

Our ref: SSI-7474-MOD-1

Peter Borrelli
ARTC Project Director N2NS
Level 16
180 Ann Street
Brisbane, QLD, 4000

31 October 2022

Subject: Approval of SSI 7474 Inland Rail Narrabri to North Star Modification 1 – Incorrect condition references

Dear Mr Borrelli

On 1 September 2022 the Department concluded its assessment and approved the SSI 7474 Inland Rail Narrabri to North Star Modification 1.

The modifications details and consolidated instrument of approval can be viewed at:
<https://pp.planningportal.nsw.gov.au/major-projects/projects/mod-1-modification-incorrect-condition-ref>.

If you wish to discuss the matter further, please contact Scott Cooper at scott.cooper@planning.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read "J Athas".

Jessica Athas
Team Leader – Freight Assessments and Management
As nominee of the Planning Secretary

Modification of Infrastructure Approval

Section 5.25 of the *Environmental Planning & Assessment Act 1979*

As delegate of the Minister for Planning, I approve the modification of the State significant infrastructure approval referred to in Schedule 1, subject to the conditions in Schedule 2.



Jessica Athas
Team Leader
Freight Assessments

Sydney

24 August 2022

SCHEDULE 1

Infrastructure Approval:

SSI 7474 granted by the Minister for Planning on 13 August 2020

For the following:

Development for the purposes of the Inland Rail - Narrabri to North Star proposal being the upgrade and replacement of the existing rail line between Narrabri and North Star, comprising:

- upgrade of the track, track formation, underbridges and culverts within the existing rail corridor in two sections:
 - between Narrabri and Moree; and
 - between Camurra and North Star;
- five new crossing loops within the existing rail corridor, at Bobbiwaa, Waterloo Creek, Tycannah Creek, Coolleearlee, and Murgo;
- realigning approximately 1.5 kilometres of the Newell Highway near Bellata;
- a replacement rail bridge at Croppa Creek;
- a replacement road bridge on the Newell Highway over the rail corridor; and
- a new road bridge over the existing rail corridor in Moree.

Modification:

This modification includes amendments to conditions:

- A18, C5, C6, E10, E11, E38, E42, E67, E72 correcting the referencing of condition C0 to condition C4.

SCHEDULE 2

Note: Words that have been deleted are shown as: ~~deleted~~
Words that have been added are shown as: added

1. Amend condition A18 as follows

A18. 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 ~~C0~~ C4** and relevant **Construction Monitoring Programs** required by **Condition C14** have been approved by the Planning Secretary.

This condition does not apply to **Condition A21**.

2. Amend condition C5 as follows

C5. The **CEMP Sub-plans** listed in **Condition ~~C0~~ C4** 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.

3. Amend condition C6 as follows

C6. The CEMP Sub-plans must be developed in consultation with relevant parties identified in **Condition ~~C0~~ C4**. 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**.

E10. Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria:

- (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- effects of vibration on structures* (for structural damage).

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 ~~C0~~ C4**.

4. **Amend condition E11 as follows**

E11. 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 ~~C0~~ C4**.

5. **Amend condition E38 as follows**

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 ~~C0~~ C4**.

6. **Amend condition E42 as follows**

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 ~~C0~~ C4**.

7. **Amend condition E67 as follows**

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 ~~C0~~ C4**.

8. **Amend condition E72 as follows**

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 ~~C0~~ C4**.