



**PARKES TO
NARROMINE:
OPERATIONAL
STAGING REPORT**

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Prepared By	Chris Dickson (Project Environmental Advisor)	
Reviewed By	Michael Moller (Senior Environment Advisor)	
	ENDORSED BY	APPROVED BY
Name	Catherine Bowlzer	Peter Winder
Title	Principal Advisor Safety and Environment, Interstate Network	Group Executive, Interstate Network
Signature		
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Glossary

Specific terms and acronyms used throughout this strategy are listed and described in the table below.

ACRONYM	DEFINITION
ARTC	Australian Rail Track Corporation
AS/NZS ISO	Australia Standard / New Zealand Standard International Organization for Standardization
CEMP	Construction Environmental Management Plan
CoA	Condition of Approval
CSSI	Critical State Significant Infrastructure
CTP	Compliance Tracking Program
DPIE	Department of Planning, Industry & Environment
EAP	Environmental Audit Program
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
EPA	NSW Environment Protection Agency
EPL	Environment Protection Licence
ER	Environmental Representative
IR	Inland Rail
NSW	New South Wales
P2N	Parkes to Narromine
POEO Act	Protection of the Environment Operations Act 1997
SMP	Sustainability Management Plan
SSI	State Significant Infrastructure

1 Introduction

1.1 Background and Purpose

Australian Rail and Track Corporation (ARTC) submitted a State Significant Infrastructure (SSI) application to construct and operate the Parkes to Narromine (P2N) Inland Rail Project (the project) under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The project was approved by the Minister for Planning in June 2018 (SSI 7475).

The project has also been subject to approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The P2N project was declared by the Commonwealth Minister for Sustainability, Environment, Water, Populations and Communities to be a controlled action under the EPBC Act on 11 October 2016. The project was approved by the Commonwealth Minister on 31st August 2018.

In accordance with conditions A10 to A14 of the Critical State Significant infrastructure (CSSI 7475), the purpose of this Staging Report has been prepared to describe our staged approach to operation only as outlined in Table 1 below.

Table 1: Parkes to Narromine Conditions of Approval requirements for the Staging Report

COA NO.	DESCRIPTION	HOW AND WHERE ADDRESSED
A10	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 information. 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) month prior to the commencement of operation of the first of the proposed stages of operation).	This report contains information relevant to this CoA and will be submitted (1) month prior to the commencement of staged operation.
A11	The Staging Report must:	This report
A11	(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;	Staged construction is not currently proposed. Refer to Section 2
A11	(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);	Refer to Section 2.2 and Appendix A for details.
A11	(c) specify how compliance conditions will be achieved across and between each of the stages of the CSSI; and	Refer to Section 4 and Appendix A for details.

COA NO.		DESCRIPTION	HOW AND WHERE ADDRESSED
A11	(d)	set out mechanisms for managing any cumulative impacts arising from the proposed staging.	Refer to Section 3 for details
A12		The CSSI must be staged in accordance with the Staging Report, as submitted to the Secretary.	Noted
A13		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.	Noted.
A14		Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Secretary for information no later than one (1) month prior to the proposed change in the staging.	Noted

1.2 Project Overview

The Australian Government has committed to delivering a significant piece of national transport infrastructure by constructing a high performance and direct interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland. Inland Rail is a major national project that will enhance Australia’s existing national rail network and serve the interstate freight market.

The Inland Rail route, which is about 1,700 kilometres (km), involves:

- ▶ Using the existing interstate rail line through Victoria and southern NSW;
- ▶ Upgrading about 400 km of existing track, mainly in western NSW; and
- ▶ Providing about 600 km of new track in northern NSW and south-east Queensland.

Inland Rail has been divided into thirteen (13) sections, of which seven (7) are located in NSW.

The Parkes to Narromine section of Inland Rail (the project) is one section within NSW, which consists of 106 km of upgraded rail track and associated facilities, of which only 98 km is proposed to be built.

The project is generally located in the existing rail corridor between the towns of Parkes and Narromine, via Peak Hill. A new connection to the Broken Hill rail line (the ‘Parkes North-West Connection’) is located outside the existing rail corridor within the southern end of the project near Parkes.

The key features of the project (see Figure 1.1) are:

- ▶ Upgrading the track, track formation, and culverts within the existing rail corridor, for a distance of 98 km between Parkes and Narromine;
- ▶ Realigning the track where required within the existing rail corridor to minimise tight curves;
- ▶ Providing three new crossing loops within the existing rail corridor, at Goonumbla, Peak Hill, and Timjelly; and
- ▶ Providing a new 5.3 km long North-West Connection (see Figure 1.2).

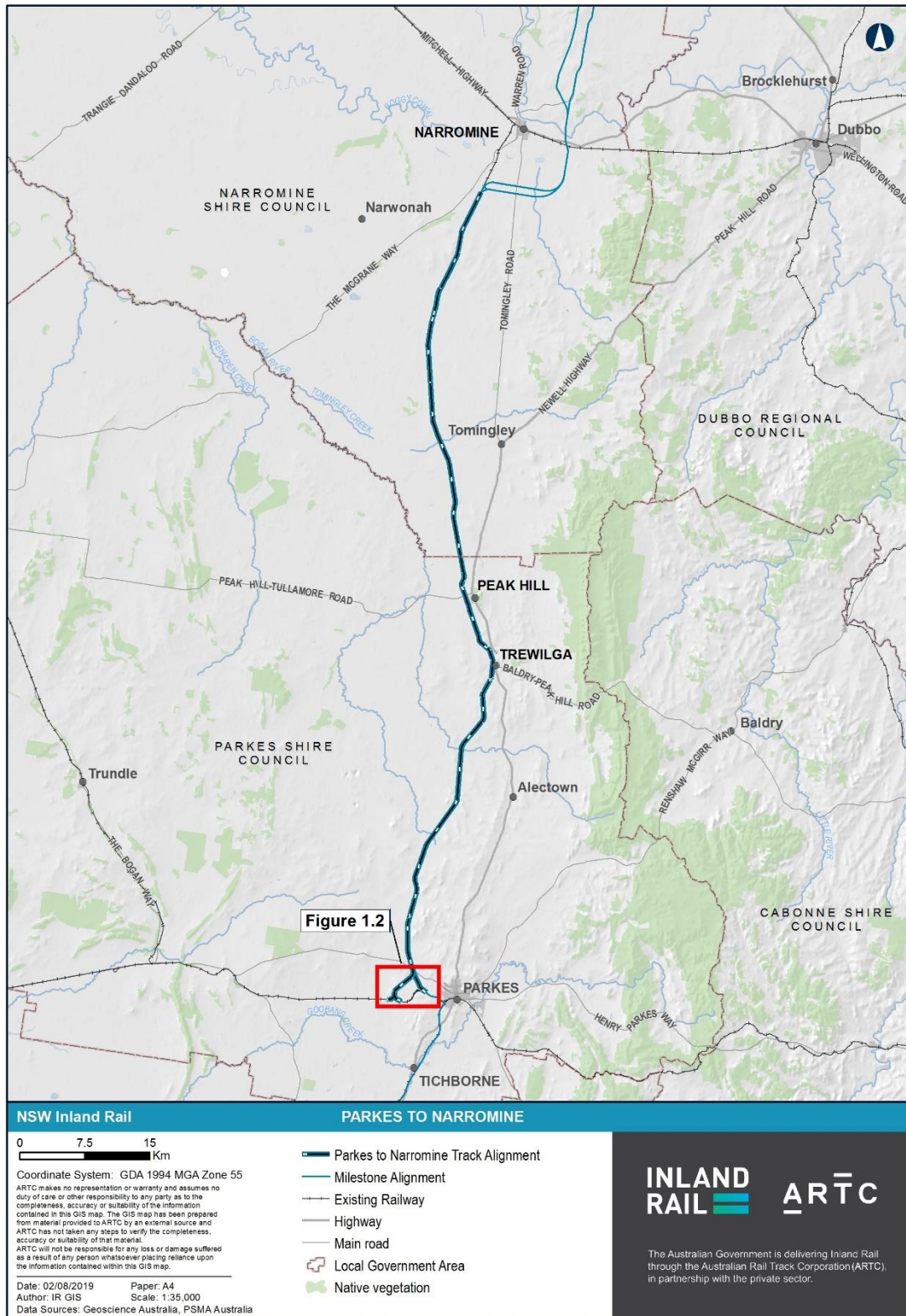


Figure 1.1 Key Features of the Approved Project

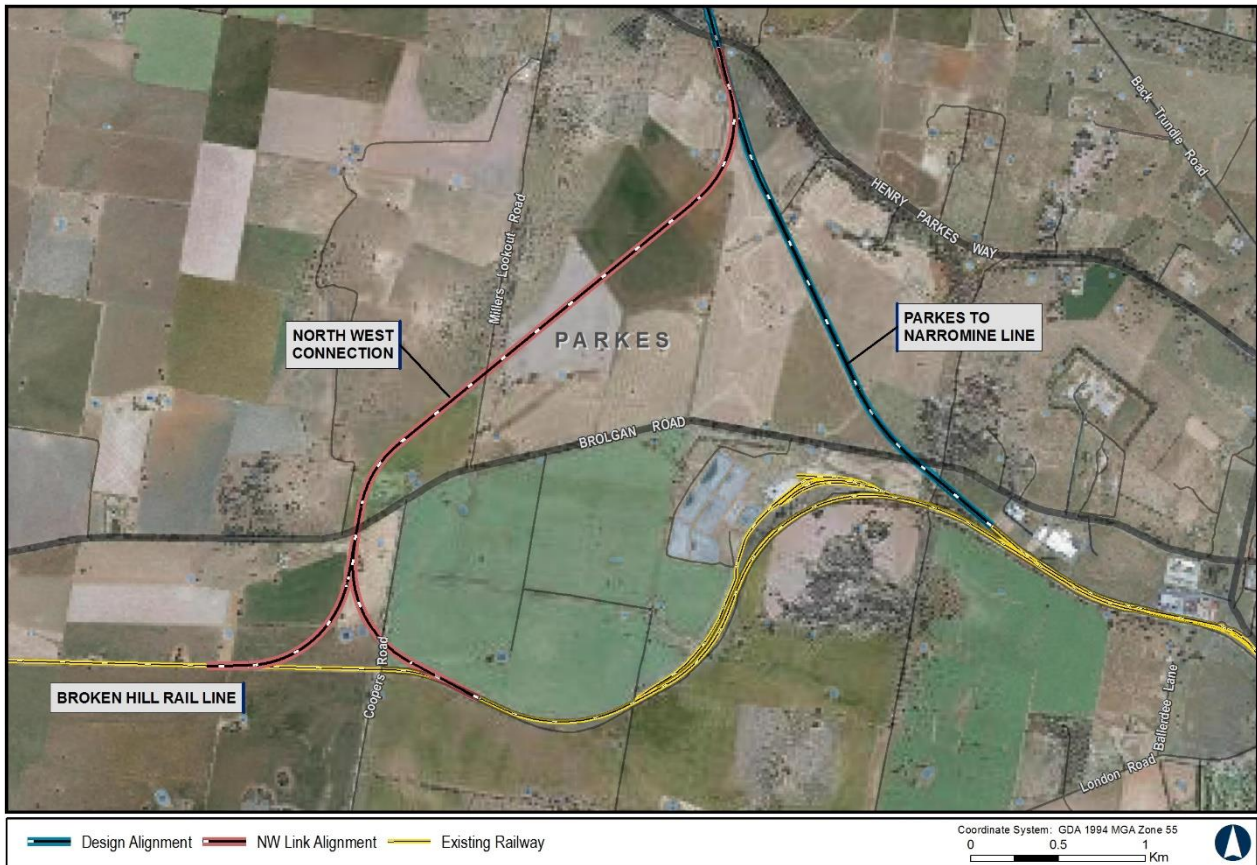


Figure 1.2 North-West Link Component

1.3 Project Operational Description and Definitions

The North-West Connection is the focus of this Operational Staging Report as upon completion of construction, this new greenfield section of track is proposed to become operational by permitting train movements to occur from the Parkes to Narromine line to the existing Broken Hill Line.

Construction of the North-West Connection is well underway by Inland Rail's contractors and is anticipated to be fully constructed by the end of August 2019.

Operations on this section of track are forecast to commence, following commissioning trials around mid-September 2019.

2 Project Staging

2.1 Overview

This Staging Report has been prepared and structured to specifically address the operational Staging Report requirements of CSSI CoA A10-A14. In accordance with conditions A10 to A14, this report has been prepared to describe a number of activities planned for execution as part of the Operation stage of the project's North-West Connection.

2.2 Stage Descriptions

The following sub-sections outline the operational stages of the Inland Rail - Parkes to Narromine project.

2.2.1 North-West Connection

As outlined in Section 1.3, the operation of the Parkes to Narromine North-West Connection is scheduled for completion at the end of August following a construction program that is currently well underway. Once construction is completed, the North-West Connection will be subject to commissioning trials (that are excluded from operations as per the definition of operation within the CoA), before proceeding to be deemed fit for operation. It is anticipated that the commissioning trials would take approximately 2 weeks, with the planned opening of the North-West Connection for rail traffic expected around mid-September 2019.

Once the section is operational ARTC will operate and maintain the Infrastructure and Assets in accordance with our Safety Management System, the following activities will be undertaken during commissioning works:

- ▶ The running of trains at various speeds;
- ▶ Testing of signalling equipment; and
- ▶ Testing of communications equipment.

2.2.2 Parkes to Narromine Line (Existing Use)

Whilst operation is conducted within the North West Link, ongoing construction activities will occur along the remainder of the Parkes to Narromine alignment. As such, there will be a staged approach to operational activities in conjunction with ongoing construction activities. It is anticipated that following construction of the Parkes to Narromine component, the re-opening and subsequent operation of the line will be conducted in accordance with ARTC's existing Environment Management System that was utilised prior to the upgrading works (in accordance with CoA D2)

It should be noted that the P2N Environmental Impact Statement (EIS) also makes it clear that the existing operation of the P2N line, following the upgrade works, does not form part of the CSSI.

It is anticipated that the completion of the Parkes to Narromine line will be completed by mid-2020 and following commissioning trials, be open for rail traffic by mid-late 2020.

2.2.3 Parkes to Narromine (Inland Rail Use)

It is currently scheduled that the Inland Rail program be completed and open for operation by approximately 2025. For the P2N project, 'operation' for its 'intended purpose' is set out in the Executive Summary of the EIS as being *'1800m long trains, carrying double stacked containers and having a height of 6.5m at a frequency of 8.5 trains per a day, travelling at speeds between 80 to 115 kilometres per hour (for 21 tonne trains) once the 1700km long Inland Rail Program is connected as a whole'*. Thus, at the completion of all Inland Rail projects, the Parkes to Narromine component would be considered operational and Inland Rail in operation.

The operation of this Inland Rail component would be detailed within a separate operational staging report, to be submitted to DPIE in accordance with the operational reporting conditions.

3 Cumulative Impacts

No cumulative impacts are expected to be generated as the result of the proposed operational staging of the project. Construction activities will continue on the Inland Rail component which is some distance away from the North-West Connection.

Furthermore, once the entirety of the Parkes to Narromine line is returned to operational use for existing rail movements, no cumulative impacts would be generated as the north-west connection and Parkes to Narromine line would be functioning as a normal railway line as be

4 Compliance

The applicability of the P2N CoA's have been assessed in relation to 'operations' and included within Appendix A.

5 Tracking

The tracking of compliance is implemented in accordance with the P2N Inland Rail Compliance Tracking Program report (as required by CoA A22). This report outlines various activities that are undertaken across the project in order to monitor compliance with the requirements of the P2N CoAs and other legal requirements. The Compliance Tracking Program (CTP) was endorsed by the Environmental Representative on 10 September 2018 and submitted to DPIE for information on the 17 September 2018.

Appendix A CSSI Operational Conditions of Approval

CONDITION NO.	CONDITION OF APPROVAL	PROJECT STAGE	COMMENT
STAGING			
A10	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 information. 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) month prior to the commencement of operation of the first of the proposed stages of operation).	Prior to Operation	This report contains information relevant to this CoA and will be submitted (1) month prior to the commencement of staged operation.
A11	The Staging Report must: (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;	Prior to Operation	Staged construction is not currently proposed.
A11	(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);	Prior to Operation	This Report. Refer to Section 2.2 and this table for details.
A11	(c) specify how compliance conditions will be achieved across and between each of the stages of the CSSI; and	Prior to Operation	Refer to this table for details.
A11	(d) set out mechanisms for managing any cumulative impacts arising from the proposed staging.	Prior to Operation	This report.
A12	The CSSI must be staged in accordance with the Staging Report, as submitted to the Secretary.	Duration of works	Noted.

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A13	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.	Duration of works	Noted.
A14	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Secretary for information no later than one (1) month prior to the proposed change in the staging.	Duration of works	Noted
COMPLIANCE TRACKING PROGRAM			
A24	The Compliance Tracking Program in the form required under Condition A22 of this approval must be implemented for the duration of construction and for a minimum of one (1) year following commencement of operation, or for a longer period as determined by the Secretary based on the outcomes of independent environmental audits, Environmental Representative Monthly Reports and regular compliance reviews submitted through Compliance Reports. If staged operation is proposed, or operation is commenced of part of the CSSI, the Compliance Tracking Program must be implemented for the relevant period for each stage or part of the CSSI.	Construction and one year following commencement of operation	The Project's Compliance Tracking Program includes a specific, stand-alone section on the North-West Connection's operation.
PRE-OPERATION COMPLIANCE REPORT			
A30	<p>A Pre-Operation Compliance Report must be prepared and submitted to the Secretary for information no later than one (1) month before the commencement of operation. The Pre-Operation Compliance Report must include:</p> <p>(a) details of how the terms of this approval that must be addressed before the commencement of operation have been complied with; and</p> <p>(b) the commencement date for operation.</p>	Prior to Operation	A Pre-Operation Compliance Report will be submitted to the Secretary to address the compliance of the North-West Connection prior to operation.
A31	Operation must not commence until the Pre-Operation Compliance Report has been submitted for information to the Secretary.	Prior to Operation	Noted.

AUDITING			
A33	The Environmental Audit Program, as submitted to the Secretary, must be implemented and complied with for the duration of construction and for the first two years of operation.	Construction and first two years of Operations	Auditing will be undertaken in accordance with this condition and will include the North-West Connection.
A34	All independent environmental audits of the CSSI must be conducted by a suitably qualified, experienced and independent team of experts in auditing and be documented in an Environmental Audit Report which: <ul style="list-style-type: none"> (a) assesses the environmental performance of the CSSI, and its effects on the surrounding environment; (b) assesses whether the project is complying with the terms of this approval; and (c) recommends measures or actions to improve the environmental performance of the CSSI. 	Construction and first two years of Operations	Independent auditing will be undertaken as required and will include a section upon the operation of the North-West Connection and how it complies.
A35	The Proponent must submit a copy of the Environmental Audit Report to the Secretary with a response to any recommendations contained in the audit report within six (6) weeks of completing the audit.	Construction and first two years of Operations	Results of the audit will be submitted to the Secretary and include the operation of the North-West Connection within the audit report.
INCIDENT NOTIFICATION AND REPORTING			
A36	The Department must be advised in writing to compliance@planning.nsw.gov.au immediately after the Proponent becomes aware of an incident and in any event within 24 hours of the Proponent becoming aware of any incident. The notification must identify the CSSI, including the application number and the name of the CSSI.	Duration of Works	This will apply to both construction and operation activities under the CSSI.
A37	Notification of an incident under Condition A36 of this approval, must include the time and date of the incident and details of the incident.	Duration of Works	This will apply to both construction and operation activities under the CSSI.

A38	All written requirements of the Secretary which may be given at any point in time, to address the cause or impact of an incident reported under with Condition A36 must be complied with within any timeframe specified by the Secretary.	Duration of Works	This will apply to both construction and operation activities under the CSSI.
A39	If statutory notification is given to the EPA as required under the POEO Act, such notification must also be provided to Secretary within 24 hours after the notification was given to the EPA.	Duration of Works	This will apply to both construction and operation activities under the CSSI.
PART B - COMMUNITY INFORMATION AND REPORTING			
COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT			
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 and first six following the completion of construction	This will apply to both construction and any operation activities for six months following the completion of construction under the CSSI.
COMPLAINTS MANAGEMENT SYSTEM			
B7	<p>The Complaints Management System must include a Complaints Register to be maintained recording information on all complaints received about the CSSI during the carrying out of any works associated with the CSSI and for a minimum of six (6) months following the completion of construction of the CSSI. The Complaints Register must record the:</p> <p>(a) number of complaints received;</p> <p>(b) number of people affected in relation to a complaint; and</p> <p>(c) the nature of each complaint and means by which the complaint was addressed and whether and how resolution was reached.</p>	Construction and first six months following the completion of construction	This will apply to both construction and any operation activities for six months following the completion of construction under the CSSI.
B8	The Complaints Register must be provided to the Secretary upon request, within the timeframe stated in the request.	Construction and first six months following the	Noted.

		completion of construction	
B9	<p>The following facilities must be available within one (1) month prior to the commencement of works and for six (6) months following the completion of construction of the CSSI and appropriately broadcast to collect and manage community enquiries and complaints:</p> <p>(a) a 24 hour toll-free telephone number for the registration of complaints and enquiries about the CSSI;</p> <p>(b) a postal address to which written complaints and enquires may be sent;</p> <p>(c) an email address to which electronic complaints and enquiries may be transmitted; and</p> <p>(d) a system for managing unresolved complaints.</p> <p><i>Note: The telephone number must be manned and not automatically divert to a message bank.</i></p>	Construction and first six months following the completion of construction	These facilities are in place and will continue for six months following the completion of construction.
PART D - OPERATIONAL ENVIRONMENTAL MANAGEMENT			
OPERATIONAL ENVIRONMENTAL MANAGEMENT			
D1	<p>An Operational Management Plan (OEMP) must be prepared in accordance with the Guideline for the Preparation of Environmental Management Plans (DIPNR, 2004) to detail how the performance outcomes, commitments and mitigation measures made and identified in the EIS and Submissions Report will be implemented and achieved during operation. This condition (Condition D1) does not apply if Condition D2 of this approval applies.</p>	Prior to Operation	ARTC will operate under its Environmental Management System.

D2	<p>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:</p> <p>(a) the performance outcomes, commitments and mitigation measures, made and identified in the EIS and Submissions Report, and terms of this of approval can be achieved;</p> <p>(b) issues identified through ongoing risk analysis can be managed; and</p> <p>(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.</p>	Prior to Operations	ARTC will operate under its Environmental Management System.
D3	The performance measures and mitigation measures detailed in the OEMP must address the maintenance of culverts with respect to blockages, siltation and scouring.	Prior to Operations	ARTC will operate under its Environmental Management System.
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.	Prior to Operations	ARTC will operate under its Environmental Management System.

PART E - KEY ISSUE CONDITIONS

NOISE AND VIBRATION

Operational Noise Management

E11	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 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	During Construction	The ONVR is currently being finalised in conjunction with DPIE and includes both construction and operational mitigation measures.
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	<p>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 sensitive receivers at which the criteria set out in the <i>Rail Infrastructure Noise Guideline</i> (EPA, 2013) and predicted to be exceeded once the CSI is operational and in 2040. d) Review the suitability of the operational noise mitigation measures identified in the EIS and Submission Report and where necessary, investigate and identify feasible and reasonable noise and vibration mitigation measures required to achieve the noise criteria outlined in the RING. e) Describe the final suite of noise and vibration mitigation measures that will be implemented, including the timing of implementation in accordance with Condition E12. 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>		
E13	<p>Within 12 months of, and at 10 years after, the commencement of operation of the CSSI, 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 E11. The Proponent must prepare an</p>	Operations	

	<p>Operational Noise Compliance Report (ONCR) to document this monitoring. The Report must include, but not necessarily be limited to:</p> <p>(a) noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E11;</p> <p>(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;</p> <p>(c) details of any complaints and enquiries received in relation to operational noise generated by the CSSI between the date of 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 E11, 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 60 days of completing the operational noise monitoring.</p>		<p>Due within 12 months of, and at 10 years after the commencement of operation of the CSSI.</p>
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FLOODING			
Flood Review			
E23	<p>For the first 15 years of operation, the Proponent must prepare a Flood Review Report(s) after the first defined flood event for any of the following flood magnitudes that occur – the 5 to 10 year ARI event, 10 to 20 year ARI event, 20 to 100 year ARI event. 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 the impacts predicted in (or inferred from) the EIS, the Flood Design Report required by Condition E21 and the requirements specified in Condition E22; and</p>		
	<p>(b) identification of the properties and infrastructure affected by flooding during the reportable event;</p>		
	<p>(c) where the observed extent and level of flooding or other flooding or erosion impacts exceed the predicted impacts due to the CSSI with the consequent effect of adversely impacting on property(ies), structures and infrastructure, and / or exceed the requirements specified in Condition E22, identification of the measures that would be implemented to reduce future impacts of flooding related to the CSSI works, including the timing and responsibilities for implementation.</p>	Operations (first 15 years)	Due for the first 15 years of operation.
	<p>A copy of the Flood Review Report(s) must be submitted to the Secretary for information and OEHL and relevant council(s) within three (3) months of finalising the report(s).</p>		
	<p>Additional flood mitigation measures must be developed in consultation with the affected property / structure / infrastructure owners, OEHL and the relevant council(s), as relevant, and implemented within the timeframes specified in the Flood Review Report(s).</p>		

E24	The Proponent must develop a methodology for spatially defining how the length(s) of the rail corridor impacted by a flood event will be determined for the purposes of Condition E23 . The methodology must be developed in consultation with OEH and submitted to the Secretary for approval prior to the commencement of operation of the CSSI.	Prior to Commencement of Operations	Methodology will be submitted prior to the commencement of operations.
Information Sharing			
E25	Flood information 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), OEH and the SES upon request. The relevant councils, OEH 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, OEH or the SES must be provided within three (3) months.	One month after the Completion of Construction	This information will be provided to the relevant agencies at the completion of construction.
SPOIL MOUNDS			
E52	<p>Spoil Mounds are to be located:</p> <ul style="list-style-type: none"> (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; (c) at least 500 metres from any residence; (d) outside the line of sight of drivers approaching level crossings; and (e) outside the drip lines of trees located on private property. <p>Note: For the purpose of Condition E52(e), the Proponent must not affect trees outside of the rail corridor for the purpose of preventing those trees' driplines overhanging spoil mounds.</p>	Duration of Works	This will apply to both construction and operation activities under the CSSI.

E53	Spoil mounds are to comply with the following requirements:	Duration of Works	This will apply to both construction and operation activities under the CSSI.
	(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 EIS and Submissions Report;		
	(c) not result in heritage impacts beyond that described in the EIS and Submissions Report;		
	(d) not result in additional changes to the upstream flooding regime beyond those described in the EIS and Submissions Report;		
	(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	Prior to Operation	All spoil mounds (if any) that exist within the North-West Connection footprint will be stabilised prior to operation of the North-West Connection and be captured within the audit program.
(i) are to be stabilised prior to operation of the CSSI.			
LANDSCAPING AND VISUAL AMENITY			
E54	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'.	Duration of Works	This will apply to both construction and operation activities under the CSSI.

E55	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.	Duration of Works	This will apply to both construction and operation activities under the CSSI.
E56	The Proponent must consult with all landowners whose visual amenity from their residence is identified 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.	Duration of Works	Required landowner consultation will be undertaken prior to the operation of the CSSI.
TRAFFIC, TRANSPORT AND ACCESS			
Level Crossing Performance Report			
E47	<p>Within 12 months and 10 years of commencing operation of the CSSI, the Proponent must prepare a Level Crossing Performance Report to confirm the operational traffic impacts of the level crossings on the State and local road network. The review of the operation of the level crossings that interact with the State and local road network must be carried out in consultation with RMS and the relevant councils, and include:</p> <p>(a) updated traffic analysis of movements on these roads;</p> <p>(b) assessment of the level of service at these level crossings (queue length, queuing time delay);</p> <p>(c) assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E44;</p>	Operations	The operation of the Brogan Road level crossing will be reported upon as part of the level crossing performance report in the 12 months and 10 years following the commencement of operation.

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	(d) all reported near misses and collisions at level crossings within the project area; and		
	(e) mitigation measures to manage any actual or predicted road network performance impacts.		
	Mitigation measures to manage any actual or predicted road network performance impacts 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.		
SOILS			
E71	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 <i>Managing Urban Stormwater</i> series must be considered.	Duration of Works	This will apply to both construction and operation activities under the CSSI.
CONTAMINATED SITES			
E72	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.	Duration of Works	This will apply to both construction and operation activities under the CSSI.
E73	Where the results of the site investigations 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.	Duration of Works	This will apply to both construction and operation activities under the CSSI.

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E74	If remediation is required under Condition E73, 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 is obtained that declares the land is suitable for that purpose and any conditions on the Site Audit Statement have been complied with.	Duration of Works	This will apply to both construction and operation activities under the CSSI.
E75	A copy of the Site Audit Statement and Site Audit Report must be submitted to the Secretary and relevant council(s) for information no later than one (1) month before the commencement of operation.	One month before the commencement of operation	This will apply to both construction and operation activities under the CSSI.
E76	Nothing in Conditions E72 to E75 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.	Duration of Works	This will apply to both construction and operation activities under the CSSI.
AIR QUALITY			
E77	In addition to the performance outcomes, commitments and mitigation measures specified in the EIS and the Submissions Report, all practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	Duration of Works	This will apply to both construction and operation activities under the CSSI.
WASTE			
E78	<p>Waste generated during construction and operation is to be dealt with in accordance with the following priorities:</p> <p>(a) waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced;</p> <p>(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 <i>Protection of the Environment Operations Act 1997</i> and its regulations; and</p> <p>(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</p>	Duration of Works	This will apply to both construction and operation activities under the CSSI.

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	lawfully permitted to accept the materials or in accordance with a Resource Recovery Exemption or Order issued under the <i>Protection of the Environment Operations (Waste) Regulation 2014</i> , or to any other place that can lawfully accept such waste.		
E79	Waste generated outside the site must not be received at the site for storage, treatment, processing, reprocessing, or disposal on the site, except as expressly permitted by a licence or waste exemption under the <i>Protection of the Environment Operations Act 1997</i> , if such a licence is required in relation to that waste.	Duration of Works	This will apply to both construction and operation activities under the CSSI.
E80	All waste generated during construction and operation must be classified in accordance with the EPA's <i>Waste Classification Guidelines</i> , with appropriate records and disposal docketts retained for audit purposes.	Duration of Works	This will apply to both construction and operation activities under the CSSI.

