the duration of the ER's engagement for the CSSI.</p>				
A29	<p>The Proponent must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in Condition A28 (including preparation of the ER Monthly Report), as well as:</p> <p>(a) the complaints register (to be provided on a weekly basis); and</p> <p>(b) a copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be</p>	Pre construction, construction	<p>Letter from Wolfpeak 20/08/2020 indicating the information requested under Condition A29 and the timeframes for the provision of this information.</p> <p>Interview with the ER (Derek Low) on 22/06/2021 indicated that Trans4m Rail and ARTC have been compliant in providing information in a timely manner.</p>	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	provided to the ER before the commencement of the subject work).				
A30	<p>The Planning Secretary may at any time commission an audit of an ER's exercise of its functions under Condition A28. The Proponent must:</p> <ul style="list-style-type: none"> (a) facilitate and assist the Secretary in any such audit; and (b) make it a term of their engagement of an ER that the ER facilitate and assist the Secretary in any such audit. <p><i>Note: The Planning Secretary may dismiss the ER should they consider the ER has not exercised their functions in accordance with this approval.</i></p>	Pre construction, construction	The Planning Secretary has not commissioned an audit of the ER during the audit period.	Not triggered	
COMPLIANCE REPORTING REQUIREMENTS					
A31	Compliance Reports of the project must be carried out in accordance with the Compliance Reporting Requirements outlined in the Compliance Reporting Post Approval Requirements (2020).	Pre construction, construction, operation	No compliance reporting required for construction phase works under the Compliance Reporting Post Approval Requirements (2020).	Not triggered	
A32	Compliance Reports must be submitted to the Department in accordance with the timeframes set out in the Compliance Reporting Post Approval Requirements (2020), unless otherwise agreed by the Planning Secretary.	Pre construction, construction, operation	No compliance reporting required for construction phase works under the Compliance Reporting Post Approval Requirements (2020).	Not triggered	
A33	The Applicant must make each Compliance Report publicly available 60 days after submitting it to the Planning Secretary, unless otherwise agreed by the Planning Secretary.	Pre construction, construction, operation	No compliance reporting required for construction phase works under the Compliance Reporting Post Approval Requirements (2020).	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
A34	Notwithstanding the requirements of the Compliance Reporting Post Approval Requirements (2020), the Planning Secretary may approve a request for ongoing annual operational compliance reports to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that an operational compliance report has demonstrated operational compliance.	Pre construction, construction, operation	No compliance reporting required for construction phase works under the Compliance Reporting Post Approval Requirements (2020).	Not triggered	
AUDITING					
A35	Proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the commencement of an Independent Audit.	Pre construction	Evidence: Letter (DPIE, 03/02/2021) to ARTC noting independent auditor approval of Ian Richardson and Belinda Bock (RPS). Subsequent approval of replacement support auditor Sam Mitchell was received 20/07/2021.	Compliant	
A36	Independent Audits of the development must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (2020).	Construction, operation	This audit was conducted in accordance with the Audit PAR 2020.	Compliant	
A37	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified above, upon giving at least 4 weeks' notice (or timing as stipulated by the Planning Secretary) to the applicant of the date upon which the audit must be commenced.	Construction, operation	The audit site inspection was scheduled for 21-22 June 2021 in week eleven of construction. As a result of the potential Covid-19 exposure in Moree prior to this period, the audit was impacted with the N2NS SP1 project delivery teams (ARTC and Trans4m Rail), including some key people requiring to isolate for two weeks following testing. A letter was submitted to DPIE for an extension of the audit on 18 June 2021. The audit site inspection was subsequently completed on 12-13 July 2021 by RPS.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
A38	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (2020), the Proponent must: (a) review and respond to each Independent Audit Report prepared under Condition A36 or Condition A37; (b) submit the response to the Planning Secretary; and (c) make each Independent Audit Report and response to it publicly available 60 days after submission to the Planning Secretary, unless otherwise agreed by the Planning Secretary.	Construction, operation	Not yet triggered.	Not triggered	
A39	Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary within 2 months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (2020), unless otherwise agreed by the Planning Secretary.	Construction, operation	Not yet triggered.	Not triggered	
A40	Notwithstanding the requirements of the Independent Audit Post Approval Requirements (2020), the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.	Operation	Not yet triggered.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
INCIDENT REPORTING AND NOTIFICATION					
A41	<p>During construction, DPIE must be notified in writing immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one), and set out the time, date, location and nature of the incident. A description of whether the incident was a result of any actual or potential non-compliance with this approval should be provided within one week of the notification.</p> <p>The requirement to notify DPIE under this condition excludes incidents which are required to be notified to the Office of the National Rail Safety Regulator. Subsequent notification must be given and reports submitted in accordance with the requirements set out in Appendix B – WRITTEN INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS.</p>	Pre construction, construction	<p>Evidence was provided that DPIE has generally been notified in writing immediately after ARTC has become aware of an incident.</p> <p>The following incidents occurred and were reported to DPIE during the audit period:</p> <p>19 April 2021 – Disturbance was caused to an existing vehicle access track at Gil Gil Creek Road (CH717000) and Bunna Creek South, Milguy (CH711530). Email notification was provided on 19 and 20 April 2021, with further more formal notification on 27th April, 2021. Following investigation of the incident, a letter from ARTC detailing the results of investigation of the incident were provided to DPIE on 4 June 2021. A further incident report was also provided to DPIE on 17 June 2021.</p> <p>14 June 2021 – Material had migrated downstream from a hardstand piling pad located in Gurley Creek (CH641600). This was notified to DPIE in a letter dated 15 June 2021.</p> <p>14 June 2021 – Material had migrated downstream in Croppa Creek (CH735100). This was notified to DPIE in a letter dated 16 June 2021.</p> <p>15 June 2021 - Material had migrated downstream at Tycanna Creek (CH647130). This was notified to DPIE in a letter dated 16 June 2021.</p>	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
PART B - COMMUNITY INFORMATION AND REPORTING					
COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT					
B1	A Communication Strategy must be prepared to facilitate communication between the Proponent, and the community and government authorities (including relevant councils, government agencies, adjoining affected landowners and businesses, and others directly impacted by the CSSI).	Pre construction	Letter (DPIE, undated, reference SSI7474) to N2NS project approval of the conditions B1-B5 Communication Strategy (Revision 1, dated 21 December 2020).	Compliant	
B2	The Communication Strategy must: (a) identify people, organisations and government authorities to be consulted during works; (b) set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the CSSI; (c) identify opportunities to provide accessible information regarding regularly updated site construction activities, schedules and milestones at each construction ancillary facility and at construction sites located adjacent to town centres; (d) consider opportunities for the community to visit construction sites (taking into consideration workplace, health and safety requirements); (e) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant community(ies) for the CSSI;	Pre construction	Letter (DPIE, undated, reference SSI7474) to N2NS project approval of the conditions B1-B5 Communication Strategy (Revision 1, dated 21 December 2020).	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	(f) set out the procedures and mechanisms for consulting with relevant councils and government authorities required by Condition A5, including procedures for repeated requests and nil responses; (g) describe the method for broadcasting the 24-hour toll-free telephone complaints number and postal and email addresses for enquiries, as required by Condition B8; (h) set out procedures and mechanisms: iv. through which the community can discuss or provide feedback to the Proponent; v. through which the Proponent will respond to enquiries or feedback from the community; and vi. to resolve any issues and mediate any disputes that may arise in relation to environmental management and delivery of the CSSI, including timing for mediation to be undertaken once it has been escalated to the dispute resolution process.				
B3	The Communication Strategy must be submitted to the Secretary for approval no later than one (1) month before the commencement of any work.	Pre construction	Community Strategy submitted to DPIE on 2 November 2020. Approval letter issued Matthew Todd as nominee of the Planning Secretary on 23/12/2020.	Compliant	
B4	Work for the purposes of the CSSI must not commence until the Communication Strategy has been approved by the Secretary.	Construction	Approval letter issued Matthew Todd as nominee of the Planning Secretary on 23/12/2020.	Compliant	
B5	The Communication Strategy, as approved by the Secretary, must be implemented for the duration of the works and for six (6) months following the completion of construction.	Construction	Letter (DPIE, undated, reference SSI7474) to N2NS project approval of the conditions B1-B5 Communication Strategy (Revision 1, dated 21 December 2020).	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
COMPLAINTS MANAGEMENT SYSTEM					
B6	A Complaints Management System must be prepared and implemented before the commencement of any works and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI.	Pre construction	<p>Section 9.5 of the CEMP addresses the management of comments, feedbacks, and complaints through Trans4m Rail's complaints management systems.</p> <p>A complaints register is maintained by Trans4M Rail.</p> <p>Interview with the community stakeholder team representative from Trans4m Rail during the site inspection included review of the complaints register and process for managing complaints.</p>	Compliant	
B7	<p>The following information must be available to facilitate community enquiries and manage complaints one (1) month before the commencement of works and for 12 months following the completion of construction:</p> <ul style="list-style-type: none"> (a) a 24- hour telephone number for the registration of complaints and enquiries about the SSI; (b) a postal address to which written complaints and enquires may be sent; (c) an email address to which electronic complaints and enquiries may be transmitted; and (d) a mediation system for complaints unable to be resolved. <p>This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.</p>	Pre construction	<p>A 24hr complaints hotline is available via the project website https://www.trans4mrail.com.au/ - 1800 732 761.</p> <p>CONTACT INFO MAIN OFFICE 64 - 68 Balo Street Moree NSW 2400</p> <p>CALL US 1800 732 761</p> <p>WRITE US COMMUNITY@T4MR.COM.AU</p> <p>A mediation system for complaints unable to be resolved is outlined in Section 9.9.1 of the Narrabri to North Star Phase 1 Communication Strategy (5-0000-260-PCS-00-ST-0001_D).</p>	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
B8	The telephone number, postal address and email address required under Condition B11 of this approval must be published in a newspaper circulating in the relevant local area and on site hoarding at each construction site before the commencement of construction and published in the same way again before the commencement of operation. This information must also be provided on the website required under Condition B11 of this approval.	Pre construction	Observed evidence of contact details being published in a newspaper circulating in the relevant local area. Evidence of above information on site hoarding at construction sites before the commencement of construction.	Compliant	
B9	A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any works and for a minimum of 12 months following the completion of construction. The Complaints Register must record the: (a) number of complaints received; (b) number of people affected in relation to a complaint; and (c) means by which the complaint was addressed and whether resolution was reached, with or without mediation.	All	The complaints register includes the number of complaints received, number of people effected, and the response in relation to each complaint.	Compliant	
B10	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.	All	Not triggered during the audit period.	Not triggered	
PROVISION OF ELECTRONIC INFORMATION					
B11	A website providing information in relation to the CSSI must be established before commencement of works and maintained for the duration of construction, and for a minimum of 12 months following the completion of construction. The following up-to-date information (excluding confidential commercial information) must be	Pre construction, construction	The project has two (websites) that provide the information outlined in Condition B11. ARTC: https://inlandrail.artc.com.au/where-we-go/projects/narrabri-to-north-star/info-hub/	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>published before the relevant works commencing and maintained on the website or dedicated pages:</p> <ul style="list-style-type: none"> (a) the current implementation status of the CSSI; (b) a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the CSSI or the terms of this approval; (c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; (d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; (e) where a condition(s) of this approval requires a document(s) to be prepared before work, construction or operational activity commences, a current copy of the relevant document(s) must be published on the website before the work, construction or operational activity is undertaken; and (f) a copy of each document required to be made publicly available under this approval must be published within 14 days of the finalisation or approval of the relevant document, unless an alternate timeframe is prescribed by another condition of this approval. 		<p>The ARTC website provides the planning approval documents for the project. The site provides a link to the NSW Major Planning Portal containing copies of the documents outlined in Condition A1.</p> <p>Trans4m Rail: https://www.trans4mrail.com.au/</p> <p>The Trans4m Rail site provides contacts and documents relevant to the construction phase of the project.</p>		

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
PART C - CONSTRUCTION ENVIRONMENTAL MANAGEMENT					
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN					
C1	A Construction Environmental Management Plan (CEMP) must be prepared in accordance with the Department's Environmental Management Plan Guideline for Infrastructure Projects (DPIE, 2020) to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during all stages of construction.	Pre construction	<p>DPIE letter received 7/04/2021 confirming approval of the following documents:</p> <ul style="list-style-type: none"> - Construction Environmental Management Plan Revision E, dated 4 February 2021 - Construction Traffic, Transport and Access Management Sub Plan Revision G, dated 18 March 2021 - Construction Noise and Vibration Management sub Plan Revision H, dated 23 March 2021 - Construction Biodiversity Management sub Plan Revision G, dated 26 March 2021 - Construction Soil and Water Management sub Plan Revision H, dated 15 March 2021 - Construction Heritage Management sub Plan Revision H, dated 29 March 2021 - Construction Flood Emergency Management sub Plan Revision I, dated 30 March 2021 	Compliant	
C2	<p>The CEMP must provide:</p> <ul style="list-style-type: none"> (a) a description of activities to be undertaken during construction (including the scheduling of construction); (b) details of environmental policies, guidelines and principles to be followed in the construction of the SSI; (c) a program for ongoing analysis of the key environmental risks arising from the activities described in subsection (a) of this condition, 	Pre construction	The CEMP was approved by DPIE on 7/04/2021 and provides the information, programs, and strategies outlined in the Condition.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>including an initial risk assessment undertaken before the commencement of construction of the SSI;</p> <p>(d) details of how the activities described in subsection (a) of this condition will be carried out to:</p> <ul style="list-style-type: none"> i. meet the performance outcomes stated in the documents listed in Condition A1; and ii. manage the risks identified in the risk analysis undertaken in subsection (d) of this condition; <p>(e) an inspection program detailing the activities to be inspected and frequency of inspections;</p> <p>(f) a protocol for managing and reporting any:</p> <ul style="list-style-type: none"> i. incidents; and ii. non-compliances with this approval or statutory requirements; <p>(g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction;</p> <p>(h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C4. Where staged construction of the SSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction;</p> <p>(i) a description of the roles and environmental responsibilities for relevant employees and their relationship with the ER;</p> <p>(j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental and compliance obligations under the terms of this approval;</p> <p>(k) for periodic review and update of the CEMP and all associated plans and programs; and</p> <p>(l) relevant details from the Site Establishment Management Plan(s).</p>				

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations																					
C3	The CEMP must be endorsed by the ER and then submitted to the Secretary for approval no later than one (1) month before the commencement of construction or where construction is staged, no later than one (1) month before the commencement of that stage.	Pre construction	DPIE letter received 7/04/2021 confirming approval of the following documents and required consultation and endorsement by the ER and relevant government agencies. Revision E of the CEMP was submitted to the Planning Secretary for approval on 9/02/2021, greater than one (1) month prior to commencement in April 2021.	Compliant																						
C4	<div>The following CEMP Sub-plans must be prepared in consultation with the relevant government agencies and relevant councils identified for each CEMP Sub-plan and be consistent with the CEMP referred to in the EIS.</div> <table><tr><th></th><th>Required CEMP Sub-plan</th><th>Relevant government authorities to be consulted for each CEMP Sub-plan</th></tr><tr><td>(a)</td><td>Traffic, transport and access</td><td>TfNSW and relevant councils</td></tr><tr><td>(b)</td><td>Noise and Vibration</td><td>Relevant councils</td></tr><tr><td>(c)</td><td>Biodiversity</td><td>EES, DAWE and relevant councils</td></tr><tr><td>(d)</td><td>Soil and Water</td><td>Relevant councils, Water Group, and EES</td></tr><tr><td>(e)</td><td>Heritage</td><td>DPC Heritage, RAPs and relevant councils</td></tr><tr><td>(f)</td><td>Flood Emergency Management</td><td>SES, EES and relevant councils</td></tr></table>		Required CEMP Sub-plan	Relevant government authorities to be consulted for each CEMP Sub-plan	(a)	Traffic, transport and access	TfNSW and relevant councils	(b)	Noise and Vibration	Relevant councils	(c)	Biodiversity	EES, DAWE and relevant councils	(d)	Soil and Water	Relevant councils, Water Group, and EES	(e)	Heritage	DPC Heritage, RAPs and relevant councils	(f)	Flood Emergency Management	SES, EES and relevant councils	Pre construction	DPIE letter received 7/04/2021 confirming approval of the following documents and required consultation and endorsement by the ER and relevant government agencies: <ul style="list-style-type: none">- Construction Environmental Management Plan Revision E, dated 4 February 2021- Construction Traffic, Transport and Access Management Sub Plan Revision G, dated 18 March 2021- Construction Noise and Vibration Management sub Plan Revision H, dated 23 March 2021- Construction Biodiversity Management sub Plan Revision G, dated 26 March 2021- Construction Soil and Water Management sub Plan Revision H, dated 15 March 2021- Construction Heritage Management sub Plan Revision H, dated 29 March 2021- Construction Flood Emergency Management sub Plan Revision I, dated 30 March 2021	Compliant	
	Required CEMP Sub-plan	Relevant government authorities to be consulted for each CEMP Sub-plan																								
(a)	Traffic, transport and access	TfNSW and relevant councils																								
(b)	Noise and Vibration	Relevant councils																								
(c)	Biodiversity	EES, DAWE and relevant councils																								
(d)	Soil and Water	Relevant councils, Water Group, and EES																								
(e)	Heritage	DPC Heritage, RAPs and relevant councils																								
(f)	Flood Emergency Management	SES, EES and relevant councils																								

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
C5	The CEMP Sub-plans listed in Condition 0 must state how: (a) the environmental performance outcomes identified in the documents listed in Condition A1, as modified by these conditions, will be achieved; (b) the mitigation measures identified in the documents listed in Condition A1, as modified by these conditions will be implemented; (c) the relevant terms of this approval will be complied with; and (d) issues requiring management during construction (including coordination of concurrent activities of other projects as well as concurrent activities in this CSSI), as identified through ongoing environmental risk analysis, will be managed.	Pre construction	DPIE letter received 7/04/2021 confirming approval of the following documents and required consultation and endorsement by the ER and relevant government agencies.	Compliant	Condition C5 references “the CEMP sub plans listed in Condition 0” – this reference to Condition 0 appears to be a typographical error and is assumed to be referencing Condition 4. Clarification should be sought from DPIE to confirm this reference and the approval modified accordingly.
C6	The CEMP Sub-plans must be developed in consultation with relevant parties identified in Condition 0. Details of all information requested by an agency to be included in a CEMP Sub-plan as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant CEMP Sub-plan.	Pre construction	DPIE letter received 7/04/2021 confirming approval of the following documents and required consultation and endorsement by the ER and relevant government agencies.	Compliant	Condition C5 references “the CEMP sub plans listed in Condition 0” – this reference to Condition 0 appears to be a typographical error and is assumed to be referencing Condition 4. Clarification should be sought from DPIE to confirm this reference and the approval modified accordingly.
C7	Any of the CEMP Sub-plans may be submitted to the Secretary along with, or subsequent to, the submission of the CEMP, but in any event, no later than one (1) month prior to construction.	Pre construction	CEMP sub plans were submitted to the Planning Secretary for approval on 9/02/2021, greater than one (1) month prior to commencement in April 2021.	Compliant	
C8	The Traffic and Transport Management Sub-plan must be consistent with agreements with Councils about the use of local roads and include: (a) measures to minimise impacts on seasonal traffic, including harvest-related vehicles, and public transport (including school buses and	Pre construction	Section 6 of the Traffic and Transport Management Sub-plan outlines the measures to minimise impacts on seasonal traffic and measures to maintain pedestrian and vehicular access to affected	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	bus stops) and inform freight operators of changes to traffic conditions; and (b) measures to maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and implement measures prior to any access disruption.		Properties as per the Condition. Appendix G of the Traffic and Transport Management Sub-plan outlines the stakeholder correspondence and responses including Moree Shire Council, TfNSW, and Narrabri Shire Council.		
C9	The Biodiversity Management Sub-plan must include: (a) a weed management plan, including appropriate weed control to manage introduction and/or spread of weeds from construction areas to any retained Weeping Myall Woodlands TEC, and appropriate protocols to demonstrate compliance with the requirements of the Biosecurity Act 2015 and Biosecurity Regulation 2017; (b) procedures for pre-clearing surveys for threatened species to be undertaken by a suitably qualified and experienced ecologist, including survey and relocation methodologies and management/offset measures; (c) measures to control cane toads, as relevant to the construction phase areas and scope in accordance with the Threat abatement plan for the biological effects, including lethal toxic ingestion, caused by cane toads (relevant to works adjacent to retained Brigalow (Acacia harpophylla dominant and co-dominant) TEC and Weeping Myall Woodlands TEC); and (d) measures to protect EPBC Act listed threatened species, in particular the koala, and threatened ecological communities.	Pre construction	DPIE letter received 7/04/2021 confirming approval of the Construction Biodiversity Management sub Plan Revision G, dated 26 March 2021. Reports for pre-clearing surveys prepared by Geolink Environmental Management and Design were sighted during the audit. Records of fauna capture/relocation are maintained in a register for the project.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
C10	<p>The Soil and Water Management Sub-plan must include:</p> <ul style="list-style-type: none"> (a) a draft water balance for the project; (b) information demonstrating that the required construction water resources are legally and physically available; and (c) mitigation measures to address construction water resource shortages that arise. 	Pre construction	Section 5 of the Construction Soil and Water Management Sub-Plan (5-0018-260-PES-00-PL-0002) outlines the draft water balance, construction water requirements, and mitigation measures to address construction water resource shortages that arise.	Compliant	
C11	<p>The Heritage Management Sub-plan must include:</p> <ul style="list-style-type: none"> (a) identification of the Aboriginal objects that must be avoided and the protective measures to be put in place; (b) procedures for salvaging and safe keeping the Aboriginal objects identified in the documents listed in Condition A1, and their long-term management; (c) measures to avoid or minimise disturbance to Aboriginal heritage where areas, objects or places of moderate to high significance are found to be present. Where impacts cannot be avoided, details on the methodology for archaeological excavation and/or salvage works (including Survey Areas 15 and 55); (d) a process for inspecting trees for evidence of cultural scarring in areas that were not subject to archaeological survey and measures to avoid impact. If impact is unavoidable, works shall be undertaken under the guidance of an appropriately qualified heritage specialist; (e) the involvement of a suitably qualified and skilled heritage architect or consultant to 	Pre construction	DIPE letter received 7/04/2021 confirming approval of the CEMP and sub plans, including Construction Heritage Management Sub Plan Revision H, dated 29 March 2021.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>provide input to the detailed design of works to and near Moree Railway Station;</p> <p>(f) measures to prevent vibration and direct impacts to the Moree Railway Station;</p> <p>(g) measures to minimise impacts on and retain the legibility of the concrete post and panel platform at Moree Railway Station;</p> <p>(h) an interpretation strategy for Edgeroi, Bellata and Gurley Railway Stations;</p> <p>(i) all practical options for offering components of the Croppa Creek rail bridge to the local community;</p> <p>(j) measures to retain the existing North Star station sign in situ (or re-instated following construction) alongside the rail corridor in North Star Community Park; and</p> <p>(k) an Unexpected Heritage Finds and Human Remains Procedure, with the requirement that DPC Heritage are contacted and consulted upon the discovery of human remains, prepared by a suitably qualified and experienced heritage specialist.</p> <p>The Proponent must consult with the Registered Aboriginal Parties in the development of the Sub-plan with respect to Aboriginal objects.</p> <p>Note: Human remains that are found unexpectedly during works are under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.</p>				
C12	The Flood Emergency Management Sub-plan must include measures for managing flood risks during construction and address flood recovery.	Pre construction	The CEMP, Sub-plans, and monitoring programs were prepared in consultation with DPIE and approved, CEMP rev E 04/02/2021. Endorsement of these plans was provided a letter from NSW DPIE dated 7 April 2021.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations															
C13	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Secretary. The CEMP and CEMP Sub-plans, as approved by the Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and sub-plans have been endorsed by the ER and approved by the Secretary.	Preconstruction	The CEMP, Sub-plans, and monitoring programs were prepared in consultation with DPIE and approved, CEMP rev E 04/02/2021. Endorsement of these plans was provided a letter from NSW DPIE dated 7 April 2021.	Compliant																
CONSTRUCTION MONITORING PROGRAMS																				
C14	<div><div>The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies and relevant councils identified for the Construction Monitoring Programs to compare actual performance of construction of the CSSI against performance predicted in the documents specified in Condition A1.</div><table><tr><th></th><th>Required Construction Monitoring Programs</th><th>Relevant government authorities to be consulted for each Construction Monitoring Program</th></tr><tr><td>(a)</td><td>Noise and vibration</td><td>Nil</td></tr><tr><td>(b)</td><td>Water usage</td><td>Water Group</td></tr><tr><td>(c)</td><td>Air Quality</td><td>Nil</td></tr><tr><td>(d)</td><td>Physical condition of local roads</td><td>Relevant councils</td></tr></table></div>		Required Construction Monitoring Programs	Relevant government authorities to be consulted for each Construction Monitoring Program	(a)	Noise and vibration	Nil	(b)	Water usage	Water Group	(c)	Air Quality	Nil	(d)	Physical condition of local roads	Relevant councils		The CEMP, Sub-plans, and monitoring programs were prepared in consultation with DPIE and approved, CEMP rev E 04/02/2021. Endorsement of these plans was provided a letter from NSW DPIE dated 7 April 2021.	Compliant	
	Required Construction Monitoring Programs	Relevant government authorities to be consulted for each Construction Monitoring Program																		
(a)	Noise and vibration	Nil																		
(b)	Water usage	Water Group																		
(c)	Air Quality	Nil																		
(d)	Physical condition of local roads	Relevant councils																		
C15	Each Construction Monitoring Program must provide: (a) details of baseline data available; (b) details of any baseline data to be obtained and when; (c) details of all monitoring of the CSSI to be undertaken; (d) the parameters of the CSSI to be monitored; (e) the frequency of monitoring to be undertaken; (f) the location of monitoring; (g) the reporting of monitoring and analysis results against relevant criteria:		The CEMP, Sub-plans, and monitoring programs were prepared in consultation with DPIE and approved, CEMP rev E 04/02/2021. Endorsement of these plans was provided a letter from NSW DPIE dated 7 April 2021.	Compliant																

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	(h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and (i) any consultation required in relation to the monitoring programs.				
C16	The Construction Monitoring Programs must be developed in consultation with relevant government agencies as identified in Condition C14 of this approval and must include information requested by an agency to be included in a Construction Monitoring Programs during such consultation. Details of all information requested by an agency including copies of all correspondence from those agencies, must be provided with the relevant Construction Monitoring Program.	Preconstruction, construction	The CEMP, Sub-plans, and monitoring programs were prepared in consultation with DPIE and approved, CEMP rev E 04/02/2021. Endorsement of these plans was provided in a letter from NSW DPIE dated 7 April 2021.	Compliant	
C17	The Construction Monitoring Programs must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one month before the commencement of construction.	Preconstruction, construction	The CEMP, Sub-plans, and monitoring programs were prepared in consultation with DPIE and approved, CEMP rev E 04/02/2021. Endorsement of these plans was provided in a letter from NSW DPIE dated 7 April 2021.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
C18	Construction must not commence until the Planning Secretary has approved all of the required Construction Monitoring Programs, and all relevant baseline data for the specific construction activity has been collected.	Preconstruction, construction	<p>Baseline data is included in the Construction Noise and Vibration Management Plan, Construction Soil and Water Management Plan and the Construction Traffic and Transport Management Plan.</p> <p>These documents were submitted to the Department and approved prior to commencement of construction. This is evidenced in the NSW DPIE letter - <i>Approval of Plan Strategy or Study_07042021_050530</i>.</p>	Compliant	While baseline data and monitoring requirements are included in various sub-management plans, it is recommended that a standalone construction monitoring program is developed to provide a single consolidated location for monitoring requirements.
C19	The Construction Monitoring Programs, as approved by the Planning Secretary including any minor amendments approved by the ER must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	Preconstruction, construction	Construction Monitoring Programs are outlined in the relevant Sub-plans. The Sub-plans, and monitoring programs were prepared in consultation with DPIE and approved, CEMP rev E 04/02/2021. Endorsement of these plans was provided in a letter from NSW DPIE dated 7 April 2021.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
C20	The results of the Construction Monitoring Programs must be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program. Note: Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.	Preconstruction, construction	To date, no Construction Monitoring Reports have been issued to DPIE. The Construction Monitoring Programs stipulate 6-monthly reporting to DPIE, with the first report due in October 2021..	Not triggered	
PART D - OPERATIONAL ENVIRONMENTAL MANAGEMENT					
OPERATIONAL ENVIRONMENTAL MANAGEMENT					
D1	An Operational Management Plan (OEMP) must be prepared in accordance with the Department's Environmental Management Plan Guideline for Infrastructure Projects (DPIE, 2020) to detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 will be implemented and achieved during operation. This condition (Condition D1) does not apply if Condition D2 of this approval applies.	Operation	Not triggered during the audit period.	Not triggered	
D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Secretary, and can demonstrate, to the written satisfaction of the Secretary, that through the EMS: (a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in Condition A1, and terms of this of approval can be achieved; (b) issues identified through ongoing risk analysis can be managed; and	Operation	Not triggered during the audit period.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	(c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation.				
D3	The performance measures and mitigation measures detailed in the OEMP must address the maintenance of culverts with respect to blockages, siltation and scouring.	Operation	Not triggered during the audit period.	Not triggered	
D4	The OEMP or EMS (or equivalent) as agreed with the Secretary must be submitted to the Secretary for information at least one (1) month prior to the commencement of operation of the CSSI.	Operation	Not triggered during the audit period.	Not triggered	
PART E - KEY ISSUE CONDITIONS					
NOISE AND VIBRATION					
E1	Work Hours Works must be undertaken during the following hours: (a) 7:00 am to 6:00 pm Mondays to Fridays; (b) 7:00 am to 6:00 pm Saturdays; and (c) at no time on Sundays or public holidays.	Construction	Works were observed to be undertaken within the hours stipulated in this condition during the site inspection. It is noted that an Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days) Order 2020, was in place during the audit period. The order permitted standard construction hours on this project to be extended as follows: <ul style="list-style-type: none"> Saturdays from 1pm to 6pm (no 'high noise work' permitted) [where these hours are not part of standard hours] 	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
			<ul style="list-style-type: none"> Sundays from 8am to 6pm (no 'high noise work' permitted) Public holidays from 8am to 6pm (no 'high noise work' permitted). 		
E2	Notwithstanding Condition E1, works affecting any given receiver may be undertaken during the hours of 6.00 am to 6.00 pm each day over a three (3) month period provided that there is no work between the hours of 6:00 pm on a Saturday and 7:00 am on a Monday every second week.	Construction	<p>Works were observed to be undertaken within the hours stipulated in this condition during the site inspection.</p> <p>It is noted that an Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days) Order 2020, was in place during the audit period. The order permitted standard construction hours on this project to be extended as follows:</p> <ul style="list-style-type: none"> Saturdays from 1pm to 6pm (no 'high noise work' permitted) [where these hours are not part of standard hours] Sundays from 8am to 6pm (no 'high noise work' permitted) <p>Public holidays from 8am to 6pm (no 'high noise work' permitted).</p>	Compliant	
E3	Variation to Work Hours Notwithstanding Conditions E1 and E2, works associated with the CSSI may be undertaken outside the hours specified under those conditions in the following circumstances: (a) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or (b) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or	Construction	<p>It is noted that an Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days) Order 2020, was in place during the audit period. The order permitted standard construction hours on this project to be extended as follows:</p> <ul style="list-style-type: none"> Saturdays from 1pm to 6pm (no 'high noise work' permitted) [where these hours are not part of standard hours] 	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>(c) where different construction hours are permitted under an EPL in force in respect of the CSSI; or</p> <p>(d) work approved under an Out-of-Hours Work Protocol for work not subject to an EPL as required by Condition E8; or</p> <p>(e) where a negotiated agreement is in force, in accordance with Condition E4 and E5; or</p> <p>(f) construction that causes LAeq(15 minute) noise levels:</p> <ol style="list-style-type: none"> no more than 5 dB(A) above the rating background level at the façade of any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009) or if between the hours of 10:00 pm and 7:00 am no more than 52 dB(A)LA(max) or more than 15 dB(A)LA(Max) above the rating background level whichever is the higher, and no more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (DECC, 2009) at other sensitive land uses, and continuous or impulsive vibration values, measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), and intermittent vibration values measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006). 		<ul style="list-style-type: none"> Sundays from 8am to 6pm (no 'high noise work' permitted) <p>Public holidays from 8am to 6pm (no 'high noise work' permitted).</p>		

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E4	The Proponent may reach negotiated agreements with sensitive receivers (owners and occupiers) to carry out works in accordance with the hours and noise limits specified in the negotiated agreements.	Construction	No agreements have been negotiated with sensitive receivers during the audit period.	Not triggered	
E5	All negotiated agreements must be in writing and finalised before the commencement of works.	Construction	No agreements have been negotiated with sensitive receivers during the audit period.	Not triggered	
E6	On becoming aware of the need for emergency works in accordance with Condition E3(b), the Proponent must notify the Department in writing to compliance@planning.nsw.gov.au , the ER and the EPA of the need for that work. The Proponent must use best endeavours to notify all affected sensitive receivers of the likely impact and duration of those works.	Construction	Not triggered during the audit period.	Not triggered	
E7	<p>Highly Noise Intensive Work</p> <p>Except as permitted by an EPL or approved through an Out of Hours Works Protocol (for works not subject to an EPL), highly noise intensive work that results in an exceedance of the applicable NML at the same receiver must only be undertaken:</p> <ul style="list-style-type: none"> (a) between the hours of 8:00 am to 6:00 pm Monday to Friday; (b) between the hours of 8:00 am to 1:00 pm Saturday; and (c) in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block. <p>For the purpose of this condition, 'continuous' includes any period during which there is less than a one-hour respite between ceasing and recommencing any works that are the subject of this condition.</p>	Construction	High noise intensive work has only occurred during the specified periods outlined in the condition and the Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Work Days) Order 2020, was in place during the audit period.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E8	<p>Out-of-Hours Work Protocol – Work not subject to an EPL</p> <p>An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which is outside the hours defined in Conditions E1 and E2, and that is not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the relevant out-of-hours work. The Protocol must be prepared in consultation with the EPA. The Protocol must:</p> <ul style="list-style-type: none"> (a) provide a process for the consideration of out-of-hours work against the relevant noise and vibration criteria, including the determination of low and high-risk activities; (b) provide a process for the identification and implementation of mitigation measures for residual impacts, including respite periods in consultation with the community at each affected location; (c) identify procedures to facilitate the coordination of out-of-hours work approved by an EPL to ensure appropriate respite is provided; (d) identify an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: <ul style="list-style-type: none"> i. low risk activities can be approved by the ER, and ii. high risk activities that are approved by the Planning Secretary; and (e) identify Department, EPA and community notification arrangements for approved out-of-hours works, which maybe detailed in the Communication Strategy. 	Construction	An Out of Hours Work Protocol and Application Form is located in Appendix D of the Construction Noise and Vibration Management Sub-Plan (2600-0018 N2NS-SP1).	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E9	Noise generating work in the vicinity of potentially-affected community, religious, educational institutions and noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled within sensitive periods or during important events, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution or as otherwise approved by the Planning Secretary.	Construction	<p>Consultation is carried out with noise sensitive receivers where there is potential for noise intensive works to be above the relevant noise management level, to determine periods of use of these facilities that would be particularly sensitive to noise or vibration impacts in order to program works to away from sensitive time periods and ensure impacts are minimised during these sensitive periods.</p> <p>The process is captured as part of the N2NS Construction Noise and Vibration Impact Statement outlined in the Construction Noise and Vibration Management Sub-Plan (2600-0018 N2NS-SP1).</p>	Compliant	
E10	<p>Noise and Vibration Mitigation</p> <p>Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria:</p> <ul style="list-style-type: none"> (a) construction 'Noise affected' noise management levels established using the Interim Construction Noise Guideline (DECC, 2009); (b) vibration criteria established using the Assessing Vibration: A Technical Guideline (DEC, 2006) (for human exposure); (c) Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives"; (d) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and (e) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- 	Construction	Mitigation measures are outlined Section 7 and Section 10 of the N2NS Construction Noise and Vibration Impact Statement outlined in the Construction Noise and Vibration Management Sub-Plan (2600-0018 N2NS-SP1).	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>effects of vibration on structures (for structural damage).</p> <p>Any works identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the Construction Noise and Vibration Management Sub-plan required by Condition 0.</p> <p><i>Note: The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction Noise Management Level.</i></p>				
E11	<p>Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before construction that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owner and occupiers must be provided with a schedule of potential exceedances for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Construction Noise and Vibration Management Sub-plan required by Condition 0.</p>	Construction	<p>The Construction Noise and Vibration Management Sub-plan addresses potential vibration impacts. This condition has not been triggered at the time of the audit.</p>	Not triggered	
E12	<p>This approval does not permit blasting.</p>	Construction	<p>No blasting has occurred during the audit period. Blasting is not proposed for the project.</p>	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E13	<p>Noise Mitigation – Operational Noise Mitigation Measures</p> <p>The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures that would be implemented for the operation of the CSSI. The ONVR and identification / selection of any noise mitigation measures must be prepared in consultation with the EPA and impacted sensitive receivers. Where barrier options (e.g. noise walls or mounds) are proposed to be implemented, consultation must also be undertaken with the relevant councils. The ONVR must:</p> <ul style="list-style-type: none"> (a) confirm the appropriate operational noise and vibration objectives and levels for adjoining development, including existing sensitive receivers; (b) confirm the operational noise and vibration predictions based on the final design. Confirmation must be based on an appropriately calibrated noise model (which has incorporated additional noise monitoring, and concurrent traffic counting, where necessary for calibration purposes). (c) Identify / confirm sensitive receivers at which the criteria set out in the Rail Infrastructure Noise Guideline (EPA, 2013) are predicted to be exceeded once the CSSI is operational and in 2040; (d) review the suitability of the operational noise mitigation measures identified in the documents listed in Condition A1 and, where necessary, investigate and identify additional noise and vibration mitigation measures required to achieve the noise criteria outlined in the Rail Infrastructure Noise Guideline once the CSSI is operational and in 2040. This review must consider local climate and 	Construction	At the time of the audit, the Operational Noise and Vibration Review (ONVR) had not been finalised. With construction commencing on site 10 April 2021, the due date for submission of the ONVR was 10 July 2021.	Non-compliant	Ensure that the Operational Noise and Vibration Review (ONVR) is submitted to the secretary for approval.

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>impacts on existing cooling devices, and alternative at-property mitigation measures where the physical condition of a receiver building would render acoustic glazing and seals ineffective;</p> <p>(e) describe the final suite of noise and vibration mitigation measures that will be implemented to achieve the noise criteria outlined in the Rail Infrastructure Noise Guideline once the CSSI is operational and in 2040, including the timing of implementation in accordance with Condition E14;</p> <p>(f) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures; and</p> <p>(g) procedures for the management of operational noise and vibration complaints. The ONVR is to be verified by a suitably qualified and experienced noise and vibration expert. The ONVR is to be undertaken at the Proponent's expense and submitted to the Secretary for approval within three (3) months of construction commencing.</p>				
E14	<p>Operational noise mitigation measures identified in Condition E13 (such as at-property architectural treatments) that will not be affected by construction works, must be implemented:</p> <p>(a) within six (6) months of the commencement of construction affecting the impacted receiver/s;</p> <p>(b) in the case of at-property treatments, as agreed with the landowner; or</p> <p>(c) as agreed by the Planning Secretary.</p>	Construction	Stakeholder consultation in relation to at property treatments is ongoing and due to be completed in March 2022. This condition has not been triggered at the time of the audit, however this will be assessed during the next IEA that falls during the construction period.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E15	Where implementation of operational noise mitigation measures are not proposed in accordance with Conditions E13 and E14, the Proponent must submit to the Planning Secretary a report providing justification as to why, along with details of temporary measures that would be implemented to reduce construction noise impacts, until such time that the operational noise mitigation measures identified in Condition E13 are implemented. The report must be endorsed by the ER and submitted to the Planning Secretary prior to the commencement of construction which would affect the identified sensitive receivers.	Construction	Stakeholder consultation in relation to at property treatments is ongoing and due to be completed in March 2022. This condition has not been triggered at the time of the audit, however this will be assessed during the next IEA that falls during the construction period.	Not triggered	
E16	<p>In 2026 and 2035, or as otherwise agreed with the Planning Secretary, the Proponent must undertake monitoring of operational noise to compare actual noise performance of the CSSI against the noise performance predicted in the review of noise mitigation measures required by Condition E13. The Proponent must prepare an Operational Noise Compliance Report (ONCR) to document this monitoring. The Report must include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> (a) noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E13; (b) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which CSSI noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers; (c) details of any complaints and enquiries received in relation to operational noise generated by the CSSI between the date of 	Construction	Project not in operational phase, not triggered during the audit period.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>commencement of operation and the date the report was prepared;</p> <p>(d) any required recalibrations of the noise model taking into consideration factors such as noise monitoring and actual train movements;</p> <p>(e) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of mitigation measures; and</p> <p>(f) identification of additional measures to those identified in the review of noise mitigation measures required by Condition E13, that would be implemented with the objective of meeting the criteria outlined in the Rail Infrastructure Noise Guideline, when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA.</p> <p>The ONCR is to be verified by a suitably qualified and experienced noise and vibration expert. The ONCR must be submitted to the Secretary and the EPA for information within 90 days of completing the operational noise monitoring.</p> <p><i>Note: 2026 and 2035 are specified as representing 12 months and 10 years after the anticipated commencement of operation of the entire Inland Rail project. Should this timeframe change, the Proponent should seek the approval of the Planning Secretary to vary the timeframe in which to satisfy this condition.</i></p>				
BIODIVERSITY					
E17	The Proponent must minimise impacts to plant community types and not exceed the total areas impacted as identified in Table E1.	Construction	Geolink GIS Analysts have reviewed clearing to assess compliance with Table E1. A register is maintained detailing the cumulative clearing for the project to date. As at the time of the audit, this demonstrates that a cumulative total of approximately 29.603Ha of native	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations																																							
	<table><tr><th colspan="3">Table E1: Native Vegetation Impacted</th></tr><tr><th>Vegetation Zone and Plant Community Type (PCT) ID and Name</th><th>TEC under the EPBC Act (ha)</th><th>Total Area impacted (ha)</th></tr><tr><td>Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion</td><td>Weeping Myall Woodlands – 9.16</td><td>17.94</td></tr><tr><td>Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondwindi, Brigalow Belt South Bioregion</td><td>Brigalow (Acacia harpophylla dominant and codominant) – 16.13</td><td>17.31</td></tr><tr><td>Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coolabah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion</td><td>Coolabah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions – 1.74</td><td>1.74</td></tr><tr><td>Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion</td><td>Natural Grasslands on Basalt and Fine-textured Alluvial Plains of Northern NSW and Southern Qld – 432.07</td><td>432.07</td></tr><tr><td>Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW</td><td>Not listed</td><td>143.95</td></tr><tr><td>Zone 6 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW (Derived - Native Grasslands)</td><td>Not listed</td><td>249.85</td></tr><tr><td>Zone 7 - PCT71 (BR127, NA126) Carbeen – White Cypress Pine - River Red Gum - bloodwood tall woodland on sandy loam alluvial and aeolian soils in the northern Brigalow Belt South Bioregion and Darling Riverine Plains Bioregion</td><td>Not listed</td><td>0.51</td></tr><tr><td>Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion</td><td>Not listed</td><td>11.82</td></tr><tr><td>Zone 9 - PCT 135 Coobah - Western Rosewood low open tall shrubland or woodland mainly on outwash areas in the Brigalow Belt South Bioregion</td><td>Not listed</td><td>9.50</td></tr><tr><td>Zone 10 - PCT 413 Silver-leaved Ironbark - White Cypress Pine - box dry shrub grass woodland of the Pilliga Scrub - Wialda region, Brigalow Belt South Bioregion</td><td>Not listed</td><td>5.72</td></tr><tr><td>Total Area Impacted</td><td>459.10</td><td>890.41</td></tr></table>	Table E1: Native Vegetation Impacted			Vegetation Zone and Plant Community Type (PCT) ID and Name	TEC under the EPBC Act (ha)	Total Area impacted (ha)	Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion	Weeping Myall Woodlands – 9.16	17.94	Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondwindi, Brigalow Belt South Bioregion	Brigalow (Acacia harpophylla dominant and codominant) – 16.13	17.31	Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coolabah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion	Coolabah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions – 1.74	1.74	Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion	Natural Grasslands on Basalt and Fine-textured Alluvial Plains of Northern NSW and Southern Qld – 432.07	432.07	Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW	Not listed	143.95	Zone 6 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW (Derived - Native Grasslands)	Not listed	249.85	Zone 7 - PCT71 (BR127, NA126) Carbeen – White Cypress Pine - River Red Gum - bloodwood tall woodland on sandy loam alluvial and aeolian soils in the northern Brigalow Belt South Bioregion and Darling Riverine Plains Bioregion	Not listed	0.51	Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion	Not listed	11.82	Zone 9 - PCT 135 Coobah - Western Rosewood low open tall shrubland or woodland mainly on outwash areas in the Brigalow Belt South Bioregion	Not listed	9.50	Zone 10 - PCT 413 Silver-leaved Ironbark - White Cypress Pine - box dry shrub grass woodland of the Pilliga Scrub - Wialda region, Brigalow Belt South Bioregion	Not listed	5.72	Total Area Impacted	459.10	890.41		vegetation has been cleared, against an approved impact area of 461.908Ha as listed in Table E1.		
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Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E18	<p>The Proponent must meet the biodiversity offset obligations for ecosystem and species credits as set out in Tables E2 and E3, within two (2) years of the CSSI approval. The retirement of the biodiversity credits must be carried out in accordance with the NSW Biodiversity Offsets Policy for Major Projects and can be achieved by a combination of:</p> <ul style="list-style-type: none"> (a) acquiring and retiring “biodiversity credits” within the meaning of the Biodiversity Conservation Act 2016; and/or (b) making a payment into the Biodiversity Conservation Fund; and/or (c) outlining in a Biodiversity Offset Strategy the provision of supplementary measures. The Strategy must be prepared in consultation with EES and DAWE. <p><i>Notes: 1. Following repeal of the Threatened Species Conservation Act 1995 on 25 August 2017, “biodiversity credits” created under that Act are taken to be “biodiversity credits” under the Biodiversity Conservation Act 2016 by virtue of clause 19 of the Biodiversity Conservation (Savings and Transitional) Regulation 2017.</i></p>	Construction	<p>Not triggered during the audit period. Inland Rail is not proposing to prepare a Biodiversity Offset Strategy at this time.</p>	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations																																									
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As the listing occurred after the controlled action decision was made, ecosystem credits for impacts to the TEC are not required	Table E2: Ecosystem Credits to be Retired			Ecosystem Credits			Vegetation Zone and Plant Community Type (PCT) ID and Name	EPBC Act equivalent TEC or habitat of EPBC Act listed threatened species	Number of Credits	Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion	Weeping Myall Woodlands	900	Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondwindi, Brigalow Belt South Bioregion	Brigalow (<i>Acacia harpophylla</i> dominant and codominant)	1223	Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coobah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion	Coolabah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions	93	Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion	Natural Grasslands on Basalt and Fine-textured Alluvial Plains of Northern NSW and Southern Qld	20102	Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW	Not Listed	8851	Zone 6 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW (Derived - Native Grasslands)	Not listed	8294	Zone 7 - PCT71 (BR127, NA126) Carbeen – White Cypress Pine - River Red Gum - bloodwood tall woodland on sandy loam alluvial and aeolian soils in the northern Brigalow Belt South Bioregion and Darling Riverine Plains Bioregion	Not listed	23	Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion	Not listed	549	Zone 9 - PCT 135 Coobah - Western Rosewood low open tall shrubland or woodland mainly on outwash areas in the Brigalow Belt South Bioregion	Not listed	354	Zone 10 - PCT 413 Silver-leaved Ironbark - White Cypress Pine - box dry shrub grass woodland of the Pilliga Scrub - Warialda region, Brigalow Belt South Bioregion	Not listed	250	TOTAL ECOSYSTEM CREDITS		40639			
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E19	The Proponent may review and update the ecosystem and species credit requirements in Tables E2 and E3, except as required by Condition E25, to reflect the final construction footprint and resulting extent and type of plant community types to be cleared. Amendments to the ecosystem and species credit requirements must be undertaken in consultation with EES and DAWE and submitted to the Planning Secretary for approval within six (6) months after the commencement of construction or as agreed in writing by the Planning Secretary.	Construction	Inland Rail is continuing the refine the Construction Impact Zone (CIZ) based on construction requirements. Once the final CIZ is locked in, Inland Rail's service provider will undertake a recalculation of the credit obligation.	Not triggered																			
E20	The review and update of credit requirements must be undertaken by: (a) using the vegetation mapping, and the extent of impact in the revised development footprint (Table 3.4) in the July 2020 Addendum to the Inland Rail – Narrabri to North Star Biodiversity Assessment Report; and/or (b) completing verification surveys to confirm the extent, type and condition of native vegetation to be impacted. Where verification surveys are required, they must be undertaken in consultation with EES. Any additional surveys must be undertaken at the time of year when groundcover is most likely to be predominantly native. If evaluation is not possible at a time when groundcover is most likely to be native, the assumed presence of any relevant species and ecosvstems may be applied to conservatively	Construction	Inland Rail is continuing the refine the Construction Impact Zone (CIZ) based on construction requirements. Once the final CIZ is locked in, Inland Rail's service provider will undertake a recalculation of the credit obligation.	Not triggered																			

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	evaluate impacts and associated credit requirements.				
E21	The Proponent must submit to the Planning Secretary for information a copy of the Credit Retirement Report for the retirement of the ecosystem and species credits required by Condition E18 within one month of receiving the report.	Construction	The Credit Retirement Report has not yet been completed.	Not triggered	
E22	Re-use of Timber Prior to vegetation clearing, the Proponent must consult with community and landcare groups and government agencies to determine if retained timber and root balls can be reused in habitat enhancement and rehabilitation work, before pursuing other disposal options. The retained timber and root balls may be used on or off the CSSI site.	Construction	Consultation occurred within first few weeks with Landcare and DPI Fisheries. Email evidence was observed of consultation with Environment NSW, DPIE and Landcare.	Compliant	
E23	Koala Habitat The Proponent must reduce the area of koala habitat, identified in Table E4, that is impacted by the CSSI by at least 25%, or as otherwise agreed by the Planning Secretary.	Construction	Geolink GIS Analysts have reviewed clearing to assess compliance with Table E4. A register is maintained detailing the cumulative clearing for the project to date. As at the time of the audit, this demonstrates that clearing is being minimised, with current clearing against the respective Koala Habitat types totals 0.322Ha, significantly below the approved extent of clearing of 175.25Ha as listed in Table E4.	Compliant	

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	<table><tr><th colspan="2">Table E4: Vegetation zones/plant community types identified as koala habitat</th></tr><tr><th>Vegetation Zone and Plant Community Type (PCT) ID and Name</th><th>Total Area impacted (ha)</th></tr><tr><td>Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gillgaied clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion</td><td>17.31</td></tr><tr><td>Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coobah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion</td><td>1.74</td></tr><tr><td>Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion</td><td>0.08 (scattered trees)</td></tr><tr><td>Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW</td><td>143.95</td></tr><tr><td>Zone 6 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW (Derived - Native Grasslands)</td><td>0.35 (scattered trees)</td></tr><tr><td>Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion</td><td>11.82</td></tr><tr><td>Total Area Impacted</td><td>175.25</td></tr></table>	Table E4: Vegetation zones/plant community types identified as koala habitat		Vegetation Zone and Plant Community Type (PCT) ID and Name	Total Area impacted (ha)	Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gillgaied clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion	17.31	Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coobah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion	1.74	Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion	0.08 (scattered trees)	Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW	143.95	Zone 6 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW (Derived - Native Grasslands)	0.35 (scattered trees)	Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion	11.82	Total Area Impacted	175.25				
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E24	The Proponent must submit a report on the final construction footprint demonstrating how impacts to the plant community types identified in Table E4 have been reduced. This must be provided to the Planning Secretary, EES and DAWE for information, within six (6) months after the commencement of construction or as agreed by the Planning Secretary.	Pre construction	Inland Rail is continuing the refine the Construction Impact Zone (CIZ) based on construction requirements. Once the final CIZ is locked in, Inland Rail's service provider will undertake a recalculation of the credit obligation.	Not triggered																			
E25	The Proponent must provide a minimum of 4556 species credits to offset impacts to the koala.	Pre construction	Inland Rail is continuing the refine the Construction Impact Zone (CIZ) based on construction requirements. Once the final CIZ is locked in, Inland Rail's service provider will undertake a recalculation of the credit obligation.	Not triggered																			
E26	The offset credits required by Condition E25 must be sourced where practicable, from: (a) The same IBRA subregion as the impacted site, or (b) The adjoining IBRA subregions within the same IBRA region as identified in (a).	Pre construction	Inland Rail is continuing the refine the Construction Impact Zone (CIZ) based on construction requirements. Once the final CIZ is locked in, Inland Rail's service provider will undertake a recalculation of the credit obligation.	Not triggered																			

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FLOODING					
E27	<p>Quantitative Design Limits (QDLs)</p> <p>The CSSI must meet the QDLs in Appendix A – FLOODING QUANTITATIVE DESIGN LIMITS AND MODELLING REQUIREMENTS. Unless otherwise noted, these QDLs apply outside the rail corridor except for level crossings. These QDLs apply in any flood event up to and including the 1% AEP, and in any duration.</p> <p>In circumstances where the CSSI does not meet the QDL at a specific location, the Proponent must achieve compliance through modified design of the CSSI. If this is not possible or practical the Proponent must:</p> <ul style="list-style-type: none"> (a) document the extent of the non-compliance with the QDL and justify why it is not possible or practical to achieve compliance through CSSI design changes; (b) in every instance of non-compliance with the QDLs, consult with and obtain agreement from the affected land or property owners to either: <ul style="list-style-type: none"> i. the non-compliance; or ii. establish an alternative level of mitigation of impacts for that location through alternative design measures; (c) where an alternative level of mitigation of impacts is required for a location, achieve a level of mitigation through design measures beyond the rail corridor; and (d) describe and detail the mitigation measures in the Flood Design Verification Report required by Condition E28; 	Construction	The assessment of compliance with the QDLs will be contained within the Flood Design Verification Report, which is currently being prepared. The assessment and management of scenarios whereby QDL's cannot be complied will be able to be properly reviewed when this report has been completed.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E28	<p>Flood Design Verification Report</p> <p>Compliance with the QDLs as required by Condition E27 must be demonstrated in a Flood Design Verification Report that details flood behaviour under existing conditions and with the final detailed design of the approved CSSI. The flood modelling informing the report must be developed in consultation with EES, relevant councils and Transport for NSW, and completed to the specifications in Appendix A – FLOODING QUANTITATIVE DESIGN LIMITS AND MODELLING REQUIREMENTS.</p> <p>The Flood Design Verification Report must include:</p> <ul style="list-style-type: none"> (a) details of the flood modelling that informs the report; (b) details of how the project's flood planning level (FPL) was decided, with reference to relevant considerations of the NSW Floodplain Development Manual; (c) an assessment of the infrastructure's compliance with the Quantitative Design Limits (QDLs) for flooding, hydrology and geomorphology listed in Appendix A – FLOODING QUANTITATIVE DESIGN LIMITS AND MODELLING REQUIREMENTS; (d) floor level surveys of potentially affected buildings to accurately confirm compliance with afflux limits. Where a floor level has not been surveyed, the Report shall adopt the existing ground level as the floor level, with appropriate annotation; (e) an assessment of the impacts of the CSSI on erosion, scouring, bank stability, stream stability and geomorphology; (f) mitigation and management measures that will be undertaken if the QDLs are exceeded, as specified in Condition E27; 	Preconstruction, construction	<p>The Flood Design Verification Report is currently being prepared. The assessment and management of scenarios whereby QDL's cannot be complied with will be able to be properly reviewed when this report has been completed.</p> <p>The N2NS SP1 project commenced construction of permanent works that may impact flooding prior to the audit. The delay in preparing the FDVR has meant that independent peer review of the report and results has not been completed and submitted to the secretary at least one month prior to the commencement of construction as required.</p>	Non-compliant	Ensure the Flood Design Verification Report is finalised and submitted to the Secretary.

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>(g) mitigation measures to minimise potential adverse impacts and responses to actual impacts with regard to the NRAR's Guidelines for Controlled Activities on Waterfront Land;</p> <p>(h) an assessment of risk to life caused by formation failure in extreme flood events, including management measures to mitigate this risk; and</p> <p>(i) an assessment of aquaplaning risks where the CSSI produces additional inundation of highways or sealed roads with a speed limit of 80km/h or greater. Where an aquaplaning risk is attributable to the CSSI, undertake infrastructure changes to remove the additional inundation or to introduce risk mitigation measures to manage this risk.</p> <p>The flood model and results must be independently peer-reviewed in accordance with Condition E29 and be submitted to the Planning Secretary for information at least one month prior to the commencement of construction of permanent works that may impact on flooding.</p> <p><i>Note: Components of the SPIR hydrology technical report that are still relevant to the final design of the CSSI may be reused to prepare the Flood Design Verification Report where they meet the requirements of Condition E28 and Appendix A</i></p>				
E29	<p>Independent Peer Review</p> <p>The Flood Design Verification Report (including the flood model upon which it is based) must be reviewed and endorsed by a suitably qualified and experienced hydrologist who has extensive experience in flood modelling including with the hydrological and hydraulic software used for the model. This hydrologist must be independent of the Proponent and the organisation(s) who prepared the flood model, having regard to the Department's Post Approval Guidance for Infrastructure Projects: Seeking Approval from the Department for the</p>	Preconstruction, construction	The Flood Design Verification Report is currently being prepared, and will be provided for independent peer review on completion. The independent peer review required by this condition has not been completed and submitted to the secretary at least one month prior to the commencement of construction as required by condition E28.	Non-compliant	Ensure the independent review is completed and submitted to the Secretary as per the condition.

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>Appointment of Independent Experts (DPIE, 2020). The review must:</p> <ul style="list-style-type: none"> (a) review the flood model files and the description of the model provided within SPIR and any adjustments to this as per the Flood Design Verification Report; (b) assess the establishment, calibration, validation and operation of the flood model items as per (a); (c) identify and document existing and future purposes for which the model can and cannot be used, including adaptation of this model by others, and any limitations on this; (d) document the review findings including specifically responding to Condition E28(a) to E28(i) and, after any recommended model and/or reporting improvements have been undertaken to the peer reviewer's satisfaction, provide written certification within the review report that the Flood Design Verification Report, modelling and mitigation measures: <ul style="list-style-type: none"> i. have been prepared consistent with current and appropriate methodologies and standards; and ii. accurately depict and resolve design impacts of the CSSI. <p>The peer reviewer's endorsement must be appended to the Flood Design Verification Report. <i>Note: The independent reviewer must have extensive experience with the software packages applied in the modelling for the SPIR and the Flood Design Verification Report, although this may not necessarily include the specific software version(s) used in the SPIR and Flood Design Verification Report, provided the software version updates are not relevant to the peer review.</i></p>				

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E30	<p>Flood Emergency Response Plan (FERP) for Flood Risks within the Rail Corridor</p> <p>The Proponent must prepare a Flood Emergency Response Plan (FERP) which documents how the risks to life and property within the rail corridor are to be safely managed during a flood. The FERP must detail activities before, during and after a flood, including for staff training and maintenance and updating of the FERP.</p> <p>(a) The FERP must be prepared by an experienced flood emergency response specialist who has extensive experience in preparation of these plans.</p> <p>(b) This specialist must confirm that residual flood risks are acceptable and the procedures within the FERP are consistent with best practice and the requirements of the NSW Floodplain Development Manual.</p> <p>(c) The FERP must be appended to the Flood Design Verification Report.</p> <p><i>Note: Nothing in this condition prevents the adaptation of an existing flood management or emergency plan to satisfy this condition.</i></p>	Pre construction, construction	<p>A Flood Emergency Response Plan is currently being prepared and it will be included in the FDVR that is being prepared for delivery as mentioned above.</p> <p>The delay in preparing the FDVR has meant that independent peer review of the report and results has not been completed and submitted to the secretary at least one month prior to the commencement of construction as required by condition E28.</p>	Non-compliant	Ensure the Flood Emergency Response Plan is finalised and submitted to the Secretary as per the condition.
E31	<p>Information to Facilitate Management of Flood Emergency Risks beyond the Rail Corridor</p> <p>Where the CSSI has the potential to adversely impact flood risks to life or property beyond the rail corridor, the Proponent must document the flood risk information in sufficient detail so that relevant emergency services personnel and affected third parties can prepare, respond and recover from future flood emergencies. This shall include but not be limited to:</p> <p>(a) documentation of the changes to flood behaviour including levels, depths, velocities, etc, that may result in adverse impacts to life and property beyond the rail corridor, in any future flood events including events up to the PMF;</p>	Pre construction, construction	<p>Refer to above regarding status of FDVR and FERP.</p> <p>The delay in preparing the FDVR has meant that independent peer review of the report and results has not been completed and submitted to the secretary at least one month prior to the commencement of construction as required by condition E28.</p>	Non-compliant	Ensure the FDVR and FERP are finalised and submitted to the Secretary as per the condition and to allow for that independent peer review of the report and results to occur.

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>(b) consideration of changes to flood behaviour that may result from CSSI infrastructure failures or embankment collapses where these may occur during floods;</p> <p>(c) provision of sufficient detail and scope to enable the relevant personnel or agency (including the NSW SES, the local council, affected property or infrastructure owners) to prepare for management of flood emergencies;</p> <p>(d) respond to requests for information about the CSSI from those personnel or agencies in (c) to assist them in preparing their own flood emergency response plans.</p> <p>This documentation shall be appended to the Flood Design Verification Report and be certified as consistent with the requirements of this condition by the same specialist preparing and certifying the FERP (required by Condition E30).</p>				
E32	<p>Flood Review after Construction</p> <p>For the first 15 years of operation, the Proponent must prepare Flood Review Report(s) within three months after the first defined flood event for any of the following flood magnitude ranges that occur – the 1-5% AEP, 5-10% AEP and 10-20% AEP events. The Flood Review Report(s) must be prepared by a suitably qualified and experienced hydrologist(s) and include:</p> <p>(a) a comparison of the observed extent, level, and duration of the flooding event against those predicted in (or inferred from) the SPIR and the Flood Design Verification Report required by Condition E28;</p> <p>(b) identification of the properties and infrastructure affected by flooding during the reportable event; and</p> <p>(c) where the observed extent and level of flooding or other flooding or erosion impacts</p>	Operation	Refers to operational phase.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>exceed those predicted due to the CSSI with the consequent effect of adversely impacting on property(ies), structures, infrastructure or the environment, and/or exceed the requirements specified in Conditions E27 and E28:</p> <ul style="list-style-type: none"> i. determine if the exceedance is attributable to the CSSI, and ii. where the cause is attributable to the CSSI, identification of the rectification measures that would be implemented to reduce future adverse impacts of flooding from similar events related to the CSSI works, including the timing and responsibilities for implementation. <p>A copy of the Flood Review Report(s) must be submitted for information to the Secretary and EES and relevant council(s) within three (3) months of finalising the report.</p> <p>Any rectification measures identified within the Flood Review Report(s) must be developed in consultation with the affected third parties (e.g. land and property owners, infrastructure owners, EES, the relevant council(s), state and local government agencies, etc) and implemented within the timeframes specified in the Flood Review Report(s) or as agreed with the affected parties.</p>				

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E33	To analyse the lengths of rail corridor impacted by rainfall and consequential flood events for the purposes of Condition E32, the Proponent must develop spatially defined monitoring zones and associated monitoring methodologies for the flood catchments modelled in the SPIR. The monitoring methodologies shall provide an approach to inter rainfall intensities utilising the available Bureau of Meteorology rainfall monitoring stations suitable for each catchment. The methodology must be developed in consultation with DPIE and submitted to the Planning Secretary for information within six (6) months prior to the commencement of operation of the CSSI.	Operation	Refers to operational phase.	Not triggered	
E34	Information Sharing Flood information resulting from the requirements of this approval, including flood reports, models and geographic information system outputs, and work as executed information from a registered surveyor certifying finished ground levels and the dimensions and finished levels of all structures within flood prone land, must be made available to the relevant council(s), TfNSW, EES and the SES upon request. The relevant councils, TfNSW, EES and the SES must be notified in writing that the information is available no later than one (1) month following the completion of construction. Information requested by a relevant council, TfNSW, EES or the SES must be provided within six (6) months.	Operation	Refers to post-construction requirements.	Not triggered	
WATER QUALITY AND DRAINAGE					
E35	The CSSI must be designed, constructed and operated so as to: (a) maintain the NSW Water Quality Objectives where they are being achieved as at the date of this Approval;	All	While overtopping events have been reported, the piling pads were constructed to the meet design criteria for the nominated rainfall event. Overtopping events exceeded the	Compliant	It is recommended that the hydraulic model is reviewed considering the observations and data obtained during recent rain events. This modelling should consider the impact that saturated catchments have on the

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>(b) contribute towards achievement of the NSW Water Quality Objectives over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the NSW Water Quality Objectives, in which case those requirements must be complied with;</p> <p>(c) ensure all drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) new or modified surface water drainage (including cess drains) and depressions are designed and constructed in accordance with relevant guidelines;</p> <p>(d) locate all scour protection works associated with replacement culverts or the construction of new culverts within the rail corridor, or as agreed to by the relevant landowner;</p> <p>(e) not result in changes to the direction of watercourses or the direction of flood flows except within the rail corridor, other than as agreed with the landowner;</p> <p>(f) ensure that there is no permanent interception of, and/or connection with, groundwater;</p> <p>(g) ensure all discharges from new or modified surface drainage (including cess drains) adjacent to the new and upgraded track are released at a controlled rate to prevent scour;</p> <p>(h) ensure works on waterfront land are undertaken in accordance with the NRAR guidelines for controlled activities on waterfront land;</p> <p>(i) ensure that any recycled wastewater (including recycled/treated water) proposed for use by the CSSI, is fit for purpose and</p>		approved design rainfall and runoff volume in each case.		volumes of water within creek and drainage lines. Consideration should be given to the removal and reinstatement of larger piling pads and crossings with larger volume pipework, longer shallow downstream faces with larger rock and consideration of gabion baskets where required. It is further recommended that redesign of the piling pads accounting for the above elements should be undertaken in consultation with the CPESC, Engineering and Construction teams to achieve the required outcomes for the current and future drainage crossings.

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	does not pose a risk to human health or the receiving environment.				
E36	The Proponent must consult with TfNSW in relation to stormwater and drainage management to coordinate drainage infrastructure with the Newell Highway Upgrade.	All	Details concerning the design implications of any associated flooding impacts have been shared with and discussed with Transport for New South Wales (TfNSW) on an ongoing basis since as early as 2018.	Compliant	
E37	Prior to the installation of a new culvert, the Proponent must consult with the landowner that is located immediately downstream of the new culvert to determine the potential for impacts on agricultural productivity, farm operations and farm dams (including changes in water supply yield, reliability of supply, flood flows and embankment stability) due to the introduction or alteration of flows. Where potential adverse impacts are identified, the Proponent must consult with the affected landowner on the management measures that will be implemented to mitigate the impacts.	All	Consultation on a range of issues, including culvert design and impact was undertaken during design, and this is outlined in the SP1 IFC Detailed Design Report prepared by WSP/Mott McDonald dated May 2019. To be further reviewed as construction continues.	Compliant	
TRAFFIC, TRANSPORT AND ACCESS					
E38	Construction traffic must not use local roads or privately-owned roads (other than to avoid direct access from ancillary facilities and construction sites to the Newell Highway) unless no alternative access is available. Use of private access roads must be in accordance with Conditions A19 and A20. Local or privately owned roads used for access to ancillary facilities and construction sites must be identified in the Construction Traffic, Transport and Access Management Sub-plan required by Condition 0.	All	Local and privately owned roads used for access to ancillary facilities and construction sites are identified in the Construction Traffic, Transport and Access Management Plan (2600-0018 N2NS-SP1).	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E39	Before any local or private road is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant road authority(ies) and landowners within one (1) month of completion of the survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the SSI.	All	A sample of dilapidation reports were observed for sites including Boonery Park Road, Crooble Road, Roydon Road, Gil Gil Creek Bridge, and Stage 2 Haul Road.	Compliant	
E40	If damage to roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction, either (at the landowner or relevant road authority's discretion): (a) compensate the relevant road authority(ies) and landowner for the damage so caused. The amount of compensation may be agreed with the relevant road authority(ies) and landowners, but compensation must be paid even if no agreement is reached; (b) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey; or (c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.	All	Not triggered during the audit period all sites still under construction.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E41	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within 400 metres of the original bus stop. The relocation of bus stops must be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	All	Relocation of bus stops not required during the audit period.	Not triggered	
E42	The Proponent must consult with TfNSW prior to, and at regular intervals during, construction to co-ordinate and implement mitigation measures to reducing any potential concurrent impacts arising from the construction of the CSSI and Newell Highway upgrade works. Procedures for consultation must be outlined in the Traffic, Transport and Access Management Sub-plan required by Condition 0.	All	Newell Highway upgrade works have not occurred during the audit period.	Not triggered	
E43	Level Crossing Treatment Reports In order to maintain safe and efficient operation of the road network, the Proponent must prepare a Public Level Crossing Treatment Report in consultation with Transport for NSW and relevant councils. The report must: <ul style="list-style-type: none"> (a) illustrate the location of all public level crossings which traverse the CSSI; (b) list, and identify on a figure, any public level crossings that will be closed or upgraded, including the type of treatment proposed where a level crossing is to be upgraded; (c) where no works are proposed at a public crossing, provide reason for the decision; (d) consider measures to avoid potential short-stacking at level crossings; and 	Construction	The Narrabri to North Star (Phase 1) Public Level Crossing Treatment Report (0-0000-900-PAD-00-TE-0014) has been prepared to maintain safe and efficient operation of the road network. <ul style="list-style-type: none"> (a) Appendix B illustrates the location of all public level crossings on the CSSI. (b) Appendix B and C outlines the level crossings to be upgraded and closed including the proposed treatments. (c) The proponent is completing works at all public level crossings within the CSSI. 	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>(e) provide justification for any proposed closures.</p> <p>The assessment of level crossings must utilise the Australian Level Crossing Assessment Model (ALCAM). The process for determining the type of level crossing treatment must be consistent with the methodology outlined in Appendix L of the Submissions Preferred Infrastructure Report.</p> <p>The report must also include an assessment of the road risks, consistent with the guideline Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011).</p> <p>The design of any level crossing on a public road must be endorsed by Transport for NSW or the relevant road authority (where not Transport for NSW) prior to commencing construction of that crossing.</p>		<p>(d) Mitigation measures to avoid potential short-stacking risks at level crossings is outlined in Section 3.2 and Section 3.3.</p> <p>(e) The methodology for assessment of the potential traffic and other impacts of closing level crossings undertaken is outlined in Section 6.2. Specific – Level Crossing Closure Considerations are outlined in Appendix D.</p> <p>The assessment of level crossings followed the required methodology consistent with Appendix L of the SPIR and, is detailed in Section 6. Further detail is included in Appendix C.</p> <p>The assessment of road risks consistent with the required guideline is included in appendix E.</p> <p>Evidence of endorsement by Transport for NSW for the design of any level crossing on a public road was provided during the audit period (WST20/00266/01 dated 21/08/2020).</p>		
E44	<p>In order to maintain convenient property access, the Proponent must prepare a Private Level Crossing Treatment Report in consultation with landowners whose access will be affected by the closure or upgrading of a private level crossing. The report must:</p> <p>(a) illustrate the location of all private level crossings which traverse the CSSI;</p> <p>(b) list, and identify on a figure, any private level crossings that will be closed or upgraded;</p> <p>(c) describe the treatments that will be implemented at upgraded crossings; and</p>	Construction	<p>The Narrabri to North Star Private Level Crossing Treatment Report – Phase 1 (3-0000-260-CXR-00-RP-0003) has been prepared in consultation with landowners whose access will be affected by the closure or upgrading of a private level crossing.</p> <p>(a) Appendix A illustrates the location of all private level crossings which traverse the CSSI.</p> <p>(b) Appendix A and Appendix B outline the level crossings to be upgraded and closed.</p>	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	<p>(d) provide justification for any proposed closures and types of treatment, including decisions where no additional treatments are proposed; and</p> <p>(e) provide details on the consultation undertaken with the landowners.</p> <p>Closures, relocations or modifications of private level crossings must be agreed to by the relevant landowner prior to any work on a crossing, noting that any closure, relocation or modification must be in accordance with AS/RISSB 7658:2012 Railway Infrastructure – Railway Level Crossing and relevant rail safety legislation. The Proponent must consult with relevant landowners on the design of the crossing and where consistent with relevant safety standards and legislation, incorporate landowner requirements into the design.</p>		<p>(c) Appendix B outlines the level crossings to be upgraded and the type of treatment planned. This is also addressed in Section 7.</p> <p>(d) Detailed justification for proposed closures is included in Section 8 and Appendix C.</p> <p>(e) Section 4 outlines the consultation activities undertaken to date with landowners to address feedback and consider requests.</p> <p>Section 4 demonstrates the consultation strategy. All closures, relocations and modifications will be agreed with landholders prior to Construction. The community consultation tracking spreadsheet was sighted during interview with the Trans4m Rail communication team on site.</p> <p>Section 5 gives a list of design standards that were used to design each level crossing which includes AS/RISSB 7658:2012 Railway Infrastructure – Rail Level Crossing.</p>		
E45	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to the Planning Secretary for information at least one (1) month prior to the closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI.	Construction	<p>The Public Level Crossing Treatment Report was submitted to the Planning Secretary on 09/03/2021.</p> <p>The Private Level Crossing Treatment Report was submitted to the Planning Secretary on 12/02/2021.</p>	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E46	Level Crossing Performance Report In 2026 and 2035, or as otherwise agreed by the Planning Secretary, the Proponent must prepare a Level Crossing Performance Report to confirm the operational traffic impacts of the level crossings on the classified road network. The review of the operation of the level crossings that interact with the classified road network must be carried out in consultation with TfNSW and the relevant councils and include: <ul style="list-style-type: none"> (a) updated traffic analysis of movements on these roads; (b) assessment of the level of service at these level crossings (queue length, queuing time delay); (c) identification of additional new works outside of the rail corridor delivered by third parties that may result in changes to traffic movements as initially considered in the Level Crossing Treatment Report; (d) assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E43; (e) all reported near misses and collisions at level crossings within the project area; and (f) mitigation measures to manage any actual or predicted road network performance impacts. 	Operation	Not triggered during the audit period.	Not triggered	
E47	Each Level Crossing Performance Report must also review the impact on level crossings interacting with local roads and include: <ul style="list-style-type: none"> (a) assessment of safety and/or operational impacts on nearby classified roads as a result of vehicle queuing; and (b) all reported near misses and collisions at level crossings within the project area. 	Operation	Not triggered during the audit period.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E48	<p>Mitigation measures to manage any actual or predicted road network performance impacts resulting from the construction and operation of the CSSI must be implemented within one year of the completion of each report. The Report must include an implementation plan of the identified mitigation measures. The Level Crossing Performance Report must be submitted to the Secretary, RMS and relevant councils for information within 60 days of its completion.</p> <p><i>Note: 2026 and 2035 are specified as representing 12 months and 10 years after the anticipated commencement of operation of the entire Inland Rail project. Should this timeframe change, the Proponent should seek the approval of the Planning Secretary to vary the timeframe in which to satisfy this condition.</i></p>	Operation	Not triggered during the audit period.	Not triggered	
E49	<p>Property Access</p> <p>No part of any crossing loop may cross over any driveway, private road or public road unless decided in consultation with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop.</p>	Construction	No crossing loops cross over any driveway, private road or public road.	Not triggered	
E50	The Proponent must maintain access to properties during the entirety of works unless an alternative access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works.	Construction	Access was observed to be maintained to properties during the site inspection.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E51	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road decided through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Construction	No properties have been restricted access requiring temporary alternative access during the audit period.	Not triggered	
E52	Where construction of the CSSI restricts the ability of a resident or landowner to access other parts of their property via a level crossing, the Proponent must, until the permanent level crossing is reinstated, supply the property with a temporary alternate level crossing access at a convenient location decided through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner. This can include other existing level crossings or a new alternative temporary level crossing access that is both safe and agreed to.	Construction	No residents or landowners have been restricted from the ability to access other parts of their property via level crossing during the audit period.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E53	Road Safety The CSSI (including any new overbridges, new or modified roads, and new or modified level crossings) must be designed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management. The design of any new road overbridges or new or modified roads must be developed in consultation with the relevant roads authority prior to construction of the new road overbridges or new or modified roads.	All	Not triggered during the audit period.	Not triggered	
E54	For all new overbridges, new or modified roads, and new or modified level crossings provided as part of the CSSI, the Proponent must undertake a Safe System Assessment in accordance with the Austroads Safe System Assessment Framework and Austroads Guide to Traffic Management Part 13: Safe Systems Approach to Transport Management in consultation with the relevant roads authority. For all areas identified by the Safe Systems Assessment as requiring further assessment, an independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request.	All	Not triggered during the audit period.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E55	Pedestrian and Cyclist Access Safe pedestrian access must be maintained around work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, an alternate route which complies with the relevant standards must be provided and signposted.	Construction	Safe pedestrian access was observed around work sites during the site inspection.	Compliant	
E56	Transport Network and Connectivity Analysis (Jones Avenue Overbridge) The design and location of new road and road bridge components of the CSSI must not introduce into or increase by way of redistribution heavy vehicle movements through the residential and commercial areas of Moree. This objective must inform the comparative analysis of alternative overbridge locations required by Condition E57.	Preconstruction	Not triggered during the audit period.	Not triggered	
E57	The Proponent must undertake a comparative analysis of an alternative location(s) for grade-separated road and active transport crossings of the rail corridor as an alternative(s) to the Jones Avenue overbridge. This analysis must focus on the area to the south of Moree Airport, or other location(s) identified through the Moree Special Activation Precinct (SAP) investigations and as agreed by the Planning Secretary. The analysis must consider: (a) consistency with future land use planning for Moree, with a particular focus on the proposed Special Activation Precinct and Moree Intermodal projects to the south of Moree; (b) the local and regional traffic network, including operational efficiency, and	Preconstruction	Not triggered during the audit period.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	connectivity to existing and future local and regional road networks; (c) the ability for use by a range of heavy vehicles and compliance with relevant road design standards; (d) community safety and severance impact of formal or informal changes to heavy vehicle routes; (e) a risk assessment of the impacts on emergency services in accessing the community in required timeframes in the event level crossings are blocked in Moree; (f) consideration of the environmental impacts of a relocated bridge, having regard to the CSSI's Secretary's Environmental Assessment Requirements (SEARs) dated 8 November 2016; and (g) the requirements of Condition E58.				
E58	The Proponent's analysis required by Condition E57E56 above must consider active transport rail crossings between Moree Railway Station and Bullus Drive to address severance impacts caused by the proposal. This analysis must include: potential community severance caused by the proposal; (a) pedestrian and cyclist movement patterns, existing as well as those associated with future infrastructure or strategic planning initiatives being undertaken in the locality; (b) measures to minimise informal rail corridor crossings; and (c) an assessment of potential crossings that considers: <ol style="list-style-type: none"> demand for a crossing in that location; the distance between formal rail crossings; rail safety requirements; accessibility in accordance with the Disability Discrimination Act 1992; 	Preconstruction	Not triggered during the audit period.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	v. pedestrian safety and security, including Crime Prevention Through Environment Design (CPTED); and vi. pedestrian access during extended severance events, including a train breakdown blocking level crossings.				
E59	<p>The analysis required by Conditions E57 and E58 must be prepared in consultation with Moree Plains Shire Council, Transport for NSW, the Special Activation Precinct Team within the Department of Planning, Industry and Environment, emergency services, the affected community, including but not limited to the Moree Local Aboriginal Land Council and the East Moree community. Evidence of such consultation must be provided as part of the analysis.</p> <p>The analysis must clearly justify the chosen bridge location and be undertaken prior to construction of the Jones Avenue bridge or within one year of project determination (whichever is earlier). The analysis must be provided to the Planning Secretary for approval or form part of a project modification under section 5.25 of the EP&A Act. The approved crossings (including vehicular, cycle and pedestrian crossings) must be completed by 2025, unless otherwise approved by the Planning Secretary.</p> <p><i>Note: 2025 is specified as the anticipated commencement of operation of the entire Inland Rail project. Should this timeframe change, the Proponent should seek the approval of the Planning Secretary to vary the completion date of the crossings.</i></p>	Preconstruction	Not triggered during the audit period.	Not triggered	
SPOIL MOUNDS					
E60	Permanent spoil mounds are to be located: (a) within the existing rail corridor; (b) at least 50 metres from any watercourse or culvert or where the rail formation is predicted to be overtopped during a flood event;	Construction	All permanent spoil mounds were observed to be located within the rail corridor in appropriate locations during the site inspection. Details of the permanent spoil mound management are	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
	(c) at least 500 metres from any residence; and (d) outside the drip lines of trees located on private property. <i>Note: For the purpose of Condition E60(d), the Proponent must not affect trees outside of the rail corridor for the purpose of preventing those trees' driplines overhanging spoil mounds.</i>		outlined in the Construction Soil and Water Management Sub-Plan (2600-0018 N2NS-SP1).		
E61	Spoil mounds are to comply with the following requirements: (a) maximum height must not exceed the top height of the upgraded rail line; (b) not result in the clearing or covering of native vegetation beyond that described in the documents listed in Condition A1; (c) not result in heritage impacts beyond that described in the documents listed in Condition A1; (d) not result in additional changes to the upstream flooding regime beyond those described in the documents listed in Condition A1; (e) not affect the downstream flood regime; (f) not impede the flow of water through culverts; (g) not contain any contaminated soil classified as unsuitable for the proposed land use, acid sulphate soils or green waste; (h) are to be stabilised during construction of the CSSI; and (i) are to be stabilised prior to operation of the CSSI.	Construction	Spoil mounds were observed to be compliant with the condition requirements. Details of spoil mound management are outlined in the Construction Soil and Water Management Sub-Plan (2600-0018 N2NS-SP1).	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
VISUAL AMENITY					
E62	The construction and operation of the parts of the CSSI located within 200 kilometres of the Siding Spring Observatory, must comply with the 'Good Lighting Design Principles' as described in the Department's 'Dark Sky Planning Guideline'.	Construction, operation	The southern work front from Penney's Road is approximately 177km from Siding Spring Observatory. Compound 2 south of the Gurley Bridge is approximately 193km from the observatory. This Environmental Design Requirement was considered in the SP1 IFC Detailed Design Report prepared by WSP/Mott McDonald dated May 2019.	Compliant	
E63	The Proponent must construct and operate the CSSI with the objective of minimising light spillage to residences. All lighting associated with the construction and operation of the CSSI must be consistent with the requirements of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting. Notwithstanding, the Proponent must provide mitigation measures to manage any residual night-lighting impacts to protect residences adjoining or adjacent to the CSSI, in consultation with affected landowners.	Construction, operation	This Environmental Design Requirement was considered in the SP1 IFC Detailed Design Report prepared by WSP/Mott McDonald dated May 2019. To be further reviewed as construction continues.	Compliant	
E64	The Proponent must consult with all landowners whose visual amenity from their residence is identified as highly impacted by the CSSI (as per Table 5 of Technical Report 10 in the EIS) to determine the mitigation measures that will be implemented to maintain visual amenity. The Proponent must come to an agreement with the landowner on the mitigation measures and implement the measures prior to the operation of the CSSI.	Construction, operation	This Environmental Design Requirement was considered in the SP1 IFC Detailed Design Report prepared by WSP/Mott McDonald dated May 2019. To be further reviewed as construction continues.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
HERITAGE					
E65	The Proponent must not destroy, modify or otherwise physically affect any heritage items, including Aboriginal objects, outside of the CSSI construction boundary.	Construction	The ClZ is clearly delineated with the use of barrier tape and signage. Site inspections of construction areas identified that no disturbance had occurred outside the delineated construction areas at the time of the audit.	Compliant	
E66	The Proponent must not harm, modify, or otherwise impact human remains uncovered during the construction of the CSSI.	Construction	Not triggered at the time of the audit. This requirement is noted in the Construction Heritage Management Sub Plan in section 5.8.7. However, it is noted that this is incorrectly referenced in Table 1 of the CHMSP as Section 4.8.7.	Not triggered	Check and update cross referencing in the Construction Heritage Management Sub Plan.
E67	Identified impacts to heritage items must be minimised through both design and construction. The measures for ensuring this are to be detailed in the Construction Heritage Management Sub-Plan required by Condition 0.	Preconstruction, construction	This requirement is noted in the Construction Heritage Management Sub Plan in sections 5.8 and 5.9.	Compliant	
E68	Non-Aboriginal Heritage The Proponent must undertake Heritage Photographic Archival Recordings (of heritage items and potential heritage items associated with the existing rail line (including culverts/underbridges with timber components and former rail station sites) which have been identified for demolition in the EIS and Submissions Report.	Preconstruction, construction	This requirement is noted in section 5.9.2 of the Construction Heritage Management Sub Plan. <i>The report Photographic Archival Recording and Research Report Narrabri to North Star SP1 Narrabri, Moree and North Star regions Photographic Archival Recording and Research prepared by Niche Environment and Heritage dated 13 April 2021 contains the photographic records for these components.</i>	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E68	The photographic recording of items with a statutory listing must be undertaken in accordance with NSW Heritage Division guidelines. The photographic recording of items with potential heritage significance but no statutory listing may be undertaken in accordance with ARTC's Archival Recording Standard.	Preconstruction, construction	<p>This requirement is noted in section 5.9.2 of the Construction Heritage Management Sub Plan.</p> <p>The report Photographic Archival Recording and Research Report Narrabri to North Star SP1 Narrabri, Moree and North Star regions Photographic Archival Recording and Research prepared by Niche Environment and Heritage dated 13 April 2021 contains the photographic records for these components.</p>	Compliant	
E69	The design of any proposed works or alterations to TfNSW assets, including but not limited to railway stations at Edgeroi, Bellata, Gurley and Moree must be developed in consultation with and endorsed by TfNSW prior to the commencement of works affecting these assets.	Preconstruction, construction	Designs for Moree Station Upgrade and the removal of Edgeroi and Gurley platforms were subject to consultation with TfNSW.	Compliant	
E70	Aboriginal Heritage Prior to the commencement of investigation activities within the expanded construction footprint identified in the SPIR, the Proponent must prepare a methodology for archaeological investigation in consultation with DPC Heritage and Registered Aboriginal Parties (RAPs).	Preconstruction	The Aboriginal Cultural Heritage Management Plan Narrabri to North Star – Separable Portion 1 (N2NS Phase 1) prepared by Niche Environment and Heritage dated 18 December 2020 and Addendum Aboriginal Cultural Heritage Assessment Narrabri to North Star – Separable Portion 1 (N2NS Phase 1) prepared by Niche Environment and Heritage dated 1 December 2020 were submitted on 11 January 2021 detailing this methodology and consultation.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E71	<p>Prior to the commencement of any construction works within areas identified as requiring archaeological investigation by the methodology required by Condition E70 the Proponent must:</p> <p>(a) Undertake archaeological investigations; and</p> <p>(b) report on the results of the archaeological investigation, including, but not necessarily be limited to:</p> <ul style="list-style-type: none"> i. consideration of measures to avoid or minimise disturbance to Aboriginal objects where objects of moderate to high archaeological or cultural significance are found to be present; ii. where impacts cannot be avoided, recommendations for any further investigations or salvage; iii. management and mitigation measures to ensure there are no additional impacts due to preconstruction and construction activities; and iv. demonstration of additional consultation with the Registered Aboriginal Parties about items i) to iii). 	Preconstruction	<p>The <i>Aboriginal Cultural Heritage Management Plan Narrabri to North Star – Separable Portion 1 (N2NS SP1)</i> prepared by Niche Environment and Heritage dated 18 December 2020 and <i>Addendum Aboriginal Cultural Heritage Assessment Narrabri to North Star – Separable Portion 1 (N2NS SP1)</i> prepared by Niche Environment and Heritage dated 1 December 2020 were submitted on 11 January 2021 detailing this methodology and consultation.</p> <p>At around 19th April 2021, disturbance was caused to an existing vehicle access track at the Gil Gil Creek site and geofabric with road base material was also placed over this area. Four artefacts were previously identified as being located within the vehicle access track for salvaging but were not salvaged prior to this disturbance. The likely cause of this incident was the failure to identify the location of the un-salvaged Aboriginal cultural heritage site NNS AS11 at the Gil Gil Creek site prior to ground disturbance being undertaken.</p> <p>At around 19th April 2021, disturbance was caused by a grader at the Bunna Creek South site. This affected a portion of a larger area identified in the Addendum ACHAR as requiring cultural heritage survey prior to construction works commencing. While this site had previously been disturbed by agricultural activity, there is uncertainty over what artefacts may have been harmed, and</p>	Non-compliant	Ensure that corrective and preventive actions as outlined in the incident report dated 17 June 2021 are implemented.

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
			what harm may have been caused to any such artefacts. The possible cause of this potential incident was the failure to verify the location of the un-surveyed site prior to ground disturbance being undertaken.		
E72	The methodology required by Condition E70 and the report required by Condition E71 must be provided to the Planning Secretary for information and its results incorporated into the Construction Heritage Management Sub Plan required by Condition 0.	Preconstruction	This requirement is included in Section 1 of the Construction Heritage Management Sub Plan. DPIE letter received 7/04/2021 confirming approval of documents and required consultation and endorsement by the ER and relevant government agencies, including the Construction Heritage Management sub Plan Revision H, dated 29 March 2021.	Compliant	
LAND USE AND PROPERTY					
E73	Dilapidation Surveys and Rectification The Proponent must undertake dilapidation surveys on the current condition of surface and sub-surface structures owned by third parties and identified at risk from vibration. The dilapidation surveys must be prepared by a suitably qualified and experienced person(s).	Preconstruction	A sample of dilapidation reports were observed for sites including Boonery Park Road, Crooble Road, Roydon Road, Gil Gil Creek Bridge, and Stage 2 Haul Road.	Compliant	
E74	The results of the dilapidation surveys must be provided to the relevant owners of surface and sub-surface structures for review prior to the commencement of potentially impacting works.	Preconstruction	A sample of dilapidation reports were observed for sites including Boonery Park Road, Crooble Road, Roydon Road, Gil Gil Creek Bridge, and Stage 2 Haul Road.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E75	Subsequent dilapidation surveys must be undertaken to assess damage to the surface and sub-surface structures that may have resulted from the construction of the CSSI within three months of the completion of construction, unless otherwise agreed by the Secretary.	Operation	Not triggered during the audit period.	Not triggered	
E76	The results of the subsequent dilapidation surveys for each surface and sub-surface structure surveyed must be provided to the relevant owners of the structures within one (1) month of undertaking the surveys.	All	Not triggered during the audit period.	Not triggered	
E77	The Proponent must carry out rectification at its expense and to the reasonable requirements of the surface and sub-surface structure owner(s) within three (3) months of completion of the post-dilapidation surveys unless otherwise agreed with the owner of the affected surface and sub-surface structure.	Operation	Not triggered during the audit period.	Not triggered	
E78	Rehabilitation Any agreements for the temporary use of land for construction purposes must provide for the rehabilitation of that land and any structures on it to its pre-construction state, unless otherwise agreed with the landowner.	Operation	Not triggered during the audit period.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
SUSTAINABILITY					
E79	The CSSI must achieve a minimum 'excellent' rating for both 'Design' and 'As built', under the Infrastructure Sustainability Council of Australia infrastructure rating tool [version 1.2 or 2.0], or through the use of an equivalent process or an equivalent level of performance using a demonstrated equivalent rating tool.	Preconstruction	Not triggered during the audit period. RFI – Sustainability management plan request, and request ISCA sustainability process.	Not triggered	
SOILS					
E80	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise any water pollution. When implementing such controls, any relevant guidance in the Managing Urban Stormwater series must be considered.	Construction	<p>Mitigation measures and erosion and sediment controls are outlined in Table 7-1 of the Construction Soil and Water Management Sub-Plan (2600-0018 N2NS-SP1).</p> <p>Sediment fencing and use of geofabric coverings over stockpiles was observed during the site inspection. Daily inspections are undertaken of erosion and sediment controls with regular maintenance undertaken by a dedicated environmental maintenance team.</p> <p>The design and construction of drainage crossings and piling pads, particularly those inspected during the audit at Croppa Creek, Gurley Creek and Tycannah, have resulted in erosion and sedimentation of creek lines and drainage over recent rain events.</p> <p>Batters along the rail corridor works, observed at the Gurley Culverts site were not sufficiently maintained to manage sediment and erosion, particularly on the western side of the rail corridor.</p>	Non-compliant	<p>It is recommended that the hydraulic model is reviewed considering the observations and data obtained during recent rain events. This modelling should consider the impact that saturated catchments have on the volumes of water within creek and drainage lines. Consideration should be given to the removal and reinstatement of larger piling pads and crossings with larger volume pipework, longer shallow downstream faces with larger rock and consideration of gabion baskets where required. It is further recommended that redesign of the piling pads accounting for the above elements should be undertaken in consultation with the CPESC, Engineering and Construction teams to achieve the required outcomes for the current and future drainage crossings.</p> <p>Batters established for erosion and sediment control along the rail corridors should be constructed and maintained to prevent damage by</p>

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
					plant and equipment. These areas should also be subject to routine inspection to ensure that their integrity is maintained to minimise erosion and sedimentation of surrounding areas.
E81	Contaminated sites In the event that soils suspected to be contaminated are unexpectedly found, the Proponent must engage a suitably experienced and qualified contaminated land consultant to undertake further investigations to determine the type and extent of any contamination. The investigation must be undertaken in accordance with guidelines made or approved under the Contaminated Land Management Act 1997 (NSW). The results of the investigation must be documented in a Site Contamination Assessment Report.	Construction	An Unexpected Discovery of Contaminated Land Procedure is located in Appendix C of the Construction Soil and Water Management Sub-Plan (2600-0018 N2NS-SP1). Mitigation measures and details of site assessments conduct as part of the preconstruction works are outlined in Table 7-1. No unexpected sites have been identified at this time.	Not triggered	
E82	Where the results of site investigations required by Condition E81 indicate that the contamination poses unacceptable risks to human health or the environment under either the present or proposed land use, the Proponent must engage a suitably experienced and qualified contaminated land consultant to develop and implement any necessary remediation measures. The remediation measures must be documented in a Remediation Report	Construction	Not triggered at this time – no unexpected sites have been identified.	Not triggered	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E83	If remediation is required under Condition E82, a Site Audit Statement and Site Audit Report must be prepared by a NSW EPA Accredited Site Auditor. Contaminated land must not be used for the purpose approved under the terms of this approval until a Site Audit Statement determines the land is suitable for that purpose and any conditions on the Site Audit Statement have been complied with.	Construction	Remediation works have not yet occurred for known contaminated sites. No remediation works occurred during the audit period.	Not triggered	
E84	Nothing in Conditions E81 to E83 prevents the Proponent from preparing a single Site Contamination Report or Remediation Report or obtaining a single Site Audit Statement and Site Audit Report for the entire CSSI.	Construction	Noted.	Compliant	
E85	An Unexpected Contaminated Land and Asbestos Finds Procedure must be prepared before the commencement of construction and must be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during construction.	Preconstruction	An Unexpected Discovery of Contaminated Land Procedure is located in Appendix C of the Construction Soil and Water Management Sub-Plan (2600-0018 N2NS-SP1).	Compliant	
AIR QUALITY					
E86	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	Construction, operation	The Construction Soil and Water Management Sub-Plan (2600-0018 N2NS-SP1) outlines the Air Quality Monitoring Program in Appendix D and associated mitigation measures in Section 7.1. Dust mitigation measures were observed during the site inspection in the form of water carts and stockpile coverings. It is noted that significant rain events had occurred prior to the site inspection occurring.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
WASTE					
E87	<p>Waste generated during construction and operation is to be dealt with in accordance with the following priorities:</p> <ul style="list-style-type: none"> (a) waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced; (b) where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered in accordance with the requirements of the Protection of the Environment Operations Act 1997 and its regulations; and (c) where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed of at a waste management facility or premise lawfully permitted to accept the materials or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste. 	Construction, operation	Waste and Resource ECM has been developed to manage the waste and resource recovery related risks on this Project.	Compliant	
E88	The importation of waste and the storage, treatment, process, reprocessing or disposal of such waste must comply with the conditions of the current EPL for the CSSI, or be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, as the case may be.	Construction, operation	Waste and Resource ECM has been developed to manage the waste and resource recovery related risks on this Project.	Compliant	

Cond No.	Requirements	Construction Stage	IEA Comments & Evidence	Compliance Status	Recommendations
E89	Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste. <i>Note: Notice must be given to the relevant site/s as soon as possible, and no more than 14 days before the proposed waste disposal.</i>	Construction, operation	Waste and Resource ECM has been developed to manage the waste and resource recovery related risks on this Project.	Compliant	
E90	All waste generated during construction and operation must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	Construction, operation	Waste and Resource ECM has been developed to manage the waste and resource recovery related risks on this Project.	Compliant	

Appendix B – WRITTEN INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS

IEA Ref No.	Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations
IN1	1	A written incident notification addressing the requirements set out below must be emailed to the Department at the following address: compliance@planning.nsw.gov.au within seven days after the Proponent becomes aware of an incident. Notification is required to be given under this condition even if the Proponent fails to give the notification required under Condition A41 or, having given such notification, subsequently forms the view that an incident has not occurred.	Written incident notifications observed to be complaint with the timing and format outlined in the condition.	Compliant	
IN2	2	Written notification of an incident must: a) identify the SSI and application number; b) provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident); c) identify how the incident was detected; d) identify when the Proponent became aware of the incident; e) identify any actual or potential non-compliance with conditions of approval; f) describe what immediate steps were taken in relation to the incident; g) identify further action that will be taken in relation to the incident; and h) identify a project contact for further communication regarding the incident.	Written incident notifications submitted during the audit period were observed to contain the information required in the condition.	Compliant	
IN3	3	Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Proponent must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.	Detailed reports observed for incidents occurring during the audit period, outlining the requirements listed in Appendix B Condition 4 were observed to be submitted within 30 days to DPIE.	Compliant	

IEA Ref No.	Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations
IN14	4	<p>The Incident Report must include:</p> <ul style="list-style-type: none"> a) a summary of the incident; b) outcomes of an incident investigation, including identification of the cause of the incident; c) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and d) details of any communication with other stakeholders regarding the incident. 	Incident reports observed were noted to include the details listed in this condition.	Compliant	

Appendix C

Appendix C - Consultation Summary

REGULATOR CONSULTATION SUMMARY

Content

Department of Planning, Industry and Environment (DPIE).....	2
DPIE Environment, Energy and Science (EES).....	2

Ref No.	Topic	Regulator Comments	IEA Comments & Evidence
Department of Planning, Industry and Environment (DPIE)			
RC1	General	As per the Department's Independent Audit Post Approval Requirements (2020) the IEA should address the environmental performance and compliance status of the project.	Refer to audit report (this report) and audit checklist in Appendix B.
RC2	Heritage	Management of heritage impacts or incidents in accordance with the conditions of Consent and associated Management Plans – with particular focus on the CEMP and Heritage Management Sub-Plan/Unexpected Finds Procedure.	Refer to the Heritage section of the SSI 7474 IEA Checklist. The CIZ is clearly delineated with the use of barrier tape and signage. Site inspections of construction areas identified that no disturbance had occurred outside the delineated construction areas at the time of the audit. Corrective and preventative actions are to be included in updated CEMPL and Heritage Management Plan following incident and non-conformance.
RC3	Incidents	Process for determining how incidents and/or non-compliances are assessed for significance and determined to be reported both internally and externally.	Refer to the Incident Reporting and Notification section of the SSI 7474 IEA Checklist.
RC4	Environmental Performance	Assessment of construction practices/performance in line with the conditions of Consent and commitments made under the CEMP/Management Plans.	Construction practices/performance were generally observed to be in line with the conditions of Consent and commitments made under the CEMP/Management Plans during the site inspection.
RC5	Complaints	Complaint management.	Refer to the Complaints Management System section of the SSI 7474 IEA Checklist.
RC6	Inductions and Training	Inductions and training, particularly around preventing spills and leaks, concrete washouts etc and response to these.	Additional training was identified as being required in relation to storage of liquids around water courses and on ancillary sites. Additional training also required for the procedure of lime refilling at PADs.
DPIE Environment, Energy and Science (EES)			
RC7	Management Plans	Where relevant, level of compliance with the content of the Construction Biodiversity Management Sub-Plan, Construction Soil and Water Management Plan, and Construction Flood Emergency Management Sub-Plan.	Insufficient compliance with the content of management plans was observed during the site inspection. Areas of improvement were identified with some management plans and are outlined in the opportunities for improvement section of the report.
RC8	Ancillary Facilities	Where minor ancillary facilities have been established, that they have been completed in accordance with Schedule 2 Condition A21.	The establishment of the MAF at Waterloo Road, Gurley, prior to obtaining ER approval under CoA A21 is considered to be a non-compliance with that condition. The ER has approved the use of a rapid assessment form for minor ancillary facilities. This process, while approved by the ER is not reflected in the CEMP. It is recommended that the CEMP be updated to reflect the use of a rapid assessment form for minor ancillary facilities.

Ref No.	Topic	Regulator Comments	IEA Comments & Evidence
RC9	Species Credits (S2 E19)	The progress of the review and update of ecosystem and species credits requirements as provided for in Schedule 2 Condition E19, given that the review must be completed on or around 10 October 2021.	Inland Rail is continuing to refine the Construction Impact Zone (CIZ) based on construction requirements. Once the final CIZ is locked in, Inland Rail's service provider will undertake a recalculation of the credit obligation.
RC10	Construction Footprint Impacts	The progress of the report detailing how construction footprint impacts have been minimised with regards to Table E4 (Schedule 2 Condition E24).	Geolink GIS Analysts have reviewed clearing to assess compliance with Table E4. A register is maintained detailing the cumulative clearing for the project to date. As at the time of the audit, this demonstrates that clearing is being minimised, with current clearing against the respective Koala Habitat types totals 0.322Ha, significantly below the approved extent of clearing of 175.25Ha as listed in Table E4.

Appendix D

Appendix D - Site Inspection Photographs



Plate 1 – Croppa Creek sediment fencing on southern side of creek



Plate 2 – Croppa Creek waste sorting evident on site



Plate 3 – Croppa Creek Work Pack



Plate 4 – Croppa Creek pad following rain event



Plate 5 – Yallaroi Creek piling activities



Plate 6 – Yallaroi Creek sediment control repairs during site inspection



Plate 7 – Yallaroi Creek erosion of pad following rain event



Plate 8 – Yallaroi tree protection controls



Plate 9 – Yallaroi stockpiles covered with geofabric



Plate 10 – Foundation and earthworks near Roydon Road level crossing.



Plate 11 – Foundation and earthworks near Roydon Road level crossing.

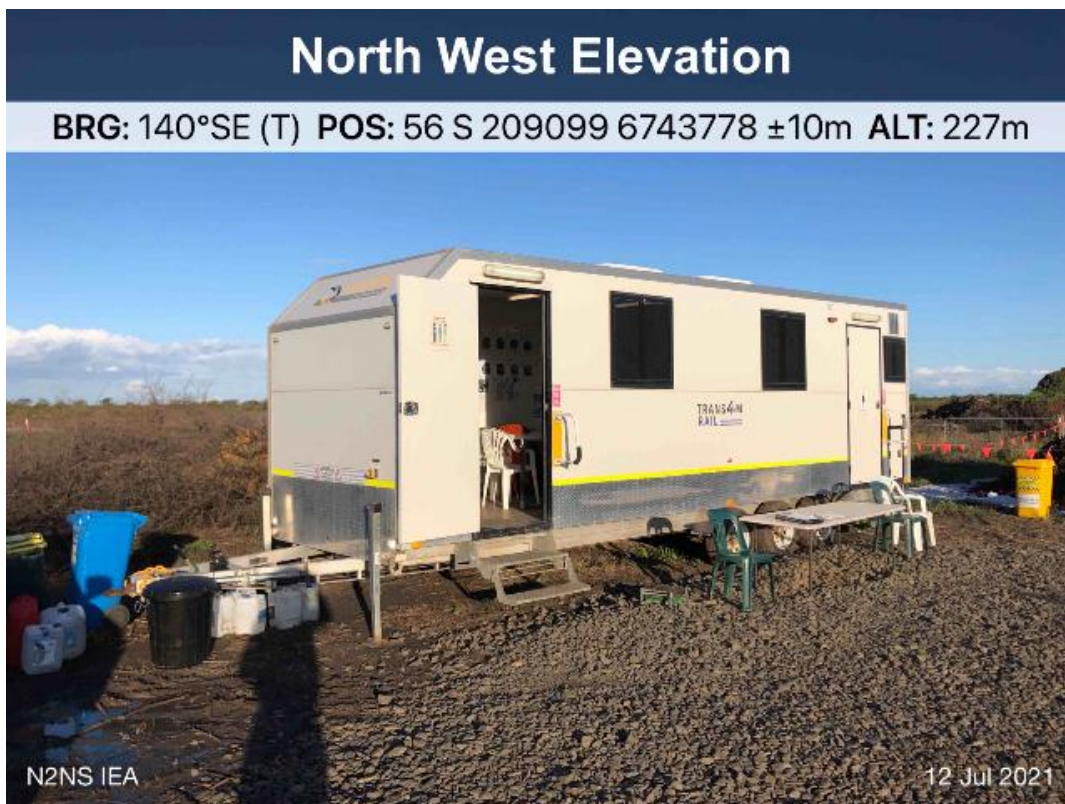


Plate 12 – Roydon Road level crossing ancillary facility.



Plate 13 – PAD4 IBC's not contained in bunding



Plate 14 – PAD4 hydraulic fluid not contained in bunding



Plate 15 – PAD4 Lime storage tank with lime product located on ground surfaces



Plate 16 – PAD4 evidence of lime trucks tracking lime out of PAD.



Plate 17 – PAD2 lime product deposited on ground surfaces up to shaker grid



Plate 18 – Gurley Creek Bridge – Filling of pile with concrete with overflow bin installed at base



Plate 19 – Gurley Creek Bridge erosion to pad following rain event.



Plate 20 – Gurley Creek Bridge - Oxy-fuel cutting of piling cases



Plate 21 – Gurley Creek Bridge erosion to pad following rain event.



Plate 22 – Gurley Creek Bridge fuel container stored in creek bed



Plate 23 – Gurley Creek Bridge erosion to pad following rain event.



Plate 24 – Gurley Creek Bridge dust deposition gauge No.2



Plate 25 – Gurley Culverts Mill Rd embankments eastern side.



Plate 26 – Gurley Culverts Mill Rd fuel container adjacent pump in unbounded area.



Plate 27 – Gurley Culverts Mill Rd – Fuel container not stored in bunded area adjacent ancillary facility.



Plate 28 – Gurley Culverts Mill Rd embankments western side.



Plate 29 – Gurley tributary sediment controls following rain event.



Plate 30 – Gurley tributary sediment controls following rain event.



Plate 31 – Gurley tributary sediment controls following rain event.



Plate 32 – Gurley tributary following rain event.

Appendix E

Appendix E - Opening and Closing Meeting Records

Meeting Attendance Record

Meeting Purpose - Independent Audit Opening Meeting

Date: 22nd June 2021

Location: Via Teams Meeting

Time: 9:00am till 4:00pm

In attendance - Dave Carberry, Sustainability Manager;
Michael Matthews Environment Manager; Adam Playne Senior
Environment Advisor; Will Weir Senior Environment Advisor;
Derek Low Environmental Representative

Meeting Attendance Record

Meeting Purpose - Close out Meeting

Date: 13th July 2021

Location: Tans4m Rail Offices, Balo Street Moree

Time: 4:00pm

In attendance - Ian Richardson Lead Auditor, Sam Mitchell
Auditor, Joe Construction Manager, Justin Bate HST
Superintendent, Will Weir Snr Enviro Advisor - Assurance,
Adam Playne Snr Env Advisor, Michael Matthews Manager
Enviro Sustainability, Dave Carberry Sustainability, Greg
Hopkins

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