

# INLAND RAIL N2NS INDEPENDENT ENVIRONMENTAL AUDIT

## Audit 5 - Construction



AU212001105

1

22 September 2023

## REPORT

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Ian Richardson



22 September 2023

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## GLOSSARY OF TERMS

Term	Description
Aboriginal object	The same meaning as in the <i>National Parks and Wildlife Act 1974</i> (NSW).
Ancillary facility	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. <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>
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 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

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Term	Description
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: <ul style="list-style-type: none"> <li>a) involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial; or</li> <li>b) 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).</li> </ul>
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)
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

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Term	Description
Operation	<p>The carrying out of the SSI (whether in full or in part) upon the completion of construction.</p> <p><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></p>
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	<p>Land that is:</p> <ul style="list-style-type: none"> <li>- owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities, or</li> <li>- zoned under an environmental planning instrument predominantly or solely for development for the purpose of a railway or rail infrastructure facilities.</li> </ul>
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.
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	Completion 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 – INDEPENDENT ENVIRONMENTAL AUDIT – Audit 5 - Construction
Date	22 September 2023

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 AAP Consulting 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.

Completion 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 fifth IEA to be undertaken for N2NS Phase 1 as part of a six (6) monthly auditing program for two (2) years. The audit period to which this audit applies is inclusive of the period from 2 February 2023 to 2 August 2023. This report presents the findings of the audit.

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:

- 101 – Compliances.
- 0 – Non-compliances.
- 69 – Not triggered.
- 1 – Noted.

There were twenty-two (22) incidents during the audit period, three (3) of which were notifiable and notified to DPE.

A total of eighteen (18) complaints have been received for the project during the audit period.

# 1 INTRODUCTION

RPS AAP Consulting Pty Ltd (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.

Completion 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 fifth IEA to be undertaken for N2NS Phase 1 as part of a six (6) monthly auditing program during construction. The audit period to which this audit applies is inclusive of the period from 2 February 2023 to 2 August 2023. 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, has continued, to employ 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 construction is scheduled for completion in 2023 with full operation in 2025.

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

### February 2023

#### Stage 1

- Newell widening works at LX3057 and LX3058.
- Property access works into Bobbiwaa South.
- Defect rectification works.
- Fencing between Bellata and Penneys Lane.
- Survey pickup.

#### Stage 2

- Tycannah siding and loop works i.e. rail and signal install.
- Weed management activities.
- Completions and clean up activities.

#### Stage 3

- Signalling install at Croppa Creek LX and Murgo Loop.
- Level crossing construction at North Star.
- Decommissioning and clean-up of Minor Ancillary Facilities.
- Installation of rail alignment cattle grids.
- Weed management activities (CH706 – CH730).
- Completions and clean up.

### March 2023

#### Stage 1

- LX3057 / LX3058 Newell Hwy eastern widening works.
- South Bobbiwaa Bund and Spring Creek scour rock installation complete and area stabilised.
- Defect Rectification Works.

#### Stage 2

- Tycannah Signal installation and rail loop works.
- Defect Rectification Works.
- Post construction weed survey and vegetation cover assessments.
- Decommissioning and clean up of laydown areas.

#### Stage 3

- Signal installation at North Star and Croppa Creek – North Star LX's.
- Fence installation CH750 – CH755.
- Weed spraying CH735 – CH740, CH745 – CH749 and Croppa Creek. Weed slashing occurred from CH681 – CH730.
- Landscaping Stage 3 (Various locations from CH740 – CH760).



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- Installation of Erosion and Sediment Controls (various locations through Stage 3).
- Post construction weed survey and vegetation cover assessments.

### April 2023

#### Stage 1

- Weed survey and vegetation cover assessment completed for all of Stage 1.
- Decommissioning and clean-up of TfNSW Laydowns utilised by the N2NS Project.
- Signalling defect rectification.
- Drone survey pick up of the alignment, disturbance footprint and other design features.
- Completions and site clean up works.

#### Stage 2

- Tycannah Loop / Siding works completed during possession and the asset handed back to network control (i.e. signalling and tie in works).
- Completions and site clean up works.

#### Stage 3

- Signal hut and street light installation at Croppa Creek.
- Commencement of signal installation at North Star and Milguy.
- Trim batters at level crossings to ensure compliance with Council's requirements.
- Excavation of cattle crossing at CH746.
- Weed management from CH730-760.

### May 2023

#### Stage 1

- All TfNSW Laydowns within Stage 1 have been cleaned up, decommissioned and handed back to TfNSW. TfNSW Acceptance provided.
- Signalling defect rectification ongoing.

#### Stage 2

- All TfNSW Laydowns within Stage 1 have been cleaned up, decommissioned and handed back to TfNSW. TfNSW acceptance provided.

#### Stage 3

- Signalling, signal huts, pedestrian access and street lights installed at Croppa Creek. Street lights energised and operational on western side of LX.
- Signal installation occurred at North Star and Milguy.
- Fencing works continued within Stage 3.
- Weed management occurred from CH730 – CH760 (priority areas previously completed), additional works required due to access.
- Track jewellery sorted and placed into drums through Stage 3.
- Cleaning out of fouled ballast.

### June 2023

#### Stage 1

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- Site line clearing.
- Weed management from beginning of track (south end) up to Ten Mile Creek.
- Finishing works, installation of U-beams
- Defect work.
- Due diligence sampling of donated spoil to landowners.

### Stage 2

- Defect works.
- Clearing for fence installation in stage 2B.
- Prickly pear weed management.
- Fencing works at LX3057.
- Bollard installation.

### Stage 3

- Site line clearing.
- Cut batters and drains approx. CH 747- CH750.
- Guard rail installation, line marking, spray seal at various LX.
- Commission of ½ of lighting at Croppa Creek LX along Buckie Rd.
- Signals completed: cable installation, principal testing.
- Fencing.
- Defect works.
- Tumba Rd LX batter trimming.
- Slashing occurred in patches across stage 3.
- Due diligence sampling of donated spoil to landowners.
- Prickly pear removal/management.
- Bollard installation.
- Jewellery clean up.
- Scarify batters north of Ch743 Boonary Park Rd.
- Backfilling around signalling huts.

## July 2023

### All Stages

- Continuation of dust monitoring.

### Stage 1

- Installation of power and other services to Calimpa lane signalling hut.
- Installing signage along public roads in various areas.
- Fencing.
- Weed control.

### Stage 2

- Installing signage along public roads in various areas.
- Fencing.
- Clearing for site lines and fencing.

### Stage 3

- Installing signage along public roads in various areas.
- Fencing.
- Clearing for site lines and fencing.
- Application of soil binder in vicinity of Bushes Access Road on cut drains and batters.
- Hydro mulching.
- Weed control.
- General site clean-up and demobilisation of Milguy and Croppa Creek Caravan MAF sites.



Figure 1 Project Location and Context



## 1.2 Audit team

As approved by the Secretary of the Department of Planning and Environment (DPE) on 3 February 2021 with an additional assistant auditor approval on 12 July 2021, and a subsequent addition of an assistant on 17 January 2023 (refer to **Appendix A**), the audit team consisted of:

- Ian Richardson, RPS Group – Lead Auditor; and
- Arie Zuanic, RPS Group – Auditor’s Assistant

Ian Richardson is an experienced Lead Auditor for Environmental Audits 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.

Arie Zuanic has previously been approved as an assistant auditor by DPE. Arie is an environmental planner with experience in the planning, development, and environmental auditing fields. He has undertaken data management, application preparation and lodgement, independent environmental auditor assistance, and stakeholder engagement on projects throughout NSW. Arie has assisted in the preparation and lodgement of numerous reports including Statements of Environmental Effects (SEE), Social Impact Assessments (SIA), and Environmental Impact Statements (EIS).

### 1.2.1 Additional Resourcing

No technical specialists were requested by DPE 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 for the current construction stages of the project and extends from 2 February 2023 to 2 August 2023.

## 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 27 July 2023 between RPS and ARTC as part of a desktop assessment of the project prior to the site inspection.

#### 2.1.2 Approval and Regulator Consultation

Following DPE approval of the RPS Audit Team, RPS consulted via email with relevant regulators with respect to the audit scope in accordance with the DPE *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

A proposed audit schedule was issued to DPE and was subsequently approved on 6 July 2022 for audits up to Audit 4. Due to the requirement for 6 monthly construction audits, Audit 5 was scheduled for August 2023. DPE agreed for the Audit 5 site inspection to be undertaken on 1 and 2 August 2023 with the IEA report submission deadline to DPE due 2 October 2023.

The Audit Team conducted the audit site inspection over a two (2) day period on 1 and 2 August 2023, 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 agreed prior to the site visit.

#### 2.2.1 Opening Meeting

An opening meeting was undertaken on 1 August 2023 as part of the first day of the site inspection. 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. In addition to the above items, interviews with the project team regarding community consultation, non-conformances from the previous audit, stakeholder consultation, and incidents was also undertaken.

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

## 2.2.3 Close-out Meeting

A brief close-out meeting was held with relevant ARTC and Trans4m Rail personnel on 2 August 2023. 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 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 19011:2018 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 who were sent consultation requests on 19 July and 26 July 2023.



**Table 1 Regulator Response Summary**

Regulatory Agency	Response Received	Date Received
Department of Planning and Environment	Yes	27 July 2023
NSW Environment Protection Authority	No	-
Biodiversity, Conservation and Science Directorate	No	-
Transport for NSW	No	-
Heritage NSW	Yes	16 August 2023
Gwydir Shire Council	No	-
Moree Plains Shire Council	No	-
Narrabri Shire Council	No	-

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

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

## 2.7 Site Inspection

A two (2) day site inspection was conducted on 1 and 2 August 2023. During the site inspection the weather conditions were generally temperate and sunny, with the daytime temperature ranging from approx. 14°C to 24°C. No rainfall was recorded in the week prior to the site inspection, with all areas inspected demonstrated significant dry conditions from limited rainfall in the prior four months. The following sites were visited during the site inspection:

- Milguy Silo
- Crooble (CH718)
- Croppa Creek
- Yallaroi Creek
- Between Yallaroi Creek and Mungle Creek
- North Star
- Gate 2 (CH578)
- LX3056
- CH593
- Pan Creek
- Bulldog Creek
- Boggy Creek
- Tookey Creek
- Gurley Creek
- Pad 2
- Tycannah Siding

Photographs from the audit site inspection supporting the audit’s findings are provided in **Appendix E**.

### 2.7.1 Opening and Closing Meetings

In accordance with ISO 19011:2018 Guidelines for auditing management systems an opening and closing meeting was held during the Audit kick off meeting and site inspection.

## 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 in **Table 3** below.

Following review of the CEMP and associated Sub-Plans it was noted that there was a duplication in document numbers for the NVMP and the BMP. A review of the documentation should be undertaken to ensure all documents have a unique file identifier.

**Table 3 Management Plan Implementation Review**

Document	Findings from Review
Construction Environmental Management Plan (CEMP)	<p><b>Construction Environmental Management Plan</b> Revision: 4 5-0018-260-PES-00-PL-0001 Issued: 09/06/2023 Approved by Steve Fermio as nominee of the Planning Secretary on 29/06/2023.</p> <p>The CEMP was updated during the audit period to conduct a review of the Periodic Management Plan. The CEMP was observed to be prepared in accordance with C2 and the Department's Environmental Management Plan Guideline for Infrastructure Projects (DPIE, 2020). ARTC were observed to be implementing the CEMP through regular inspections, incident reporting, and non-compliance rectification.</p>
Construction Soil and Water Management Sub-Plan	<p><b>Construction Soil and Water Management Sub-Plan</b> 5-0018-260-PES-00-PL-0002 Revision: 4 Issued: 14/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p>Section 5 of the SWMP outlines the draft water balance, construction water requirements, and mitigation measures to address construction water resource shortages that arise. ARTC and Trans4m have generally implemented the SWMP during the audit period to manage sediment erosion and protect waterways. Batters along the rail corridor works, observed appeared to be generally maintained and were an improvement from the previous audit site inspection.</p>
Construction Traffic, Transport and Access Management Plan	<p><b>Construction Traffic, Transport and Access Management Sub-Plan</b> 5-0018-260-PES-00-PL-0003 Revision: 4 Issued: 15/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p>The CTTAMP was updated during the audit period are administrative in nature and were made in response to an ARTC internal audit of Revision 2 of this plan. The CTTAMP addresses the relevant requirements of the Project Approval and all applicable guidelines and standards specific to traffic and transport during the Project. The CTTAMP also outlines the potential traffic and access impacts likely to be experienced during the construction phase of the Project. Review of the complaints register and access agreements during the audit period indicated that ARTC are implementing measures to maintain pedestrian and vehicular access to affected properties. Impacts on seasonal traffic, including harvest-related vehicles, and public transport were observed to be minimised during the audit period.</p>
Construction Noise and Vibration Management Sub-Plan	<p><b>Construction Noise and Vibration Management Sub-Plan</b> 5-0018-260-PES-00-PL-0004 Revision: 3</p>

Document	Findings from Review
	<p>Issued: 16/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p>Works were observed to be undertaken within the hours stipulated in this condition during the site inspection. It is noted that a number of OOHW applications have been implemented to allow Sunday and PH works in Edgeroi, Bellata and North Star under E3(c) and T4MR's EPL condition L6.3 during the audit period.</p> <p>Review of monitoring data indicated that ARTC have complied with relevant noise and vibration regulatory requirements during the audit period and have maintained positive and cooperative relationships with local communities. All noise and vibration complaints were addressed in a timely and efficient manner. There have been multiple agreements negotiated with sensitive receivers during the audit period with a number of agreements still awaiting formal written approval. ARTC were observed to be generally implementing the CNVMP during the audit period.</p>
<p>Construction Biodiversity Management Sub-Plan</p>	<p><b>Construction Biodiversity Management Sub-Plan</b> 5-0018-260-PES-00-PL-0005 Revision: 6 Issued: 16/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p>An updated version of the Construction Biodiversity Management Sub-Plan was approved by DPE (formerly DPIE) on 30 March 2023.</p>
<p>Construction Flood Emergency Management Sub-Plan</p>	<p><b>Construction Flood Emergency Management Sub-Plan</b> 5-0018-260-PES-00-PL-0007 Revision: 2 Issued: 24/01/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p>The FEMP was observed to include measures for managing flood risks during construction and address flood recovery. ARTC and Trans4m were observed to be implementing the FEMP during the audit period by ensuring sites are suitably prepared prior to events and undertaking effective flood risk identification and evaluation. Evidence was observed during the site inspection that these measures are identified during the daily site diaries and in the weekly Environmental and Sustainability Checklist (PPW). Proactive measures were also noted during the site inspection with regular weather monitoring and communication to the wider project team.</p>
<p>Construction Heritage Management Sub-Plan</p>	<p><b>Construction Heritage Management Sub-Plan</b> 5-0018-260-PES-00-PL-0008 Revision: 3 Issued: 14/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p>This HMP was updated to reflect the descoping of works at Moree Station.</p>
<p>Narrabri to North Star Phase 1 Communication Strategy</p>	<p><b>Communication Strategy</b> 5-0000-260-PCS-00-ST-0001_D Revision: 2 Issued: 20/01/2021</p> <p>The communication strategy was observed to be generally implemented during the audit period with the identified people, organisations and government authorities adequately and proactively consulted during the audit period. Evidence was sighted of regular, inclusive and accessible information regarding construction activities, schedules and milestones.</p> <p>A 24-hour toll-free telephone number, postal and email addresses, and regular, location-based community forums across the project alignment is currently in place. Evidence of communication between Inland Rail, and the community and government authorities – including relevant councils (Narrabri Shire Council, Moree</p>

**Document**

**Findings from Review**

Plains Shire Council, Gwydir Shire Council), government agencies, and adjoining affected landowners and businesses was observed during the site inspection and following review of available documentation.

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## 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 Monitoring Program; as per Section 11 and Appendix E of the Construction Noise and Vibration Management Sub-Plan (CNVMP);
- Water Usage Monitoring Program; as per Section 7.2.1 of the Construction Soil and Water Management Sub-Plan (CSWMP);
- Air Quality Monitoring Program; as per Section 7.2.2 and Appendix D of the CSWMP; and
- Physical Condition of local roads Monitoring Program; as per Section 5 of the Construction Traffic, Transport and Access Management Sub-Plan (CTTAMP).

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).

As required under CoA C20, the 6 Monthly Construction Monitoring Report was prepared to summarise the results of these Construction Monitoring Programs. The SSI 7474 – 6 Monthly Construction Monitoring Report (November 2022 to April 2023) was issued during the audit period, with the final revision issued to DPE on 29 August 2023.

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.

A request was submitted to DPE for an additional alternative ER to be included on the project. Alternative ER Peter Hatton was approved by Grant Brown as nominee of the Secretary on 22 April 2022.

## 4.2 Incidents

A total of 22 incidents were recorded by ARTC during the audit period and were either determined to be reportable or non-reportable to DPE as identified through the CEMP and relevant sub-plans.

### February 2023

- Waste Concrete Use not as per Waste Recovery Order
- Concrete Washout to ground
- Minor Hydraulic oil spill to ground
- Works occurring outside CIZ - Cattle Underpass (745.900km) (reported to DPE)
- Minor EnviroBond Spill Croppa Moree Road
- Croppa Creek - Moree Road MAF Pre Coat Spill
- Oil and diesel leaking from stabled regulator at 707.88km Milguy loop
- Tapscott MAF in operation prior to ER approval to commence.

### March 2023

- Waste Concrete Use not as per Waste Recovery Order
- Weed spraying suspecting to have resulted in the death of all groundcover and landscaping species
- Housekeeping within the Croppa Creek Laydown area.

### April 2023

- Ground disturbance activities undertaken by the adjacent land owner occurred on the eastern side of alignment from approx. CH708.000 – 710.800
- Small burning in three areas by private landowner in rail corridor
- Placement of signalling hut roof structure and parking of LV by a sub-contractor outside CIZ.

### May 2023

- CH735.03 Croppa Creek MAF – Hydrocarbon spills
- CH735.03 Croppa Creek MAF – Equipment stored beyond CIZ
- CH759.7 North Star – Placement of Material outside CIZ
- Croppa Creek Bridge CH735.08 to Buckie Road Level Crossing CH733.92 Oil Spill on Track.

### June 2023

- CH707 Milguy Laydown/Caravan MAF – Hydrocarbon Spills
- CH735.008 Croppa Creek Bridge – Hydrocarbon Spill

### July 2023

- Croppa Creek MAF site – Hydrocarbon Spills <10L
- Croppa – Moree Road – Collision with Cow

## 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/>.

There was a total of 17 complaints received by ARTC during the audit period.

### February 2023

There were six (6) complaints recorded during February relating to dust control, damage to roads after rain and weed related issues.

### March 2023

There were four (4) complaints recorded during March relating to weed control, culvert design and livestock death related to cattle grid design.

### April 2023

There were two (2) complaints recorded during April relating to road damage and potential trespassing/private property damage.

### May 2023

There were two (2) complaint recorded in May relating to installation of fencing/gates and agricultural equipment not fitting under overheads wires and electrical pits located watercourse.

### June 2023

There were three (3) complaints recorded in June relating to the sightline clearing process and landowner concerns including excess water and television reception.

### July 2023

There was one (1) complaint received in July relating to Phone and TV interference.

## 4.4 Ongoing Environmental Management

As the project progresses toward operation, handover of some stages of work have occurred. During the site inspection it was noted that some areas that have been handed over to the ARTC Operations team require further environmental management to resolve defects. Overall, it is evident that regular inspections and maintenance of environmental controls have been implemented during construction works, however with the handover of some areas to operational management, identification of issues requiring rectification has relied on ad hoc inspections, and consequently some areas require further attention to minimise the risk of environmental impacts. Furthermore, as additional areas are identified for practical completion and handover to the operational team, it is recommended that close out of defects is considered to ensure optimal performance and to minimise ongoing maintenance for these areas. These areas broadly consist of landscaping, erosion and sediment control and weed management and are addressed in the following sections.

#### 4.4.1 Landscaping and Weed Management

Inspections of recent landscaping works undertaken in Stage 3 demonstrated increased effort to establish and maintain ground cover, as indicated in **Plate 2**, **Plate 3** and **Plate 8**. However it was observed that some areas in Stage 1 and 2 where seeding and landscaping works had occurred required further attention due to prevalent dry conditions over the months leading into the audit. This is evident in **Plate 6**, **Plate 9**, **Plate 14** and **Plate 20**. While these areas have satisfied the requirement to undertake seeding and landscaping works, dry conditions have inhibited seed strike, and consequently these areas require some rework or management to establish cover. It is recommended that where landscaping works are undertaken, this is accompanied by short term management, such as watering and weed control, dependent on environmental conditions to ensure effective strike and cover is attained. The effectiveness of landscaping works should be reviewed and considered by the environment team prior to handover from construction to operations to ensure that landscaping has achieved a sustainable outcome.

Weed management is being undertaken across the project, given prevailing weather conditions, and the landscaping issues noted above, there are areas where a more focused approach to weed management is recommended. Some operational areas such as Bobbiwa Creek, Croppa Creek, Boggy Creek and Gurley Creek sites (as indicated in **Plate 7**, **Plate 10**) showed particularly aggressive weed growth. It is recommended that a strategic approach to weed management is considered and undertaken in these areas. This may consist of mechanical removal of weeds and/or upper soil layers to reduce the potential weed seed bank, improved preparation of surface/soils prior to works to promote growth of targeted species along with regular control through slashing, spot spraying or more widespread application of herbicides dependent on weed type.

#### 4.4.2 Sediment and Erosion Control

Given the maintenance of landscaping as indicated above, some operational areas were observed with rilling and gullyng in drainage lines as a result of the failure of vegetation cover in these areas. While conditions have been dry, and downstream controls (such as rock armouring or vegetated swales and drains) and interim control measures (such as sediment fencing) have mitigated any potential water pollution issues, it is recommended that rectification and maintenance of these areas is undertaken to ensure that sediment and erosion impacts are mitigated. This is evidenced in **Plate 17**, **Plate 18** and **Plate 29**.

Within construction areas pending handover, or where regular inspections have noted defects, it was noted that sediment and erosion controls have been improved. This is evidenced in **Plate 11** and **Plate 12**, and such controls should be maintained until effective cover is established.

### 4.5 Flood Rectification Works

Major flood incidents occurred in late 2022, far exceeding the 1 in 100-year design for drainage features and armouring. As a result of these events, there has been significant scouring of drainage lines downstream of culverts at Pan Creek, Bulldog Creek, and Boggy Creek. These areas are noted for action, and records were reviewed demonstrating the response to these incidents, and interim controls emplaced to temporarily manage these areas (refer to **Plate 22**, **Plate 23**, Plate 24, **Plate 25**, **Plate 27** and **Plate 28**).

Larger scale rectification works are dependent on landowner consultation and access agreements, and consequently these works have been delayed while these are obtained.

## 5 RESPONSE TO PREVIOUS AUDIT FINDINGS

A review was conducted against the recommendations made in the IEA Audit 4 conducted by RPS for the period 1 August 2022 to 1 February 2023. The findings from this review have been provided in **Appendix D**.

## 6 AUDIT FINDINGS

The findings of the IEA compliance assessment are presented in this section. A summary of compliance against the sites Project Approval 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 & Noted
SSI 7474	170	101	0	69

### 6.1 Identified Non-Compliances and Recommendations

No non-compliances were identified against SSI 7474 during this audit. Further audit commentary and evidence is provided against each condition in the SSI 7474 N2NS Phase 1 Audit 2 Checklist provided in **Appendix B**.

### 6.2 Summary of Opportunities for Improvement

**Table 7** 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 5 Summary of Opportunities for Improvement**

OFI Ref	Cond Ref	Context	Opportunities for Improvement
OFI1	C4	Duplication of document reference number for CNVMP and CBMP sub-plans.	Document numbers to be reviewed and updated to ensure they reflect unique identifiers for separate documents/sub plans.
OFI2	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.  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 nears completion.	Recommended that an updated review of the SP1 IFC Detailed Design Report be prepared in accordance with previous audit recommendations as construction is nearing completion.
OFI3	Section 4.4.1	It was observed that some areas in Stage 1 and 2 where seeding and landscaping works had occurred required further attention due to prevalent dry conditions over the months leading into the audit. While these areas have satisfied the requirement to undertake seeding and landscaping works, dry conditions have inhibited seed strike, and consequently these areas require some rework or management to establish cover.	<p>A) It is recommended that where landscaping works are undertaken, this is accompanied by short term management, such as watering and weed control, dependent on environmental conditions to ensure effective strike and cover is attained.</p> <p>B) The effectiveness of landscaping works should be reviewed and considered by the environment team prior to handover from construction to operations to ensure that landscaping has achieved a sustainable outcome</p>

OFI Ref	Cond Ref	Context	Opportunities for Improvement
OFI4	Section 4.4.1	Weed management is being undertaken across the project, given prevailing weather conditions, and the landscaping issues noted above, there are areas where a more focused approach to weed management is recommended. Some operational areas such as Bobbiwa Creek, Croppa Creek, Boggy Creek and Gurley Creek sites showed particularly aggressive weed growth.	It is recommended that a strategic approach to weed management is considered and undertaken. This may consist of mechanical removal of weeds and/or upper soil layers to reduce the potential weed seed bank, improved preparation of surface/soils prior to works to promote growth of targeted species along with regular control through slashing, spot spraying or more widespread application of herbicides dependent on weed type.
OFI5	Section 4.4.2	Some operational areas were observed with rilling and gulying in drainage lines as a result of the failure of vegetation cover in these areas. While conditions have been dry, and downstream controls (such as rock armouring or vegetated swales and drains) have mitigated any potential water pollution issues, it is recommended that rectification and maintenance of these areas is undertaken to ensure that sediment and erosion impacts are mitigated.	Review and undertake rectification and maintenance of erosion in operational areas to ensure that sediment and erosion impacts are mitigated.





**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 letter 'S' being particularly large and stylized.

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', written in a cursive style.

Angie Hollister  
A/Team Leader  
Compliance

As nominee of the Planning Secretary



Ms Tina Stewart  
Level 15, 60 Carrington Street  
Sydney NSW 2000

07/12/2021

Dear Ms Stewart

**Narrabri to North Star - Extension Request for Second IEA (SSI-7474)  
Extension of Time to Undertake IEA Inspection and Submit Report**

I refer to your request (SSI-7474-PA-110) for an extension of time for the independent environmental audit (IEA) inspection and report submission as required under the conditions of approval for the Inland Rail Narrabri to North Star project (SSI-7474).

The Department notes the following factors justifying this request include:

- considering the upcoming Christmas / New Year holiday period, ARTC had agreed with the Independent Auditor to commence the second audit on the 7 December 2021
- an audit planning meeting was held on the 29 November 2021 between ARTC and the Independent Auditor
- current and ongoing flooding in the area
- ongoing and evolving COVID-19 risk in the regional Moree township,
- the desktop component of the audit would commence on the 7 December 2021 as planned; and
- the field component would be completed on the 18 and 19 January 2022.

Accordingly, the Planning Secretary has granted an extension of time until 18 March 2022 for the submission of the second IEA.

If you wish to discuss the matter further, please contact Shelley McPhee on 02 6670 8675.

Yours sincerely

APPROVERSIGNATUREANDDETAILSWILLBEINSERTEDHERE

As nominee of the Planning Secretary



Ms Tanya Myles  
180 Ann Street  
Brisbane  
Queensland 4000

17/01/2023

Dear Tanya Myles

**Narrabri to North Star - Assistant Auditor Approval (SSI-7474)**

I refer to your request (SSI-7474-PA-216) for the Secretary's approval of a suitably qualified person to assist the approved Lead Auditor with the preparation of the fourth Independent Environmental Audit ('**the IEA**') as required by Schedule 2, Part A, Condition A35 and A36 of SSI-7474 ('**the Approval**'), as modified.

The Department of Planning and Environment ('**NSW Planning**') has reviewed the nomination and information you have provided and is satisfied that the nominated individual is suitably qualified and experienced. Consequently, I can advise that the Secretary approves the appointment of Mr. Arie Zuanic to assist the approved Lead Auditor, Mr. Ian Richardson, prepare this and future IEAs.

NSW Planning reserves the right to request an alternate Lead Auditor or audit team for future audits.

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

Notwithstanding the agreement for the above listed audit team for this Project, each respective project approval requires a request for the agreement to the auditor or audit team be submitted to NSW Planning, 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.

Please ensure this correspondence is appended to the IEA Report.

Should you wish to discuss the matter further, please contact Nick Ballard, Senior Compliance Officer on 02 6670 8652 or [compliance@planning.nsw.gov.au](mailto:compliance@planning.nsw.gov.au).

Yours sincerely




Shelley McPhee  
Compliance Team Leader  
Compliance

Department of Planning and Environment



As nominee of the Planning Secretary



**Appendix B**  
**SSI 7474 IEA Audit**  
**Checklist**

## SSI 7474 N2NS PHASE 1 IEA – AUDIT 5 CHECKLIST

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Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
<b>SCHEDULE 2</b>				
<b>PART A - ADMINISTRATIVE CONDITIONS</b>				
<b>GENERAL</b>				
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. 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. SEMP no longer in use. Refer to C2.</p> <p>No non-compliances were identified during the audit period.</p>	Compliant	
A2	The CSSI must be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	Noted, as above.	Compliant	
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	Inconsistency between the documents listed in Condition A1 or any other document required under this approval were not observed during the audit period.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	document if it is not possible to comply with both the term and the document.			
A4	<p>The Proponent must comply with the written requirements or directions of the Planning Secretary, including in relation to:</p> <ul style="list-style-type: none"> <li>a. the environmental performance of the CSSI;</li> <li>b. any document or correspondence under the terms of this approval in relation to the CSSI (including the provision of such documentation or correspondence);</li> <li>c. any independent appointment or dismissal made in relation to the CSSI;</li> <li>d. any notification given to the Planning Secretary under the terms of this approval;</li> <li>e. any audit of the construction or operation of the CSSI;</li> <li>f. the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval);</li> <li>g. the carrying out of any additional monitoring or mitigation measures; and</li> <li>h. in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian</li> </ul>	<p>Review of correspondence indicates that ARTC has generally complied with the written requirements and/or directions of the Planning Secretary during the audit period.</p> <p>DPE letter received 17/03/2022 confirming approval of Revision 1 of the CEMP dated 2/03/2022.</p> <p>An updated version of the Construction Biodiversity Management Sub-Plan was approved by DPE (formerly DPIE) on 30 March 2023.</p> <p>Revision 3 of the CEMP was approved on 16/11/22 by the ER under CoA A28(d) &amp; (i).</p> <p>DPE letter received 16/03/2023 stating that there are no comments on the Five Clawed Worm Skink Management Plan.</p> <p>No clearing works were undertaken during the audit period, with Revision 5 of the BMP being approved on 30 March 2023 with the incorporation of the final approved version of the Five Clawed Worm Skink Species Management Plan. As such, this requirement remains compliant with conditions.</p>	Compliant	



Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	Standard or policy required to be complied with under this approval.			
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"> <li>a. documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval;</li> <li>b. a log of the dates of engagement or attempted engagement with the identified party and a summary of the issues raised by them;</li> <li>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;</li> <li>d. outline of the issues raised by the identified party and how they have been addressed; and</li> <li>e. a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.</li> </ul>	<p>DPE letter received 17/03/2022 confirming approval of Revision 1 of the CEMP dated 2/03/2022.</p> <p>Revision 3 of the CEMP was approved on 16/11/22 by the ER under CoA A28(d) &amp; (i).</p> <p>DPE letter received 10/01/22 confirming approval of the Construction Biodiversity Management Sub Plan Revision 3, dated 06 January 2022.</p> <p>DPE letter received 03/03/2023 confirming the approval of the Construction Biodiversity Management Sub Plan Revision 5 for consistency with the approved Five-clawed Worm Skink Construction Species Management Plan, (Revision 2, dated 23 December 2022). The plan (dated 28 February 2023) was approved by the Department on 2 March 2023.</p> <p>An updated version of the Construction Biodiversity Management Sub-Plan was approved by DPE (formerly DPIE) on 16 November 2022. The approval letter for the previous BMP required that review of the BMP be undertaken before Stage 1 works commenced, however was permitted by BCS on 22 March 2022 on the condition the approved BMP's components would continue to be implemented. A letter to the DPE dated 2 March 2023 advised of the updated BMP to reflect the approved Five-clawed Worm Skink Construction Species Management Plan (Revision 2, dated 23 December 2022). DPE approved the revised plan in a letter dated 2 March 2023.</p> <p>An email dated 16 March 2023 from the DPE advised there were no comments on the document at that time.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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>	<p>All documents sighted during the audit period were observed to have been submitted within the required timeframes specified under the conditions.</p> <p>A number of other extensions were requested during the audit period and are outlined in the relevant conditions of consent.</p>	Compliant	Recommended that approval letters for all management plans and reports 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.	Noted.	Not triggered	
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.	Noted. Works almost complete and detailed evidence of works having commenced.	Compliant	
<b>INDEPENDENT APPOINTMENTS</b>				

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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).	<p>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. Approval of auditor's assistant Arie Zuanic was received 17/01/2023.</p> <p>Letter (DPIE, 13/10/2020) to ARTC noting approval of Environment Representative Mr Fermio, Mr Low, and Mr Johan. Alternative ER Peter Hatton approved by Grant Brown as nominee of the Secretary on 22/04/2022.</p>	Compliant	
A10	<p>The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must:</p> <ul style="list-style-type: none"> <li>a. facilitate and assist the Planning Secretary in any such audit; and</li> <li>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.</li> </ul> <p>The Planning Secretary may dismiss an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval.</p>	No audit of how an Independent Appointment has exercised their functions has been requested by the Planning Secretary during the audit period.	Not triggered	
<b>STAGING</b>				
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	<p>The Operational Staging Report was approved by Jake Shackleton as nominee of the Planning Secretary on 27/10/2021.</p> <p>The Operational Staging Report (5-0000-260-EEC-00-RP-0003) was updated and submitted to DPE on 30<sup>th</sup> September 2022. The report was submitted to DPE one (1) month prior to the commencement of operation of the first of the proposed stages of operation.</p>	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>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).</p>	<p>The second track possession period for the section of rail between Narrabri and Tapscott Road level crossing ended on 31 October 2022, and ARTC is required to return the rail track back to its operating state to allow grain from the year's harvest season to be hauled to customers between 1 November 2022 and 30 March 2023. During this period, passenger services will also recommence.</p> <p>At the end of this period, from the 1 April 2023, ARTC is then able to have possession again of the track to further complete the requirements of the N2NS Project.</p> <p>In response to an RFI ARTC has provided a letter dated 30/09/2022, addressed to the department seeking approval of the Operational Staging Report to allow the rail track back to its operating state. To date no evidence of department approval has been provided.</p>		
A12	<p>The Staging Report must:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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);</li> <li>c. specify how compliance conditions will be achieved across and between each of the stages of the CSSI; and;</li> </ul>	<p>Construction work has generally been undertaken in accordance with the N2NS P1 EIS and the Operational Staging Report (5-0000-260-EEC-00-RP-0003). The Operational Staging Report proposed staged operation to allow grain from this year's harvest season to be hauled to customers between 1 November 2022 and 30 March 2023.</p> <p>Section 3.2 outlines 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.</p> <p>Section 5 and Appendix A specifies how compliance conditions will be achieved across and between each of the stages of the CSSI.</p> <p>Section 4 outlines the mechanisms for managing any cumulative impacts arising from the proposed staging. It is not anticipated that there will be any additional cumulative environmental impacts introduced for this section of track.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	set out mechanisms for managing any cumulative impacts arising from the proposed staging.			
A13	The CSSI must be staged in accordance with the Staging Report, as approved by the Secretary.	CSSI staging is currently being implemented in accordance with the Staging Report.	Compliant	
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.	Compliance with the terms of the approval are outlined in Appendix A of the Operational Staging Report. The approval letter issued by DPIE on 27/10/2021 noted that the Compliance Reporting Requirements under Conditions A31-34 would not be triggered by the interim operation of the CSSI.	Compliant	
A15	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Secretary for approval no later than one (1) month prior to the proposed change in the staging.	No changes requiring a revised Staging Report to be submitted during the audit period. ARTC have noted that they will provide a revised staging report if there are any changes to the stages outlined within this report within the required timeframes.	Not triggered	
<b>ANCILLARY FACILITIES</b>				
A16	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: <ul style="list-style-type: none"> <li>a. they are located within or immediately adjacent to the construction boundary; and</li> <li>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</li> </ul>	SEMP advises Trans4m Rail has utilised the compound locations identified and assessed as part of the N2NS Environmental Impact Statement (EIS) and Submissions Preferred Infrastructure Report (SPIR). CEMP S4.1.1 advises Trans4m Rail's main office complex is located in Moree and accommodates 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. An additional site office has been established at Narrabri. Approximately 17 ancillary facilities have been required to construct the project. These satellite offices and construction compounds are contained within the CIZ assessed as part of the EIS and SPIR. In addition, the following Minor Ancillary Facilities (MAFs) were established during the audit period:	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>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</p> <p>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.</p>	<ul style="list-style-type: none"> <li>• Tapscott Road</li> </ul> <p>A Minor Ancillary Facility Checklist (Tapscott Road, Revision 3) was prepared to assess the proposed Minor Ancillary Facility against the requirements of CoA 21 and all other environmental requirements. This checklist was approved by Steve Fermio (DPE representative) on 5 February 2023.</p> <p>A Minor Ancillary Facility Assessment Checklist (North Star, Revision 5) was prepared for an extension of time. This checklist was approved by Steve Fermio (DPE representative) on 7 July 2023.</p> <p>A Minor Ancillary Facility Assessment Checklist (Croppa Creek, Revision 5) was prepared for an extension of time. This checklist was approved by Steve Fermio (DPE representative) on 16 June 2023.</p>		
<b>SITE ESTABLISHMENT WORKS</b>				
A17	<p><b>Site Establishment Management Plan</b></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 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> <p>a. a description of activities to be undertaken during establishment of the construction ancillary facility (including indicative scheduling and</p>	<p>Condition met during Audit 2 for the site.</p> <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 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><b>Evidence:</b> 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</p>	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>duration of works to be undertaken at the site);</p> <ul style="list-style-type: none"> <li>b. figures illustrating the proposed operational site layout/s;</li> <li>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;</li> <li>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"> <li>i. meet the performance outcomes stated in the documents listed in Condition A1, and</li> <li>ii. meet the performance outcomes stated in the documents listed in Condition A1, and</li> </ul> </li> <li>e. a program for monitoring the performance outcomes, including a program for noise monitoring of site establishment activities.</li> </ul> <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>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). SEMPs 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.</p> <p>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 key construction stage or as considered necessary by the Trans4M Rail Project Director or Environment Manager.</p> <p>SEMP Table 4 includes the EPOs detailed in Table 27.6 of the EIS and what section they are addressed in the SEMPs.</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. The SEMPs were prepared to support pre-construction activities associated with the delivery of the project. SEMPs Appendix C identifies indicative mitigation measures for potential impacts at set locations, and identifies relevant documents, procedures, training required for each.</p> <p>The SEMPs were prepared to support pre-construction activities associated with the delivery of the project. Upon</p>		

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
		<p>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><b>Evidence:</b> SEMP rev E 21/02/2021, CEMP rev E 04/02/2021</p>		
A18	<p><b>Operation of Ancillary Facilities</b> 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.</p>	<p>This condition was met during Audit 1 and is not triggered. 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 DPIE dated 7 April 2021. DPE letter received 17/03/2022 confirming approval of Revision 1 of the CEMP dated 2/03/2022.</p>	Not triggered	
A19	<p><b>Access to Ancillary Facilities</b> 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.</p>	<p>Observations made during site inspection indicated that ancillary facilities were accessed via existing public roads and/or the existing rail corridor.</p>	Compliant	



Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
A20	<p>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.</p>	<p>The roads / tracks used to access construction ancillary facilities appeared to be of a suitable standard necessary to provide access during the site inspection.</p> <p>Evidence supplied of periodic meetings occurring with Moree Plains Shire Council in regard to road maintenance. Active road maintenance was observed to be occurring in consultation with council.</p> <p>Trans4m have a road closure procedure that involves regular inspections of roads following rain events and notification to the project team via text alerts of road closures prior to the start of shifts.</p> <p>This procedure was observed in practise during the audit site inspection.</p>	Compliant	
A21	<p><b>Minor Ancillary Facilities</b> 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> <ol style="list-style-type: none"> <li>a. are located within the construction boundary; and</li> <li>b. have been assessed by the ER to have –             <ol style="list-style-type: none"> <li>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</li> </ol> </li> </ol>	<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>During the audit period the following MAF's have been installed:</p> <ul style="list-style-type: none"> <li>• Tapscott Road MAF</li> </ul> <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>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<ul style="list-style-type: none"> <li>ii. low environmental impact with respect to waste management and flooding, and</li> <li>iii. no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.</li> </ul>			
A22	<p><b>Boundary Screening</b> 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.</p>	<p>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.</p> <p>Field assessments are undertaken for visual impact to neighbouring sensitive receivers.</p> <p>ATF style fencing and screening was not required to be installed during the audit period.</p>	Not triggered	
A23	Boundary screening required under Condition A22 of this approval must minimise visual, noise and air quality impacts on adjacent sensitive receivers.	Boundary screening has not been required on any ancillary facilities during the audit period.	Not triggered	
<b>ENVIRONMENT REPRESENTATIVE</b>				
A24	Works must not commence until an ER has been approved by the Planning Secretary and engaged by the Proponent.	Condition not triggered, addressed during previous audit. Letter 13/10/2021 received from DPE 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.	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
A25	The Planning Secretary's approval of an ER must be sought no later than one (1) month before the commencement of works.	Condition not triggered, addressed during previous audit. ER approval was obtained 13/10/2020 - more than 1 month before the commencement of works on 10 April 2021. Letter (DPIE, 13/10/2020) to ARTC noting approval of Environment Representative Mr Fermio, Mr Low, and Mr Johan. Alternative ER Peter Hatton approved by Grant Brown as nominee of the Secretary on 22/04/2022.	Not triggered	
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).	Condition not triggered, addressed during previous audit. Letter (DPIE, 13/10/2020) to ARTC noting approval of Environment Representative Mr Fermio, Mr Low, and Mr Johan. Alternative ER Peter Hatton approved by Grant Brown as nominee of the Secretary on 22/04/2022.	Not triggered	
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.	Letter (DPIE, 13/10/2020) to ARTC noting approval of Environment Representative Mr Steve Fermio, Mr Low, and Mr Hadi Johan. A request was submitted to DPIE on 5 August 2021 noting the departure of Mr Hadi Johan and proposed inclusion of two additional team member from WolfPeak being Ms Ann Azzopardi and Mr Nick Ballard. Alternative ER Peter Hatton approved by Grant Brown as nominee of the Secretary on 22/04/2022.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
A28	<p>For the duration of the works until 12 months after the completion of construction, the approved ER must:</p> <ul style="list-style-type: none"> <li>a. receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI;</li> <li>b. consider and inform the Planning Secretary on matters specified in the terms of this approval;</li> <li>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;</li> <li>d. review documents identified in Conditions A11, A17, A31, C1, 0 and C13, and any other documents that are identified by the Secretary, to ensure they are consistent with requirements in or under this approval and if so: <ul style="list-style-type: none"> <li>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</li> <li>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</li> </ul> </li> </ul>	<p>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.</p> <p>Email confirmation of submission of ER Monthly reports during the audit period was observed for each month from February 2023 to July 2023.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>Secretary / Department for information or are not required to be submitted to the Planning Secretary/Department);</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>g. as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints;</li> <li>h. assess the impacts of minor ancillary facilities comprising lunch sheds, office sheds, material lay down sites, areas used to assemble culverts and turnouts, and portable toilet facilities as required by Condition A21 of this approval;</li> <li>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</li> </ul>			

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>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>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> <ul style="list-style-type: none"> <li>a. the complaints register (to be provided on a weekly basis); and</li> <li>b. a copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be provided to the ER before the commencement of the subject work).</li> </ul>	Correspondence received from WolfPeak on 3 August 2023 confirmed that they have received all documentation requested during the audit period.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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"> <li>a. facilitate and assist the Secretary in any such audit; and</li> <li>b. make it a term of their engagement of an ER that the ER facilitate and assist the Secretary in any such audit.</li> </ul> <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>	The Planning Secretary has not commissioned an audit of the ER during the audit period.	Not triggered	
<b>COMPLIANCE REPORTING REQUIREMENTS</b>				
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).	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.	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.	No compliance reporting required for construction phase works under the Compliance Reporting Post Approval Requirements (2020).	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	No compliance reporting required for construction phase works under the Compliance Reporting Post Approval Requirements (2020).	Not triggered	
<b>AUDITING</b>				
A35	Proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the commencement of an Independent Audit.	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. Approval of auditor's assistant Arie Zuanic was received 17/01/2023.	Compliant	
A36	Independent Audits of the development must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (2020).	This audit and the previous audit were 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.	ARTC submitted a request (SSI-7474-PA-173) to the Department on 23 June 2022 notifying of a change of date for two scheduled IEAs as required under CSSI-7474. The request was to change the date of the third IEA (IEA 3) from the 24-25 May 2022 to 2-3 August 2022 due to a number of other audits scheduled for May and June 2022. This reschedule of IEA 3 would also impact the date of the fourth IEA (IEA 4) and fifth IEA (IEA 5), changing them to the 1-2 February 2023 and 1-2 August 2023 respectively. The request was approved by Shelley McPhee as nominee of the Planning Secretary on 6/07/2022.	Compliant	



Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
A38	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (2020), the Proponent must: <ul style="list-style-type: none"> <li>a. review and respond to each Independent Audit Report prepared under Condition A36 or Condition A37;</li> <li>b. submit the response to the Planning Secretary; and</li> <li>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.</li> </ul>	ARTC responded to each of the non-compliances identified during the previous audit period were responded to in a Response to Findings letter submitted to the Planning Secretary on 29 March 2023. The audit report and response were uploaded to the project website within 60 days. <a href="https://inlandrail.artc.com.au/where-we-go/projects/narrabri-to-north-star/planning-approval-documents/">https://inlandrail.artc.com.au/where-we-go/projects/narrabri-to-north-star/planning-approval-documents/</a>	Compliant	
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.	The previous Independent Audit Report and ARTC's response was submitted to the Planning Secretary within 2 months of undertaking the independent audit site inspection.	Compliant	
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.	Not yet triggered.	Not triggered	
<b>INCIDENT REPORTING AND NOTIFICATION</b>				
A41	During construction, DPIE must be notified in writing immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including	Evidence was provided that DPE has generally been notified in writing immediately after ARTC has become aware of an incident.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	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. 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>Multiple environmental incidents were recorded by ARTC during the audit period with one (1) incident required to be notified to DPE.</p> <p>This incident, CSSI 7474 Narrabri to North Star, Phase 1 (N2NS) Project Potential Incident Notification Ministers Condition of Approval A41 6-0000-260-EEC-00-LT-0239, was notified to DPE the same day that ARTC was made aware of a potential incident (23 February 2023), which had occurred on 6 February 2023. Additional written incident notifications were provided to DPE on 2 March 2023 and 10 March 2023.</p>		
<b>PART B - COMMUNITY INFORMATION AND REPORTING</b>				
<b>COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT</b>				
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).	<p>Narrabri to North Star Phase 1 Communication Strategy 5-0000-260-PCS-00-ST-0001_D (Revision 2 – 20/01/2021). Letter (DPE, undated, reference SSI7474) to N2NS project approval of the conditions B1-B5 Communication Strategy (Revision 2 – 20/01/2021).</p> <p>Not triggered during this audit period, condition met during Audit 1.</p>	Not triggered	
B2	The Communication Strategy must: <ul style="list-style-type: none"> <li>a. identify people, organisations and government authorities to be consulted during works;</li> </ul>	<p>Letter (DPIE, undated, reference SSI7474) to N2NS project approval of the conditions B1-B5 Communication Strategy (Revision 2, dated 20 January 2021). Section 6 identifies people, organisations and government authorities to be consulted during works.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<ul style="list-style-type: none"> <li>b. set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the CSSI;</li> <li>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;</li> <li>d. consider opportunities for the community to visit construction sites (taking into consideration workplace, health and safety requirements);</li> <li>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;</li> <li>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;</li> <li>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;</li> <li>h. set out procedures and mechanisms:               <ul style="list-style-type: none"> <li>i. through which the community can discuss or provide feedback to the Proponent;</li> </ul> </li> </ul>	<p>Section 8.2 sets out how the proponent will communicate with the community.</p> <p>Section 8.2 considers opportunities for the community to visit construction sites</p> <p>Section 8.2 outlines that the proponent will hold quarterly location-based forums at key locations across the project alignment.</p> <p>The proponent consults with relevant stakeholders as per Condition A5.</p> <p>Section 8.2 and Table 6 describes the methods for broadcasting the 24-hour toll-free telephone complaints number and postal and email addresses for enquiries, as required by Condition B8.</p> <p>Section 8 and 9 outlines how the proponent provides multiple channels by which the community can provide feedback and/or receive project information, including online and face to face opportunities. ARTC also operates a Complaint Management Process and register.</p>		

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	ii. through which the Proponent will respond to enquiries or feedback from the community; and 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.	Not triggered, condition met during Audit 1. Community Strategy submitted to DPIE on 2 November 2020. Approval letter issued Matthew Todd as nominee of the Planning Secretary on 23/12/2020.	Not triggered	
B4	Work for the purposes of the CSSI must not commence until the Communication Strategy has been approved by the Secretary.	Not triggered, condition met during Audit 1. Approval letter issued Matthew Todd as nominee of the Planning Secretary on 23/12/2020.	Not triggered	
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.	Letter (DPIE, undated, reference SSI7474) to N2NS project approval of the conditions B1-B5 Communication Strategy (Revision 2, dated 20 January 2021). Evidence of implementation observed through interviews with ARTC/Trans4m staff and review of Complaints Register.	Compliant	
<b>COMPLAINTS MANAGEMENT SYSTEM</b>				
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.	Section 9.5 of the CEMP addresses the management of comments, feedbacks, and complaints through Trans4m Rail's complaints management systems. A complaints register is maintained by Trans4M Rail. 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.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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"> <li>a. a 24- hour telephone number for the registration of complaints and enquiries about the SSI;</li> <li>b. a postal address to which written complaints and enquires may be sent;</li> <li>c. an email address to which electronic complaints and enquiries may be transmitted; and</li> <li>d. a mediation system for complaints unable to be resolved.</li> </ul> <p>This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.</p>	<p>A 24hr complaints hotline is available via the project website <a href="https://www.trans4mrail.com.au/">https://www.trans4mrail.com.au/</a> - 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 <a href="mailto:COMMUNITY@T4MR.COM.AU">COMMUNITY@T4MR.COM.AU</a></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	
B8	<p>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.</p>	<p>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.</p>	Compliant	
B9	<p>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</p>	<p>The complaints register includes the number of complaints received, number of people affected, and the response in relation to each complaint.</p> <p>A total of 17 complaints were received during the audit period.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>construction. The Complaints Register must record the:</p> <ul style="list-style-type: none"> <li>a. number of complaints received;</li> <li>b. number of people affected in relation to a complaint; and</li> <li>c. means by which the complaint was addressed and whether resolution was reached, with or without mediation.</li> </ul>			
B10	<p>The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.</p>	<p>The complaints register has not been requested by the Planning Secretary during the audit period. Not triggered during the audit period.</p> <p>Noted that the Complaints Register has been provided on a weekly basis to the ER (Wolfpeak) throughout the audit period.</p>	Not triggered	
<b>PROVISION OF ELECTRONIC INFORMATION</b>				
B11	<p>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 published before the relevant works commencing and maintained on the website or dedicated pages:</p> <ul style="list-style-type: none"> <li>a. the current implementation status of the CSSI;</li> <li>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;</li> </ul>	<p>The project has two (websites) that provide the information outlined in Condition B11.</p> <p><b>ARTC:</b> <a href="https://inlandrail.artc.com.au/where-we-go/projects/narrabri-to-north-star/info-hub/">https://inlandrail.artc.com.au/where-we-go/projects/narrabri-to-north-star/info-hub/</a></p> <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><b>Trans4m Rail:</b> <a href="https://www.trans4mrail.com.au/">https://www.trans4mrail.com.au/</a></p> <p>The Trans4m Rail site provides contacts and documents relevant to the construction phase of the project. Documents required by this condition were noted to be available on the project website as approved by the Department and were noted to have been published within 14 days of the finalisation or approval of the relevant document.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>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;</p> <p>d. a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI;</p> <p>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</p> <p>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>			
<b>PART C - CONSTRUCTION ENVIRONMENTAL MANAGEMENT</b>				
<b>CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN</b>				

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
C1	<p>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.</p>	<p><b>Construction Environmental Management Plan</b>            ARTC Document No.: 5-0018-260-PES-00-PL-0001            Revision: 4            Issued: 14/06/2023            Approved by Steve Fermio as the ER on 29 June 2023.</p> <p>The CEMP was updated after a review of the Periodic Management Plan.</p> <p>The CEMP was observed to be generally prepared in accordance with the Department's Environmental Management Plan Guideline for Infrastructure Projects (DPIE, 2020).</p>	Compliant	
C2	<p>The CEMP must provide:</p> <ul style="list-style-type: none"> <li>a. a description of activities to be undertaken during construction (including the scheduling of construction);</li> <li>b. details of environmental policies, guidelines and principles to be followed in the construction of the SSI;</li> <li>c. a program for ongoing analysis of the key environmental risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the SSI;</li> <li>d. details of how the activities described in subsection (a) of this condition will be carried out to:               <ul style="list-style-type: none"> <li>i. meet the performance outcomes stated in the documents listed in Condition A1; and</li> </ul> </li> </ul>	<p>Revision 1 of the CEMP was approved by DPE on 17 March 2022 and provides the information, programs, and strategies outlined in the Condition.</p> <p>A description of activities to be undertaken during construction is described in Section 4 with a construction schedule located in Section 4.2.</p> <p>Details of environmental policies, guidelines, and principles to be followed in the construction of the SSI are contained in Section 3, 8, and in Appendix B.</p> <p>A program for ongoing analysis of the key environmental risks is contained in Section 7.2, 12, and Appendix D.</p> <p>The Environmental Management Framework to address the performance outcomes of the EIS is described in Section 8 with risk management outlined in 7, 8, and Appendix D.</p> <p>An inspection program detailing the activities to be inspected and frequency of inspections outlined in Section 8.8.</p> <p>An incident and NC reporting protocol is outlined in Section 10 and Appendix F.</p> <p>A procedure for rectifying any non-compliances is outlined in Section 10.3.</p> <p>Section 8 provides a list of all CEMP Sub-plans required in respect of construction, as set out in Condition C4.</p>	Compliant	



Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<ul style="list-style-type: none"> <li>ii. manage the risks identified in the risk analysis undertaken in subsection (d) of this condition;</li> <li>e. an inspection program detailing the activities to be inspected and frequency of inspections;</li> <li>f. a protocol for managing and reporting any:               <ul style="list-style-type: none"> <li>i. incidents; and</li> <li>ii. non-compliances with this approval or statutory requirements;</li> </ul> </li> <li>g. procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction;</li> <li>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;</li> <li>i. a description of the roles and environmental responsibilities for relevant employees and their relationship with the ER;</li> <li>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;</li> </ul>	<p>Key Environmental Management Roles and Responsibilities are outlined in Section 8.4.</p> <p>Competence, Training and Awareness is outlined in Section 8.5.</p> <p>A procedure for periodic review and update of the CEMP and all associated plans and programs is described in Section 12.</p> <p>Relevant details from the SEMP are contained in Appendix H.</p>		

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5														
	<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>																	
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.	<p>Not triggered, condition met during audit 1.</p> <p>DPIE letter received 7/04/2021 confirming approval of the following documents and required consultation and endorsement by the ER and relevant government agencies.</p> <p>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.</p> <p>Revision 1 of the CEMP was approved by DPE on 17 March 2022.</p> <p>Revision 4 was endorsed by Wolfpeak in their role as ER on 29 June 2023.</p>	Not triggered															
C4	<p>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.</p> <table border="1"> <thead> <tr> <th>Required CEMP Sub-plan</th> <th>Relevant government authorities to be consulted for each CEMP Sub-plan</th> </tr> </thead> <tbody> <tr> <td>(a) Traffic, transport and access</td> <td>TNSW and relevant councils</td> </tr> <tr> <td>(b) Noise and Vibration</td> <td>Relevant councils</td> </tr> <tr> <td>(c) Biodiversity</td> <td>EES, DAWE and relevant councils</td> </tr> <tr> <td>(d) Soil and Water</td> <td>Relevant councils, Water Group, and EES</td> </tr> <tr> <td>(e) Heritage</td> <td>DPC Heritage, RAPs and relevant councils</td> </tr> <tr> <td>(f) Flood Emergency Management</td> <td>SES, EES and relevant councils</td> </tr> </tbody> </table>	Required CEMP Sub-plan	Relevant government authorities to be consulted for each CEMP Sub-plan	(a) Traffic, transport and access	TNSW 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	<p>DPIE letter received 7/04/2021 confirming approval of the following documents and required consultation and endorsement by the ER and relevant government agencies:</p> <p><b>Construction Traffic, Transport and Access Management Sub-Plan</b> 5-0018-260-PES-00-PL-0003 Revision: 4 Issued: 15/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p><b>Construction Noise and Vibration Management Sub-Plan</b> 5-0018-260-PES-00-PL-0005 Revision: 3 Issued: 16/06/2023</p>	Compliant	<p>OFI - Document number duplication on CNVMP and CBMP sub-plans – references to be updated to reflect separate documents/sub plans.</p> <p><i>ARTC response:</i> <i>The document numbering of CNWMP has been a typographical error. The document is registered within ARTC's document control system as 5-0018-260-PES-00-PL-0004. It is noted correctly in the footer of the document. The error shall be amended in the next revision of the document.</i></p>
Required CEMP Sub-plan	Relevant government authorities to be consulted for each CEMP Sub-plan																	
(a) Traffic, transport and access	TNSW 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	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
		<p>Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p><b>Construction Biodiversity Management Sub-Plan</b> 5-0018-260-PES-00-PL-0005 Revision: 6 Issued: 16/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p><b>Construction Soil and Water Management Sub-Plan</b> 5-0018-260-PES-00-PL-0002 Revision: 4 Issued: 14/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p><b>Construction Heritage Management Sub-Plan</b> 5-0018-260-PES-00-PL-0008 Revision: 3 Issued: 14/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p><b>Construction Flood Emergency Management Sub-Plan</b> 5-0018-260-PES-00-PL-0007 Revision: 2 Issued: 24/01/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p>		
C5	The CEMP Sub-plans listed in Condition 0 must state how:	The existing and revised CEMP Sub-plans were observed to address the items outlined in the condition.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>a. the environmental performance outcomes identified in the documents listed in Condition A1, as modified by these conditions, will be achieved;</p> <p>b. the mitigation measures identified in the documents listed in Condition A1, as modified by these conditions will be implemented;</p> <p>c. the relevant terms of this approval will be complied with; and</p> <p>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.</p>			
C6	<p>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.</p>	<p>DPIE letter received 7/04/2021 confirming approval of the following documents and required consultation and endorsement by the ER and relevant government agencies. Additional approvals for CEMP sub plans during the audit period outlined below:</p> <ul style="list-style-type: none"> <li>• Construction Traffic, Transport and Access Management Sub-Plan, 5-0018-260-PES-00-PL-0003, Revision 4 Issued 15/06/2023. Approved by Steve Fermio in their role as ER on 29/06/2023.</li> <li>• Construction Noise and Vibration Management Sub-Plan, 5-0018-260-PES-00-PL-0005, Revision 3 Issued: 16/06/2023. Approved by Steve Fermio in their role as ER on 29/06/2023.</li> <li>• Construction Biodiversity Management Sub-Plan, 5-0018-260-PES-00-PL-0005, Revision 6 Issued 16/06/2023. Approved by Steve Fermio in their role as ER on 29/06/2023.</li> <li>• Construction Soil and Water Management Sub-Plan, 5-0018-260-PES-00-PL-0002, Revision 4 Issued</li> </ul>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
		<p>14/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023.</p> <ul style="list-style-type: none"> <li>Construction Heritage Management Sub-Plan, 5-0018-260-PES-00-PL-0008, Revision 3 Issued 14/06/2023. Approved by Steve Fermio in their role as ER on 29/06/2023.</li> <li>Construction Flood Emergency Management Sub-Plan, 5-0018-260-PES-00-PL-0007, Revision 2 Issued 24/01/2023. Approved by Steve Fermio in their role as ER on 29/06/2023.</li> </ul> <p>Evidence sighted of consultation with relevant parties identified in the condition.</p>		
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.	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.	Not triggered	
C8	<p>The Traffic and Transport Management Sub-plan must be consistent with agreements with Councils about the use of local roads and include:</p> <ul style="list-style-type: none"> <li>a. measures to minimise impacts on seasonal traffic, including harvest-related vehicles, and public transport (including school buses and bus stops) and inform freight operators of changes to traffic conditions; and</li> <li>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.</li> </ul>	<p>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 properties. Properties as per the Condition.</p> <p>Appendix G of the Traffic and Transport Management Sub-plan outlines the stakeholder correspondence and responses including Moree Shire Council, TfNSW, Narrabri Shire Council, and Gwydir Shire Council.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
C9	<p>The Biodiversity Management Sub-plan must include:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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</li> <li>d. measures to protect EPBC Act listed threatened species, in particular the koala, and threatened ecological communities.</li> </ul>	<p>The construction pest and weed management plan, Revision 1, issued 20/08/2022, is contained in Appendix A.</p> <p>Section 5.8 and Appendix F outlines the 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.</p> <p>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.</p> <p>Measures to control cane toads is outlined in the construction pest and weed management plan and in the Trigger Action Response Plan in Appendix E.</p> <p>Measures to protect EPBC Act listed threatened species, including koala, and threatened ecological communities is outlined throughout the plan.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
C10	<p>The Soil and Water Management Sub-plan must include:</p> <ul style="list-style-type: none"> <li>a. a draft water balance for the project;</li> <li>b. information demonstrating that the required construction water resources are legally and physically available; and</li> </ul> <p>mitigation measures to address construction water resource shortages that arise.</p>	<p>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.</p>	Compliant	
C11	<p>The Heritage Management Sub-plan must include:</p> <ul style="list-style-type: none"> <li>a. identification of the Aboriginal objects that must be avoided and the protective measures to be put in place;</li> <li>b. procedures for salvaging and safe keeping the Aboriginal objects identified in the documents listed in Condition A1, and their long-term management;</li> <li>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);</li> <li>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</li> </ul>	<p>The HMP includes the following:</p> <ul style="list-style-type: none"> <li>– identification of the Aboriginal objects that must be avoided and the protective measures to be put in place outlined in Section 5.8.</li> <li>– procedures for salvaging and safe keeping the Aboriginal objects identified in the documents listed in Condition A1, and their long-term management outlined in Section 5.8.</li> <li>– measures to avoid or minimise disturbance to Aboriginal heritage outlined in Section 4.2 and 5.8.</li> <li>– a process for inspecting trees for evidence of cultural scarring in areas that were not subject to archaeological survey and measures to avoid impact outlined in Section 5.8.</li> <li>– the involvement of a suitably qualified and skilled heritage architect or consultant to provide input to the detailed design of works to and near Moree Railway Station is outlined in Sections 2, 5.2 and 5.9.1.</li> <li>– measures to prevent vibration and direct impacts to the Moree Railway Station Section 5.9.1 and NVMP.</li> <li>– measures to minimise impacts on and retain the legibility of the concrete post and panel platform at Moree Railway Station outlined in Sections 5.2 and 5.9.1.</li> <li>– an interpretation strategy for Edgeroi, Bellata and Gurley Railway Stations outlined in Section 5.9.1.</li> </ul>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>appropriately qualified heritage specialist;</p> <ul style="list-style-type: none"> <li>e. the involvement of a suitably qualified and skilled heritage architect or consultant to provide input to the detailed design of works to and near Moree Railway Station;</li> <li>f. measures to prevent vibration and direct impacts to the Moree Railway Station;</li> <li>g. measures to minimise impacts on and retain the legibility of the concrete post and panel platform at Moree Railway Station;</li> <li>h. an interpretation strategy for Edgeroi, Bellata and Gurley Railway Stations;</li> <li>i. all practical options for offering components of the Croppa Creek rail bridge to the local community;</li> <li>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</li> <li>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.</li> </ul> <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</p>	<ul style="list-style-type: none"> <li>– all practical options for offering components of the Croppa Creek rail bridge to the local community outlined in Section 2.</li> <li>– measures to retain the existing North Star station sign in alongside the rail corridor in North Star Community Park outlined in Sections 5.9.1.</li> <li>– Sections 5.8.6 and 5.8.7 outline an Unexpected Heritage Finds and Human Remains Procedure.</li> </ul>		



Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.			
C12	The Flood Emergency Management Sub-plan must include measures for managing flood risks during construction and address flood recovery.	<p>The FEMP was 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.</p> <p>The latest iteration of the FEMP was issued on 15/06/2023, having been approved by Steve Fermio in their role as ER on 29/06/2023.</p> <p>An environmental risk assessment during construction is provided in Section 4.1 and 4.3, with controls around flood response and recovery being provided in Sections 15 and 16.</p>	Compliant	
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.	<p>The condition was triggered outside of the audit period and was found compliant.</p> <p>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.</p>	Not triggered	
<b>CONSTRUCTION MONITORING PROGRAMS</b>				

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5															
C14	<p>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.</p> <table border="1" data-bbox="248 555 730 692"> <thead> <tr> <th data-bbox="248 555 293 592"></th> <th data-bbox="300 555 479 592">Required Construction Monitoring Programs</th> <th data-bbox="486 555 730 592">Relevant government authorities to be consulted for each Construction Monitoring Program</th> </tr> </thead> <tbody> <tr> <td data-bbox="248 596 293 612">(a)</td> <td data-bbox="300 596 479 612">Noise and vibration</td> <td data-bbox="486 596 730 612">Nil</td> </tr> <tr> <td data-bbox="248 617 293 633">(b)</td> <td data-bbox="300 617 479 633">Water usage</td> <td data-bbox="486 617 730 633">Water Group</td> </tr> <tr> <td data-bbox="248 638 293 654">(c)</td> <td data-bbox="300 638 479 654">Air Quality</td> <td data-bbox="486 638 730 654">Nil</td> </tr> <tr> <td data-bbox="248 659 293 692">(d)</td> <td data-bbox="300 659 479 692">Physical condition of local roads</td> <td data-bbox="486 659 730 692">Relevant councils</td> </tr> </tbody> </table>		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	<p>The CEMP, Sub-plans, and monitoring programs have been prepared and approved in consultation with DPE and the relevant government agencies and relevant councils. DPE approval letters were sighted for each relevant plan with dates and details noted in the conditions above.</p>	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	<p>Each Construction Monitoring Program must provide:</p> <ul style="list-style-type: none"> <li>a. details of baseline data available;</li> <li>b. details of any baseline data to be obtained and when;</li> <li>c. details of all monitoring of the CSSI to be undertaken;</li> <li>d. the parameters of the CSSI to be monitored;</li> <li>e. the frequency of monitoring to be undertaken;</li> <li>f. the location of monitoring;</li> <li>g. the reporting of monitoring and analysis results against relevant criteria;</li> <li>h. procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and</li> <li>i. any consultation required in relation to the monitoring programs.</li> </ul>	<p>The CEMP, Sub-plans, and monitoring programs have been prepared and approved in consultation with DPIE and the relevant government agencies and relevant councils.</p> <p>The Construction Monitoring Program were observed to provide the information outlined in condition C15.</p>	Compliant																

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	The CEMP, Sub-plans, and monitoring programs have been prepared and approved in consultation with DPIE and the relevant government agencies and relevant councils.	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.	Not triggered, condition met during audit 1. The CEMP, Sub-plans, and monitoring programs have been prepared and approved in consultation with DPIE and the relevant government agencies and relevant councils.	Not triggered	
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.	Not triggered, condition met during audit 1. 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. The construction monitoring program for noise and vibration is outlined in Section of 11.3 of the NVMP. The construction monitoring program for soil and water is outlined in Section 7.2 of the SWMP. Section 5.2 of the TTAMP outlines the Traffic Monitoring Program During Construction. 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> .	Not triggered	
C19	The Construction Monitoring Programs, as approved by the Planning Secretary including any minor amendments approved	Construction Monitoring Programs are outlined in the relevant Sub-plans.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	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.	The Construction Monitoring Programs were observed to be implemented during the audit period as outlined in the SSI 7474 – 6 Monthly Construction Monitoring Report (May – October 2022) dated 10/01/2023.		
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.	Refer to SSI 7474 – 6 Monthly Construction Monitoring Report (November 2022 – April 2023) dated 10/01/2023 and DPE's Major Projects Website. Auditor's sighted evidence that the 6 Monthly Construction Monitoring Report was submitted to DPE and relevant regulatory agencies.	Compliant	
<b>PART D - OPERATIONAL ENVIRONMENTAL MANAGEMENT</b>				
<b>OPERATIONAL ENVIRONMENTAL MANAGEMENT</b>				
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.	Not triggered. Part of the N2NS project was in an interim operational phase during the audit period as agreed with ARTC customers to facilitate harvest season from November 2022 to 1st March 2023. This interim operational phase is not required to use the IEMF as pre-existing rail traffic is being used not triggering the Inland Rail "Operational" context of the CSSI. This is denoted in the "Operational Staging Report" under condition A11 of approval CSSI 7474 and the report was accepted by DPIE.	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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> <ul style="list-style-type: none"> <li>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;</li> <li>b. issues identified through ongoing risk analysis can be managed; and</li> </ul> <p>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>	<p>Not triggered.</p> <p>Part of the N2NS project was in an interim operational phase as agreed with ARTC customers to facilitate harvest season from November 2022 to 1st March 2023 during the audit period. This interim operational phase is not required to use the IEMF as pre-existing rail traffic is being used not triggering the Inland Rail “Operational” context of the CSSI. This is denoted in the “Operational Staging Report” under condition A11 of approval CSSI 7474 and the report was accepted by DPIE (evidence supplied).</p>	Not triggered	
D3	The performance measures and mitigation measures detailed in the OEMP must address the maintenance of culverts with respect to blockages, siltation and scouring.	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.	Not triggered during the audit period.	Not triggered	
<b>PART E - KEY ISSUE CONDITIONS</b>				
<b>NOISE AND VIBRATION</b>				
E1	<p><b>Work Hours</b></p> <p>Works must be undertaken during the following hours:</p>	Works were observed to be undertaken within the hours stipulated in this condition during the site inspection.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	(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.	The following OOHW applications were made by T4MR and approved by the EPA: <ul style="list-style-type: none"> <li>• Pre-7am works at Croppa Creek Moree Rd Level Crossing (LX917) under E3/E4/E5 and EPL Conditions L6.3/6.4/6.5</li> <li>• Pre-7am works for rail distress activities under E3 and EPL Condition L6.3</li> <li>• Sunday and PH works for ongoing standard works to maintain Contract Program under E3 and EPL Condition L6.3 from Nov 2022 through to Jul 2023 for Stage 1 and 3 of the Project</li> <li>• All hours works for possession of the Tycannah Siding / shut down period (3 – 10 April 2023) alongside the closure of Tapscott Road and detour of all traffic to Burrington Lane (13 March 2023 – 10 April 2023) under E3 and EPL Condition L6.3</li> </ul>		
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.	Works were observed to be undertaken within the hours stipulated in this condition during the site inspection.	Compliant	
E3	<b>Variation to Work Hours</b> Notwithstanding Conditions E1 and E2, works associated with the CSSI may be undertaken outside the hours specified under those conditions in the following circumstances: <ol style="list-style-type: none"> <li>for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or</li> <li>where it is required in an emergency to avoid injury or the loss of life, to</li> </ol>	An OOHW application (00HW-033) was made by T4MR and approved by T4MR Rail representatives to undertake out of hours works during the Tycannah Possession / shut down period (3 - 10 April 2023 inclusive) and the closure of Tapscott Road and the detour of all traffic into Burrington Lane (13 March – 10 April 2023 inclusive) under CoA E3(f) and EPL Condition L6.3 during the audit period. Environmental Representative Approval was not required as the application was to be approved under CoA E3(f).	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>avoid damage or loss of property or to prevent environmental harm; or</p> <ul style="list-style-type: none"> <li>c. where different construction hours are permitted under an EPL in force in respect of the CSSI; or</li> <li>d. work approved under an Out-of-Hours Work Protocol for work not subject to an EPL as required by Condition E8; or</li> <li>e. where a negotiated agreement is in force, in accordance with Condition E4 and E5; or</li> <li>f. construction that causes LAeq(15 minute) noise levels:               <ul style="list-style-type: none"> <li>i. 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</li> <li>ii. 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</li> <li>iii. continuous or impulsive vibration values, measured at the most affected residence are no more than those for human exposure to vibration, specified in Table</li> </ul> </li> </ul>			

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	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).			
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.	Receivers were noted to be consulted in the OOHW-033 application.	Compliant	
E5	All negotiated agreements must be in writing and finalised before the commencement of works.	Negotiated agreements were observed in writing and finalised before the commencement of works.	Compliant	
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.	<p>Not triggered during the audit period.</p> <p>During Audit 3, prior to a Five-clawed Worm-skink (FCWS) discovery in Stage 2, Trans4m Rail had commenced fencing works for a landowner at Tycannah. Approximately 1600 metres of fencing was removed between chainages 649km and 651km.</p> <p>Following the FCWS discovery the fencing work was suspended pending resolution however the landowner had proceeded with the purchase of significant numbers of livestock to be housed in the paddock where there was no fence. As an emergency safety measure to prevent stock entering the live rail corridor, the fence was required to be reinstated on the property.</p> <p>Approval was granted by Matthew Todd-Jones on 4 March 2022 for the emergency works to occur.</p>	Not triggered	



Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
E7	<p><b>Highly Noise Intensive Work</b>            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"> <li>a. between the hours of 8:00 am to 6:00 pm Monday to Friday;</li> <li>b. between the hours of 8:00 am to 1:00 pm Saturday; and</li> <li>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.</li> </ul> <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>	<p>High risk activities assessed by Appendix F (CNVMP) Noise estimator. Noise HNIW have been undertaken outside approved construction hours, based on OOHW application during the audit period.</p> <p>OOH-033 application falls under condition E7c - continuous.</p> <p>6 monthly construction monitoring report (Nov 2022 – Apr 2023) details noise monitoring undertaken for associated works for Burrington Road Traffic Detour.</p>	Compliant	
E8	<p><b>Out-of-Hours Work Protocol – Work not subject to an EPL</b>            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"> <li>a. provide a process for the consideration of out-of-hours work against the relevant noise and</li> </ul>	<p>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).</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>vibration criteria, including the determination of low and high-risk activities;</p> <ul style="list-style-type: none"> <li>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;</li> <li>c. identify procedures to facilitate the coordination of out-of-hours work approved by an EPL to ensure appropriate respite is provided;</li> <li>d. identify an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where:               <ul style="list-style-type: none"> <li>i. low risk activities can be approved by the ER, and</li> <li>ii. high risk activities that are approved by the Planning Secretary; and</li> </ul> </li> </ul> <p>identify Department, EPA and community notification arrangements for approved out-of-hours works, which maybe detailed in the Communication Strategy.</p>			
E9	<p>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</p>	<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	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	the affected institution or as otherwise approved by the Planning Secretary.	There have not been any requirements to adjust works schedules in response to noise generating work in the vicinity of potentially affected sensitive receiver as outlined in E9.		
E10	<p><b>Noise and Vibration Mitigation</b> 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"> <li>a. construction 'Noise affected' noise management levels established using the Interim Construction Noise Guideline (DECC, 2009);</li> <li>b. vibration criteria established using the Assessing Vibration: A Technical Guideline (DEC, 2006) (for human exposure);</li> <li>c. Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives";</li> <li>d. BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and</li> <li>e. the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of</li> </ul>	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	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>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>	<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>	<p>No blasting has occurred during the audit period. Blasting is not proposed for the project.</p>	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
E13	<p><b>Noise Mitigation – Operational Noise Mitigation Measures</b></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> <ol style="list-style-type: none"> <li>confirm the appropriate operational noise and vibration objectives and levels for adjoining development, including existing sensitive receivers;</li> <li>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).</li> <li>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;</li> <li>review the suitability of the operational noise mitigation measures identified in the documents listed in Condition A1 and, where</li> </ol>	<p>Operational Noise and Vibration Review (ONVR) Phase 1 3-0001-260-EEC-00-RP-000</p> <p>Revision: H</p> <p>Issued: 18 March 2022</p> <p>Approved by Dominic Crinnion as nominee of the Planning Secretary on 09/05/2022.</p> <p>Section 4 confirms the appropriate operational noise and vibration objectives and levels for adjoining development, including existing sensitive receivers.</p> <p>Section 6 and 7 confirms the operational noise and vibration predictions based on the final design.</p> <p>Sensitive receivers at which the criteria set out in the Rail Infrastructure Noise Guideline are predicted to be exceeded once the CSSI is operational and in 2040 are identified/confirmed in Section 6.</p> <p>A review of the suitability of the operational noise mitigation measures identified in the documents listed in Condition A1 is contained in Section 6.3 and 6.4.1.</p> <p>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 is described in Section 6.4.</p> <p>A consultation strategy is outlined in Section 8.</p> <p>Operational noise and vibration complaints will be managed as per the ARTC complaints process map provided in Section 9.</p> <p>The ONVR was verified by a suitably qualified and experienced noise and vibration experts from WSP Australia   Mott MacDonald Design Joint Venture (IRDJV). The ONVR was undertaken at ARTC's expense. A number of extensions to the submission of the ONVR with 3 months of commencement of construction were granted with the ONVR submitted before the agreed date of 31 August 2022.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>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;</p> <ul style="list-style-type: none"> <li>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;</li> <li>f. include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures; and</li> <li>g. procedures for the management of operational noise and vibration complaints.</li> </ul> <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 No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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> <ul style="list-style-type: none"> <li>a. within six (6) months of the commencement of construction affecting the impacted receiver/s;</li> <li>b. in the case of at-property treatments, as agreed with the landowner; or as agreed by the Planning Secretary.</li> </ul>	<p>The N2NS Noise and Vibration Impacts MCoA Report prepared by Projence Pty Ltd was completed 30/03/2022. The ONVR Report and Noise and Vibration Impacts Report provides that the mitigation measures for receivers where the predicted, unmitigated noise levels exceed the relevant trigger levels will be addressed with at-property treatments. The current consultation and ongoing agreement strategy with the landowners is detailed in the Noise and Vibration Impacts Report as required by MCoA E14 (b). Additionally, Section 8 of the ONVR Report and the Noise and Vibration Impacts Report details the ongoing consultation strategy for agreement from directly affected landowners on the specific noise and vibration mitigation measures required at each individual property identified as being impacted in the ONVR Report.</p> <p>Stakeholder consultation was circulated on the 16 May 2023 to all residents predicted to experience increased operational noise levels above the noise triggers specified in the project approval in 2040. This noted that engagement on the ONVR was to commence throughout the alignment.</p> <p>On 6 July 2023, this was retracted for residents in the Morton and Oak Street precincts (in the area of Stage 2C of the Project), due to a change in delivery timings of the scope.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	All implementation of operational noise mitigation measures are proposed to be in accordance with Conditions E13 and E14.	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"> <li>a. noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E13;</li> <li>b. methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which CSSI noise levels are ascertained, with specific reference to locations</li> </ul>	<p>The Audit period was outside of the 2026 and 2035 dates and no other agreement was made with the Planning Secretary regarding this condition outside of these dates.</p> <p>As such, the condition has not been triggered during the audit period.</p>	Not triggered	



Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>indicative of impacts on sensitive receivers;</p> <ul style="list-style-type: none"> <li>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;</li> <li>d. any required recalibrations of the noise model taking into consideration factors such as noise monitoring and actual train movements;</li> <li>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</li> <li>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.</li> </ul> <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</i></p>			

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5																																				
	<i>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>																																							
<b>BIODIVERSITY</b>																																								
E17	<p>The Proponent must minimise impacts to plant community types and not exceed the total areas impacted as identified in Table E1.</p> <table border="1"> <caption>Table E1: Native Vegetation Impacted</caption> <thead> <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> </thead> <tbody> <tr> <td>Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion</td> <td>9.16</td> <td>17.94</td> </tr> <tr> <td>Zone 2 - PCT35 (BR120, NA117) Brigalow - Belah open forest / woodland on alluvial often gigaed clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion</td> <td>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>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>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 - Wanaalda region, Brigalow Belt South Bioregion</td> <td>Not listed</td> <td>5.72</td> </tr> <tr> <td><b>Total Area Impacted</b></td> <td><b>458.10</b></td> <td><b>890.41</b></td> </tr> </tbody> </table>	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	9.16	17.94	Zone 2 - PCT35 (BR120, NA117) Brigalow - Belah open forest / woodland on alluvial often gigaed clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion	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	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	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 - Wanaalda region, Brigalow Belt South Bioregion	Not listed	5.72	<b>Total Area Impacted</b>	<b>458.10</b>	<b>890.41</b>	<p>Tables 3752-1219 N2NS Clearing Quantities – Cumulative to June 2023 (1), Native Vegetation and Koala Habitat demonstrates that the threshold of vegetation have not been exceeded as per Table E1.</p>	Compliant	
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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"> <li>a. acquiring and retiring “biodiversity credits” within the meaning of the Biodiversity Conservation Act 2016; and/or</li> <li>b. making a payment into the Biodiversity Conservation Fund; and/or</li> <li>c. outlining in a Biodiversity Offset Strategy the provision of supplementary measures. The Strategy must be prepared in consultation with EES and DAWE.</li> </ul> <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>	<p>Not triggered during the audit period.</p> <p>Biodiversity offset obligations for ecosystem and species credits as set out in Tables E2 and E3 were originally required to be completed by 13 August 2022.</p> <p>An extension was sought to this deadline for a period of two years, which was approved by Lloyd Eley-Smith on the 3 August 2022. The new nominated deadline to meet the requirements of condition E18 is 13 August 2024.</p>	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5																										
	<p>Table E2: Ecosystem Credits to be Retired</p> <table border="1" data-bbox="248 325 734 1077"> <thead> <tr> <th colspan="2" data-bbox="248 325 734 363">Ecosystem Credits</th> </tr> <tr> <th data-bbox="248 363 517 402">Vegetation Zone and Plant Community Type (PCT) ID and Name</th> <th data-bbox="524 363 734 402">EPBC Act equivalent TEC or habitat of EPBC Act listed threatened species</th> </tr> </thead> <tbody> <tr> <td data-bbox="248 406 517 461">Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion</td> <td data-bbox="524 406 734 461">Weeping Myall Woodlands</td> </tr> <tr> <td data-bbox="248 466 517 520">Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion</td> <td data-bbox="524 466 734 520">Brigalow (<i>Acacia harpophylla</i> dominant and codominant)</td> </tr> <tr> <td data-bbox="248 525 517 592">Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coobah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion</td> <td data-bbox="524 525 734 592">Coolabah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions</td> </tr> <tr> <td data-bbox="248 596 517 663">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 data-bbox="524 596 734 663">Natural Grasslands on Basalt and Fine-textured Alluvial Plains of Northern NSW and Southern Qld</td> </tr> <tr> <td data-bbox="248 668 517 722">Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW</td> <td data-bbox="524 668 734 722">Not Listed</td> </tr> <tr> <td data-bbox="248 727 517 794">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 data-bbox="524 727 734 794">Not listed</td> </tr> <tr> <td data-bbox="248 799 517 866">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 data-bbox="524 799 734 866">Not listed</td> </tr> <tr> <td data-bbox="248 871 517 925">Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion</td> <td data-bbox="524 871 734 925">Not listed</td> </tr> <tr> <td data-bbox="248 930 517 984">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 data-bbox="524 930 734 984">Not listed</td> </tr> <tr> <td data-bbox="248 989 517 1056">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</td> <td data-bbox="524 989 734 1056">Not listed</td> </tr> <tr> <td colspan="2" data-bbox="248 1061 734 1077"><b>TOTAL ECOSYSTEM CREDITS</b></td> </tr> </tbody> </table> <p data-bbox="248 1093 315 1109">Notes:</p> <ol data-bbox="248 1125 734 1375" style="list-style-type: none"> <li data-bbox="248 1125 734 1173">Credits have been calculated using the Framework for Biodiversity Assessment.</li> <li data-bbox="248 1181 734 1375">Zone 5 vegetation and parts of Zone 6 vegetation are likely to conform with the Poplar Box Grassy Woodland on Alluvial Plains which was listed as a TEC under the EPBC Act in July 2019. As the listing occurred after the controlled action decision was made, ecosystem credits for impacts to the TEC are not required.</li> </ol>	Ecosystem Credits		Vegetation Zone and Plant Community Type (PCT) ID and Name	EPBC Act equivalent TEC or habitat of EPBC Act listed threatened species	Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion	Weeping Myall Woodlands	Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion	Brigalow ( <i>Acacia harpophylla</i> dominant and codominant)	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	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	Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW	Not Listed	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	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	Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion	Not listed	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	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	<b>TOTAL ECOSYSTEM CREDITS</b>				
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	<p><b>Table E3: Species Credits to be Retired</b></p> <table border="1" data-bbox="248 336 734 523"> <thead> <tr> <th colspan="2">Species Credits</th> </tr> <tr> <th>Species</th> <th>Number of Credits</th> </tr> </thead> <tbody> <tr> <td>Koala (<i>Phascolarctos cinereus</i>)</td> <td>455</td> </tr> <tr> <td>Finger panic grass (<i>Digitaria porrecta</i>)</td> <td>858 (by no of plants) 1287 (by habitat)</td> </tr> <tr> <td>Creeping tick-trefoil (<i>Desmodium campylocaulon</i>)</td> <td>475</td> </tr> <tr> <td>Belsons panic (<i>Homopholis belsonii</i>)</td> <td>6630 (by individual plants) 2600 (by habitat)</td> </tr> <tr> <td><b>TOTAL SPECIES CREDITS</b></td> <td><b>2068</b></td> </tr> </tbody> </table> <p><i>Note: Credits have been calculated using the Framework for Biodiversity Assessment.</i></p>	Species Credits		Species	Number of Credits	Koala ( <i>Phascolarctos cinereus</i> )	455	Finger panic grass ( <i>Digitaria porrecta</i> )	858 (by no of plants) 1287 (by habitat)	Creeping tick-trefoil ( <i>Desmodium campylocaulon</i> )	475	Belsons panic ( <i>Homopholis belsonii</i> )	6630 (by individual plants) 2600 (by habitat)	<b>TOTAL SPECIES CREDITS</b>	<b>2068</b>			
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E19	<p>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.</p>	<p>Not triggered during the audit period.</p> <p>An extension to the timeframe for submission of reporting on amendments to the ecosystem and species credit requirements and the final construction footprint required under Conditions E19 and E24, was requested on 25 February 2022.</p> <p>The extension to 30 June 2022, was granted by Jake Shackleton as nominee of the Planning Secretary on 28/02/2022 to facilitate incorporation of feedback from DPE Biodiversity, Conservation and Science Directorate (BCS) and to fully comply with the requirements of Conditions E19 and E24.</p> <p>The June 2022 addendum to the Inland Rail – Narrabri to North Star Biodiversity Assessment Report, Rev 8, 27 June 2022 and the Final Construction Footprint Report – Final Construction Impact Zone Report was submitted to the Department on 30 June 2022.</p> <p>The documents outlined the specified changes to the ecosystem and species credit requirements in Tables E2 and E3.</p>	Not triggered															
E20	<p>The review and update of credit requirements must be undertaken by:</p> <ol style="list-style-type: none"> <li>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</li> </ol>	<p>Not triggered during the audit period.</p> <p>The review and update of credit requirements were undertaken 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 is outlined in Section 2 and 3 of the June 2022 addendum to the Inland</p>	Not triggered															

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>Biodiversity Assessment Report; and/or</p> <p>b. completing verification surveys to confirm the extent, type and condition of native vegetation to be impacted.</p> <p>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 ecosystems may be applied to conservatively evaluate impacts and associated credit requirements.</p>	<p>Rail – Narrabri to North Star Biodiversity Assessment Report, Rev 8.</p> <p>Project timeframe constraints precluded further field verification surveys across the increased Additional Disturbance Area, thus these areas were assessed via desktop assessment. A conservative approach was adopted for mapping native vegetation (particularly native grassland) and assumed presence of species credit habitat was applied.</p>		
E21	<p>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.</p>	<p>The Credit Retirement Report has not yet been completed during the audit period. Per Condition E18, a two year extension has been granted to fulfill the requirements of the project's biodiversity offset obligations for ecosystem and species credits. As such, the final date will be one month after the 13 August 2024 deadline.</p>	Not triggered	
E22	<p><b>Re-use of Timber</b></p> <p>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.</p>	<p>Consultation occurred within the first few weeks with Landcare and DPI Fisheries.</p> <p>Email evidence was observed of consultation with Environment NSW, DPIE and Landcare.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5																
E23	<p><b>Koala Habitat</b></p> <p>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.</p> <p><b>Table E4: Vegetation zones/plant community types identified as koala habitat</b></p> <table border="1" data-bbox="248 485 707 810"> <thead> <tr> <th>Vegetation Zone and Plant Community Type (PCT) ID and Name</th> <th>Total Area impacted (ha)</th> </tr> </thead> <tbody> <tr> <td>Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gippsed clay from Pilliga Scrub to Goodwindi, Brigalow Belt South Bioregion</td> <td>17.31</td> </tr> <tr> <td>Zone 3 - PCT39 (BR130, NA129) Cootabah – River Cootabah - 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><b>Total Area Impacted</b></td> <td><b>175.25</b></td> </tr> </tbody> </table>	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 gippsed clay from Pilliga Scrub to Goodwindi, Brigalow Belt South Bioregion	17.31	Zone 3 - PCT39 (BR130, NA129) Cootabah – River Cootabah - 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	<b>Total Area Impacted</b>	<b>175.25</b>	<p>The June 2022 addendum to the Inland Rail – Narrabri to North Star Biodiversity Assessment Report, Rev 8, 27 June 2022 and the Final Construction Footprint Report – Final Construction Impact Zone Report was submitted to the Department on 30 June 2022.</p> <p>Overall, the koala habitat that is impacted by the CSSI has been reduced by approximately 64.3% as part of the WIP CIZ Development Footprint (62.56 ha of koala habitat impacted), when compared to the approved SPIR CIZ Development Footprint (175.25 ha of koala habitat impacted). As a result, condition E23 is currently satisfied, as detailed in the DPE Conditions of Approval of Inland Rail – Narrabri to North Star Phase 1 (SSI 7474 – 13 August 2020).</p>	Compliant	
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E24	<p>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.</p>	<p>Not triggered during the audit period.</p> <p>An extension to the timeframe for submission of reporting on amendments to the ecosystem and species credit requirements and the final construction footprint required under Conditions E19 and E24, was requested on 25 February 2022.</p> <p>The extension to 30 June 2022, was granted by Jake Shackleton as nominee of the Planning Secretary on 28/02/2022 to facilitate incorporation of feedback from DPE Biodiversity, Conservation and Science Directorate (BCS) and to fully comply with the requirements of Conditions E19 and E24.</p> <p>The Final Construction Footprint Report – Final Construction Impact Zone Report contained within the Biodiversity Assessment Report (Revision 8) was submitted to the Department on 30 June 2022.</p> <p>Approval of the Biodiversity Assessment Report (Revision 8) was provided by the nominee of the Planning Secretary on 22 July 2022.</p>	Not triggered																	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
E25	The Proponent must provide a minimum of 4556 species credits to offset impacts to the koala.	<p>The requirement to provide offset requirements has not been triggered during the audit period.</p> <p>The species credits required have been refined in the June 2022 addendum to the Inland Rail – Narrabri to North Star Biodiversity Assessment Report, Rev 8, 27 June 2022 with 1931 species credits now required to offset impacts to the koala.</p> <p>Despite this, per the Planning Secretary’s approval of the Biodiversity Assessment Report (Revision 8) dated 22 July 2022, a total of 4556 Koala species credits must still be retired to comply with Condition E25.</p>	Not triggered	
E26	<p>The offset credits required by Condition E25 must be sourced where practicable, from:</p> <ol style="list-style-type: none"> <li>The same IBRA subregion as the impacted site, or</li> <li>The adjoining IBRA subregions within the same IBRA region as identified in (a).</li> </ol>	<p>The requirement to provide offset requirements has not been triggered during the audit period.</p>	Not triggered	
<b>FLOODING</b>				
E27	<p><b>Quantitative Design Limits (QDLs)</b></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. 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> <ol style="list-style-type: none"> <li>document the extent of the non-compliance with the QDL and justify</li> </ol>	<p>Compliance with the Quantitative Design Limits is outlined in Section 5.3.2 of the Flood Design Verification Report for Phase 1 Issued for Construction, dated 05/07/2022 (Rev 0, Doc No. 3-0001-260-IHY-00-RP-0006).</p> <ul style="list-style-type: none"> <li>Consultation on drainage and flooding issues has been undertaken in two stages: Stage 1: Undertaken during the Reference design stage, 50%, 70% and 100% in Phase 1. Consultation began in November 2019 and ended in January 2020. See Table 6.2.</li> <li>Stage 2: undertaken after the CoA and associated QDLs were received in May 2021 with the majority of the consultation being completed by July 2021. See Table 6.2 and 6.4 for non-compliance, mitigation (if required) and if accepted by landowner. For ongoing consultation see Section 6.4.6.</li> </ul>	Compliant	



Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>why it is not possible or practical to achieve compliance through CSSI design changes;</p> <ul style="list-style-type: none"> <li>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"> <li>i. the non-compliance; or</li> <li>ii. establish an alternative level of mitigation of impacts for that location through alternative design measures;</li> </ul> </li> <li>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</li> <li>d. describe and detail the mitigation measures in the Flood Design Verification Report required by Condition E28;</li> </ul>	<p>All agreements for mitigation measures pending agreement after Stage 2 outlined in Table 6.7 of the FDVR have now been acquired.</p>		
E28	<p><b>Flood Design Verification Report</b>            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.            The Flood Design Verification Report must include:</p>	<p>Compliance with the Quantitative Design Limits is outlined in Section 5.3.2 of the Flood Design Verification Report for Phase1 Issued for Construction, dated 05/07/2022 (Rev 0, Doc No. 3-0001-260-IHY-00-RP-0006).            The Flood Design Verification Report was approved on 3 August 2022.            Section 4 outlines the flood modelling methodology used for preparing the FDVR. Section 5 outlines the flood impact assessment.            Section 4.6.2 and Appendix I outline and contain the independent peer review.            The Department granted an extension to this timeframe on 11 November 2021, bringing the date for resubmission of the FDVR to 17 January 2022. A subsequent extension for submission of the FDVR was requested on 22 December</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<ul style="list-style-type: none"> <li>a. details of the flood modelling that informs the report;</li> <li>b. details of how the project's flood planning level (FPL) was decided, with reference to relevant considerations of the NSW Floodplain Development Manual;</li> <li>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;</li> <li>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;</li> <li>e. an assessment of the impacts of the CSSI on erosion, scouring, bank stability, stream stability and geomorphology;</li> <li>f. mitigation and management measures that will be undertaken if the QDLs are exceeded, as specified in Condition E27;</li> <li>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;</li> </ul>	<p>2022 and was granted on 13 January 2022. The new submission date for the updated FDVR was 4 February 2022 as approved by Matthew Todd-Jones as nominee of the Planning Secretary.</p>		

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<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><b>Independent Peer Review</b></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</p>	<p>ARTC appointed BMT as an External Independent Peer Reviewer of the FDVR. The Independent Peer Review is contained in Appendix I of the FDVR.</p> <p>IRDJV have completed all sensitivity tests recommended by the Peer Reviewers and a document providing the results of the sensitivity tests and a full response to the review comments is also included in Appendix I. The results show that the design performs as intended and within reasonable tolerances when key parameters such as structure blockage and hydraulic roughness are varied.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>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"> <li>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;</li> <li>b. assess the establishment, calibration, validation and operation of the flood model items as per (a);</li> <li>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;</li> <li>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"> <li>i. have been prepared consistent with current and appropriate methodologies and standards; and</li> <li>ii. accurately depict and resolve design impacts of the CSSI.</li> </ul> </li> </ul>	<p>As part of Narrabri Shire Council's review of this report, Council's flood consultant also undertook a review of the flood models. This review raised similar queries to BMT's review and suggested the same suite of sensitivity tests. The work document in Appendix I to address BMT's review comments therefore also address queries and suggestions raised by Council's flood consultant.</p> <p>The Independent Peer Review concluded that the investigations to date have presented clear guidance for the detailed design requirements and landowner consultation to enable the final design for construction to achieve an acceptable outcome for all parties.</p>		

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<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><b>Flood Emergency Response Plan (FERP) for Flood Risks within the Rail Corridor</b></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> <ul style="list-style-type: none"> <li>a. The FERP must be prepared by an experienced flood emergency response specialist who has extensive experience in preparation of these plans.</li> <li>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.</li> <li>c. The FERP must be appended to the Flood Design Verification Report.</li> </ul> <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>The Flood Emergency Response Plan was prepared by WSP is contained in Appendix H of the FDVR.</p> <p>Section H2.2 states that the residual flood risk to the rail corridor after the upgrade is acceptable, with no occurrences of high risk and only six occurrences of medium risk.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
E31	<p><b>Information to Facilitate Management of Flood Emergency Risks beyond the Rail Corridor</b></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> <ul style="list-style-type: none"> <li>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;</li> <li>b. consideration of changes to flood behaviour that may result from CSSI infrastructure failures or embankment collapses where these may occur during floods;</li> <li>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;</li> <li>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.</li> </ul>	<p>Information to Facilitate Management of Flood Emergency Risks beyond the Rail Corridor is outlined in the FDVR.</p> <p>Section 5.3.2 documents the changes to all flood parameters beyond the rail corridor and compliance against the QDLs. Section 5.4 and Appendix L document the impact of the CSSI under extreme events, including an assessment of where rail embankment failure could occur and implications for downstream land uses.</p> <p>Section 5.4 provides an overview of the consultation process with agencies involved in flood emergency management and Section 6 provides details of the consultation undertaken and</p> <p>ARTC's commitments to providing outputs from this study to facilitate updates to existing agency management plans.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<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><b>Flood Review after Construction</b>            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> <ul style="list-style-type: none"> <li>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;</li> <li>b. identification of the properties and infrastructure affected by flooding during the reportable event; and</li> <li>c. where the observed extent and level of flooding or other flooding or erosion impacts 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</li> </ul>	<p>Not triggered, the project has not been in operation during the audit period.</p>	<p>Not triggered</p>	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>requirements specified in Conditions E27 and E28:</p> <ul style="list-style-type: none"> <li>i. determine if the exceedance is attributable to the CSSI, and</li> <li>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.</li> </ul> <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. 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	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	Refers to operational phase.	Not triggered	
E34	<p><b>Information Sharing</b></p> <p>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.</p>	Refers to post-construction requirements.	Not triggered	
<b>WATER QUALITY AND DRAINAGE</b>				

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
E35	<p>The CSSI must be designed, constructed, and operated so as to:</p> <ul style="list-style-type: none"> <li>a. maintain the NSW Water Quality Objectives where they are being achieved as at the date of this Approval;</li> <li>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;</li> <li>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;</li> <li>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;</li> <li>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;</li> <li>f. ensure that there is no permanent interception of, and/or connection with, groundwater;</li> </ul>	<p>No overtopping events occurred during the audit period. It is noted that most of the piling works are complete or near completion.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<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>ensure that any recycled wastewater (including recycled/treated water) proposed for use by the CSSI, is fit for purpose and does not pose a risk to human health or the receiving environment.</p>			
E36	<p>The Proponent must consult with TfNSW in relation to stormwater and drainage management to coordinate drainage infrastructure with the Newell Highway Upgrade.</p>	<p>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.</p> <p>Engagement between ARTC and TfNSW has been achieved via meetings, both in person and via teleconference, delivery of presentations by ARTC to TfNSW to outline the scope of the N2NS Phase 1 Project and via the provision of electronic information such as reports, infrastructure design models and flood models. Evidence of this consultation was sighted during the audit.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	<p>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.</p> <p>Consultation on drainage and flooding issues has been undertaken in two stages:</p> <ul style="list-style-type: none"> <li>• Stage 1: Undertaken during the Reference design stage, 50%, 70% and 100% in Phase 1 Consultation began in November 2019 and ended in January 2020. See table 6.2.</li> <li>• Stage 2: undertaken after submission of the draft FDVR and change in QDLs from the DPE. The CoA was received in 2021. Stage 2 Consultation began in May 2021 with the majority of the consultation being completed by July 2021.</li> <li>• Ongoing consultation is outlined in Section 6.4.6 of the FDVR report.</li> </ul>	Compliant	
<b>TRAFFIC, TRANSPORT AND ACCESS</b>				
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.	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	
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	<p>A sample of dilapidation reports were observed for sites during the audit period including the following:</p> <ul style="list-style-type: none"> <li>• Post-construction dilapidation survey for Stage 3, from Start of Stage 3A to end of Stage 3B, prepared for</li> </ul>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	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.	Trans4M Rail by Pavement Management Services as at 23 March 2023.		
E40	<p>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):</p> <ul style="list-style-type: none"> <li>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;</li> <li>b. rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey; or</li> </ul> <p>where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.</p>	<p>Not triggered during the audit period as all sites still under construction.</p> <p>Evidence noted of positive proactive road repairs by Trans4m and ARTC through responding to complaints regarding degradation in road quality from vehicle movements, notably along IB Bore Road in North Star. Trans4m and ARTC have since completed road rehabilitation, providing material, plant and labour.</p>	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	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.	Fortnightly meeting w/Fulton Hogan T4MR Traffic Engineer regular meetings with FH & TfNSW N2NS Project Director & IR Senior Commercial Manager Workstream 1 regular meetings to discuss MIRDA agreements, LX etc Procedures for consultation are outlined in Section 2 of the Traffic, Transport and Access Management Sub-plan.	Compliant	
E43	<p><b>Level Crossing Treatment Reports</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a. illustrate the location of all public level crossings which traverse the CSSI;</li> <li>b. list, and identify on a figure, any public level crossings that will be closed or upgraded, including the</li> </ul>	<p>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.</p> <ul style="list-style-type: none"> <li>a. Appendix B illustrates the location of all public level crossings on the CSSI.</li> <li>b. Appendix B and C outlines the level crossings to be upgraded and closed including the proposed treatments.</li> <li>c. The proponent is completing works at all public level crossings within the CSSI.</li> </ul>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>type of treatment proposed where a level crossing is to be upgraded;</p> <ul style="list-style-type: none"> <li>c. where no works are proposed at a public crossing, provide reason for the decision;</li> <li>d. consider measures to avoid potential short-stacking at level crossings; and</li> <li>e. provide justification for any proposed closures.</li> </ul> <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>	<ul style="list-style-type: none"> <li>d. Mitigation measures to avoid potential short-stacking risks at level crossings is outlined in Section 3.2 and Section 3.3.</li> <li>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.</li> </ul> <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>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> <ul style="list-style-type: none"> <li>a. Appendix A illustrates the location of all private level crossings which traverse the CSSI.</li> </ul>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<ul style="list-style-type: none"> <li>a. illustrate the location of all private level crossings which traverse the CSSI;</li> <li>b. list, and identify on a figure, any private level crossings that will be closed or upgraded;</li> <li>c. describe the treatments that will be implemented at upgraded crossings; and</li> <li>d. provide justification for any proposed closures and types of treatment, including decisions where no additional treatments are proposed; and</li> <li>e. provide details on the consultation undertaken with the landowners.</li> </ul> <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>	<ul style="list-style-type: none"> <li>b. Appendix A and Appendix B outline the level crossings to be upgraded and closed.</li> <li>c. Appendix B outlines the level crossings to be upgraded and the type of treatment planned. This is also addressed in Section 7.</li> <li>d. Detailed justification for proposed closures is included in Section 8 and Appendix C.</li> <li>e. Section 4 outlines the consultation activities undertaken to date with landowners to address feedback and consider requests.</li> </ul> <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	<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	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	crossing or address a group of crossings or the entire CSSI.			
E46	<p><b>Level Crossing Performance Report</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a. updated traffic analysis of movements on these roads;</li> <li>b. assessment of the level of service at these level crossings (queue length, queuing time delay);</li> <li>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;</li> <li>d. assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E43;</li> </ul>	Not triggered during the audit period.	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>e. all reported near misses and collisions at level crossings within the project area; and</p> <p>mitigation measures to manage any actual or predicted road network performance impacts.</p>			
E47	<p>Each Level Crossing Performance Report must also review the impact on level crossings interacting with local roads and include:</p> <ul style="list-style-type: none"> <li>a. assessment of safety and/or operational impacts on nearby classified roads as a result of vehicle queuing; and</li> <li>b. all reported near misses and collisions at level crossings within the project area.</li> </ul>	Not triggered during the audit period.	Not triggered	
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</i></p>	Not triggered during the audit period.	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<i>of the Planning Secretary to vary the timeframe in which to satisfy this condition.</i>			
E49	<b>Property Access</b> 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.	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.	Access was observed to be maintained to properties during the site inspection. It is noted that the OOHW-033 Low-Risk Application Tycannah Possession incl. Traffic Detour required alternative access to be agreed with land owners. This is further discussed in Condition E51.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	<p>OOHW-033 Low-Risk Application Tycannah Possession incl. Traffic Detour required closure of Tapscott Road for the period of 13 March 2023 – 10 April 2023.</p> <p>An alternative route was provided to all affected landowners via Burrington Road, an existing sealed road with the Newell Highway (Narrabri Road).</p>	Compliant	
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.	Not triggered during the audit period.	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
E53	<p><b>Road Safety</b></p> <p>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.</p> <p>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.</p>	<p>The CSSI has been designed to meet relevant design, engineering, and safety guidelines, including the Austroads Guide to Traffic Management.</p>	Compliant	
E54	<p>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.</p> <p>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.</p>	<p>Not triggered during the audit period.</p>	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
E55	<p><b>Pedestrian and Cyclist Access</b></p> <p>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.</p>	Safe pedestrian access was observed around work sites during the site inspection.	Compliant	
E56	<p><b>Transport Network and Connectivity Analysis (Jones Avenue Overbridge)</b></p> <p>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.</p>	MPSC and RDC have undertaken this as part of the Transport and Traffic assessment for the Moree SAP (Arcadis, 2020).	Not triggered	
E57	<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>a. consistency with future land use planning for Moree, with a particular focus on the proposed Special Activation Precinct and Moree</li> </ul>	A risk assessment was conducted with representatives of the Moree Emergency services on accessing the Moree East community if level crossings are blocked in Moree. The risk assessment can be found in Appendix B of the attached Traffic Connectivity Report and the outcomes of the risk assessment are outlined in Section 4.2 of the report.	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>Intermodal projects to the south of Moree;</p> <ul style="list-style-type: none"> <li>b. the local and regional traffic network, including operational efficiency, and connectivity to existing and future local and regional road networks;</li> <li>c. the ability for use by a range of heavy vehicles and compliance with relevant road design standards;</li> <li>d. community safety and severance impact of formal or informal changes to heavy vehicle routes;</li> <li>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;</li> <li>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</li> <li>g. the requirements of Condition E58.</li> </ul>			
E58	<p>The Proponent's analysis required by Condition E57 E56 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;</p> <ul style="list-style-type: none"> <li>a. pedestrian and cyclist movement patterns, existing as well as those associated with future infrastructure</li> </ul>	<p>Analysis of this condition has taken place through the Needs Assessment and Risk Assessment of community severance occurring between Moree East and Moree CBD with installation of rail exclusion fencing. A desire line to cross the rail / transport corridor has been identified. It is recommended that consideration be given to the feasibility of implementing suitable solutions to address this issue including investigating the feasibility of installing a walking path and active pedestrian crossings to link Moree East with the remainder of the community. Further detail can be found in the report section 4.3.</p>	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>or strategic planning initiatives being undertaken in the locality;</p> <ul style="list-style-type: none"> <li>b. measures to minimise informal rail corridor crossings; and</li> <li>c. an assessment of potential crossings that considers:               <ul style="list-style-type: none"> <li>i. demand for a crossing in that location;</li> <li>ii. the distance between formal rail crossings;</li> <li>iii. rail safety requirements;</li> <li>iv. accessibility in accordance with the Disability Discrimination Act 1992;</li> <li>v. pedestrian safety and security, including Crime Prevention Through Environment Design (CPTED); and</li> </ul> </li> </ul> <p>pedestrian access during extended severance events, including a train breakdown blocking level crossings.</p>			
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</p>	Not triggered during the audit period.	Not triggered	



Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>provided to the Planning Secretary for approval or form part of a project modification under section 5.25 of the EP&amp;A Act.</p> <p>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>			
<b>SPOIL MOUNDS</b>				
E60	<p>Permanent spoil mounds are to be located:</p> <ul style="list-style-type: none"> <li>a. within the existing rail corridor;</li> <li>b. at least 50 metres from any watercourse or culvert or where the rail formation is predicted to be overtopped during a flood event;</li> <li>c. at least 500 metres from any residence; and</li> <li>d. outside the drip lines of trees located on private property.</li> </ul> <p><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></p>	<p>All permanent spoil mounds were observed to be located within the rail corridor in appropriate locations during the site inspection.</p> <p>Details of the permanent spoil mound management are outlined in the Construction Soil and Water Management Sub-Plan (2600-0018 N2NS-SP1).</p>	Compliant	
E61	<p>Spoil mounds are to comply with the following requirements:</p> <ul style="list-style-type: none"> <li>a. maximum height must not exceed the top height of the upgraded rail line;</li> </ul>	<p>Spoil mounds were observed to be generally compliant with the condition requirements.</p> <p>Details of spoil mound management are outlined in the Construction Soil and Water Management Sub-Plan (2600-0018 N2NS-SP1).</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<ul style="list-style-type: none"> <li>b. not result in the clearing or covering of native vegetation beyond that described in the documents listed in Condition A1;</li> <li>c. not result in heritage impacts beyond that described in the documents listed in Condition A1;</li> <li>d. not result in additional changes to the upstream flooding regime beyond those described in the documents listed in Condition A1;</li> <li>e. not affect the downstream flood regime;</li> <li>f. not impede the flow of water through culverts;</li> <li>g. not contain any contaminated soil classified as unsuitable for the proposed land use, acid sulphate soils or green waste;</li> <li>h. are to be stabilised during construction of the CSSI; and</li> </ul> <p>are to be stabilised prior to operation of the CSSI.</p>			
<b>VISUAL AMENITY</b>				
E62	<p>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'.</p>	<p>A number of construction works have occurred within the 200km radius of the Siding Spring Observatory during the audit period, with night works occurring (OOHW-033 Low-Risk Application Tycannah Possession incl. Traffic Detour) being compliant with Condition E3, and the Good Lighting Design Principles.</p> <p>The N2NS P1 Lighting Audit June 2022 provided an assessment of compliance against the Good Lighting Design Principles in Table 3. The assessment found that the</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
		development is complying with the Good Lighting Design Principles.		
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.	<p>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.</p> <p>The N2NS P1 Lighting Audit June 2022 provided an assessment of compliance against E63.</p> <p>ARTC was observed to be constructing the CSSI with the objective of minimising light spillage to residences as evidence by their compliance with the Good Lighting Design Principles.</p> <p>The nearest sensitive receptor to the project alignment is 645m away and it is not likely that any lighting within the Project will have an obtrusive impact on residents within this dwelling. Features that minimise light obtrusion impacts include distance, landscape elevation and natural obstructions, and natural terrain.</p>	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.	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 nears completion. Not triggered during the audit period.	Not triggered	Recommended that an updated review of the SP1 IFC Detailed Design Report be prepared in accordance with previous audit recommendations.

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
<b>HERITAGE</b>				
E65	The Proponent must not destroy, modify or otherwise physically affect any heritage items, including Aboriginal objects, outside of the CSSI construction boundary.	<p>The CIZ was generally 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 during construction works. Not triggered during the audit period.</p> <p>Audit 3: Incident EVT-0000168 - CH740.500 &amp; CH740.200_South of Yallaroi Creek_ ARTC's Heritage Consultant potentially salvaged items outside the SPIR CIZ. Note that the incident was found non-complaint during Audit 2, with the below outlining the outcomes of the regulator investigations.</p> <p>On 6 October 2021, under the N2NS SP1 CSSI MCoA DPIE advised that the event was a breach of MCoA E65. The Department determined to record the breach without any further action at this time. The action was not reported externally, however this may be taken into account if a breach of a similar nature occurs in the future. DPIE Compliance then referred the event to the Department's Biodiversity and Conservation Division (BCD) under the NPW Act.</p> <p>On 14 March 2022, the Biodiversity and Conservation Division commented that, "While our preliminary inquiries into the matter suggest that a possible breach of the NPW Act has occurred, the Department has decided not to continue its investigation or take any further action in response to this particular matter.</p> <p>A number of key corrective actions were implemented during the Audit 3 period to mitigate the potential for future incidents.</p>	Not triggered	
E66	The Proponent must not harm, modify, or otherwise impact human remains uncovered during the construction of the CSSI.	Not triggered at the time of the audit. This requirement is noted in the Construction Heritage Management Sub Plan in section 5.8.7.	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	This requirement is noted in the Construction Heritage Management Sub Plan in sections 5.8 and 5.9.	Compliant	
E68	<b>Non-Aboriginal Heritage</b> 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.	This requirement is noted in section 5.9.2 of the Construction Heritage Management Sub Plan.  The report <i>Photographic Archival Recording and Research Report Narrabri to North Star SP1 Narrabri, Moree and North Star regions Photographic Archival Recording and Research</i> prepared by Niche Environment and Heritage dated 13 April 2021 contains the photographic records for these components.	Compliant	
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.	This requirement is noted in section 5.9.2 of the Construction Heritage Management Sub Plan.  The report <i>Photographic Archival Recording and Research Report Narrabri to North Star SP1 Narrabri, Moree and North Star regions Photographic Archival Recording and Research</i> prepared by Niche Environment and Heritage dated 13 April 2021 contains the photographic records for these components.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	Designs for Moree Station Upgrade and the removal of Edgeroi and Gurley platforms were subject to consultation with TfNSW.	Compliant	
E70	<b>Aboriginal Heritage</b> 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).	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	
E71	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: <ul style="list-style-type: none"> <li>a. Undertake archaeological investigations; and</li> <li>b. report on the results of the archaeological investigation, including, but not necessarily be limited to: <ul style="list-style-type: none"> <li>i. consideration of measures to avoid or minimise disturbance to Aboriginal objects where objects of moderate to high archaeological or cultural</li> </ul> </li> </ul>	The Aboriginal Cultural Heritage Management Plan Narrabri to North Star – Separable Portion 1 (N2NS SP1) prepared by Niche Environment and Heritage dated 18 December 2020 and Addendum Aboriginal Cultural Heritage Assessment Narrabri to North Star – Separable Portion 1 (N2NS SP1) 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	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<p>significance are found to be present;</p> <p>ii. where impacts cannot be avoided, recommendations for any further investigations or salvage;</p> <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>			
E72	<p>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.</p>	<p>This requirement is included in Section 1 of the Construction Heritage Management Sub Plan.</p> <p><b>Construction Heritage Management Sub-Plan</b> 5-0018-260-PES-00-PL-0008 Revision: 3 Issued: 14/06/2023 Approved by Steve Fermio in their role as ER on 29/06/2023. DPIE letter received 7/04/2021 confirming approval of documents and required consultation and endorsement by the ER and relevant government agencies. Evidence of Consultation and responses are outlined in Appendix A of the CHMSP.</p>	Compliant	
<b>LAND USE AND PROPERTY</b>				
E73	<p><b>Dilapidation Surveys and Rectification</b> 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</p>	<p>No vibration-related dilapidation surveys were undertaken during the audit period.</p>	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	by a suitably qualified and experienced person(s).			
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.	ARTC indicated that there have been no dilapidation surveys required during the audit period.	Not triggered	
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.	ARTC indicated that there have been no subsequent dilapidation surveys required 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.	ARTC indicated that there have been no subsequent dilapidation surveys required during the audit period.	Not triggered	



Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	Not triggered during the audit period.	Not triggered	
E78	<b>Rehabilitation</b> 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.	Not triggered during the audit period.	Not triggered	
<b>SUSTAINABILITY</b>				
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.	Inland Rail – N2NS (Phase 1) has been certified by the Infrastructure Sustainability Council of Australia (ISCA) for an Excellent IS Design rating dated November 2020.	Compliant	
<b>SOILS</b>				
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.	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). There was clear evidence of temporary and permanent ERSED controls being provided throughout the under	Compliant	Ensure all reasonably practicable erosion and sediment controls are installed and appropriately maintained to minimise any water pollution. Improve communication avenues between ARTC and ARTC Operations to ensure that rectification works under operational purview

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
		<p>construction areas of the alignment, including coir logs, soil binding, seed strike, and watering.</p> <p>Several drainage channels within Stage 1 (under operations control during the audit period) were observed with minor erosion and limited ERSED controls provided. It is noted that these areas were handed over to ARTC's Operations branch on effective completion of construction. ARTC Operations is provided a copy of the defects register upon operational handover, however it is recommended that more proactive inspection of operational areas is maintained until effective cover is attained.</p> <p>Per SW18 of the SWMP for the project, and as per the CPESC approved Sediment and Erosion Control Plans, erosion and sediment controls shall remain in place until groundcover or stabilisation equally or exceeding 70% cover across 90% of the catchment has been achieved and all erosive processes are suitably managed. Areas, such as near Croppa Moree Road MAF and Croppa Creek, demonstrated incomplete vegetation coverage however evidence of erosion and sedimentation in these areas was minor in nature.</p> <p>This requirement was not met in the previous audit, however all areas now demonstrate temporary ERSED controls are in place. At present, there is 70% vegetation cover in 56% of catchments in Stage 1 and 2, and 70% vegetation cover in 69% of catchments in Stage 3, a noticeable improvement from the last audit.</p>		<p>are proactively identified, effectively actioned and maintained until adequate cover is attained. Presently, ARTC Operations branch need to proactively raise defects with ARTC, which has not occurred demonstrably in a variety of instances.</p>
E81	<p><b>Contaminated sites</b></p> <p>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</p>	<p>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). There were no unexpected contamination finds recorded during the audit period.</p>	Not triggered	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	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.			
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	Not triggered during the audit period.	Not triggered	
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.	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.	Noted and acknowledged by ARTC.	Noted	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	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	
<b>AIR QUALITY</b>				
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.	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.	Compliant	
<b>WASTE</b>				
E87	Waste generated during construction and operation is to be dealt with in accordance with the following priorities: <ul style="list-style-type: none"> <li>a. waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced;</li> <li>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</li> </ul>	Waste and Resource ECM has been developed to manage the waste and resource recovery related risks on this Project. General housekeeping and waste segregation and storage was observed to be satisfactory and in good condition throughout the areas observed during the audit inspection. Waste tracking documentation and third-party waste audit reports were cited during the audit period, internal waste management audits, consolidated waste report, potable water consumption data, the ongoing waste tracker, and EPL 12788 which permits waste disposal for the project at Moree Waste Management Facility.	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
	<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 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.</p>			
E88	<p>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.</p>	<p>Waste and Resource ECM has been developed to manage the waste and resource recovery related risks on this Project. No waste has been imported to the site during the audit period.</p>	Compliant	
E89	<p>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></p>	<p>Waste and Resource ECM has been developed to manage the waste and resource recovery related risks on this Project.  EPL 12788 was cited to demonstrate that waste has been exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal in accordance with this condition.</p>	Compliant	

Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations Audit 5
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.	<p>Waste and Resource ECM has been developed to manage the waste and resource recovery related risks on this Project.</p> <p>Waste classification documentation was requested and sighted for all waste streams during the audit period, with 7 primary waste streams classified: Landfill (Cleanaway), Steel, Concrete, Office, Other Inert and Non-Hazardous, Effluent, and Hazardous.</p> <p>Evidence of disposal dockets and a Waste Assessment and Classification Report was also provided.</p>	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 compliant with the timing and format outlined in the condition.	Compliant	
IN2	2	Written notification of an incident must: <ul style="list-style-type: none"> <li>a. identify the SSI and application number;</li> <li>b. provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident);</li> <li>c. identify how the incident was detected;</li> <li>d. identify when the Proponent became aware of the incident;</li> <li>e. identify any actual or potential non-compliance with conditions of approval;</li> <li>f. describe what immediate steps were taken in relation to the incident;</li> <li>g. identify further action that will be taken in relation to the incident; and</li> <li>h. identify a project contact for further communication regarding the incident.</li> </ul>	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 DPE.	Compliant	

IEA Ref No.	Cond No.	Requirements	IEA Comments & Evidence	Compliance Status	Recommendations
IN4	4	The Incident Report must include: <ul style="list-style-type: none"> <li>a. a summary of the incident;</li> <li>b. outcomes of an incident investigation, including identification of the cause of the incident;</li> <li>c. details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and</li> <li>d. details of any communication with other stakeholders regarding the incident.</li> </ul>	Incident reports observed were noted to include the details listed in this condition.	Compliant	





## Appendix C Stakeholder Consultation Summary

# STAKEHOLDER CONSULTATION CHECKLIST – INLAND RAIL – N2NS AUDIT 5

<b>STAKEHOLDER CONSULTATION CHECKLIST – INLAND RAIL – N2NS AUDIT 5</b> .....	<b>1</b>
Department of Planning and Environment .....	<b>2</b>
Heritage NSW.....	<b>4</b>

IEA No.	Stakeholder Comment	Comments & Evidence	Recommendations
<b>Department of Planning and Environment</b>			
SC01	The body of the IEA should document any feedback received as a result of consultation undertaken with NSW Planning, and other agencies or parties.	Addressed within Section 2.6 of the Audit Report and within this document.	None.
SC02	The IEA should address construction and rectification activities since the previous IEA and also those sections of the alignment that have been commissioned and handed back to ARTC for normal operations.	Construction and rectification activities that have been undertaken during the audit period have been covered in Section 1.1.2 of the audit period. Stage 1 and Stage 2 of the alignment have been commissioned and handed back to ARTC's Operations team for normal operations.	None.
SC03	The time taken by the Project to resolve issues/disputes with landholders and whether appropriate responses/rectification works are occurring as the Project nears completion.	<p>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 <a href="https://inlandrail.artc.com.au/where-we-go/projects/narrabri-to-north-star/contact/">https://inlandrail.artc.com.au/where-we-go/projects/narrabri-to-north-star/contact/</a>.</p> <p>There was a total of seventeen (18) complaints received by ARTC during the audit period. All complaints are maintained in a complaints register to enable tracking of the response time, and the close out of these complaints. Review of the complaints for the audit period indicated that an initial response was typically made on the same day as the complaint, and (with the exception of ongoing or complex matters) were closed out promptly. The following is the broad engagement process for resolution of issues and disputes with landholders:</p> <ul style="list-style-type: none"> <li>• Trans4m is contracted to manage stakeholder engagement with landholders, with Correspondence Manager being the software utilised to manage complaints <ul style="list-style-type: none"> <li>– Tracks meetings, minutes and correspondence, but not the progress of the resolution i.e. redesigns, rectification work progress, etc.</li> <li>– ARTC holds an Excel spreadsheet as an extract of this record</li> </ul> </li> <li>• A database is maintained with stakeholder complaints, with a complaints manager reviewing and assessing complaints as they are reported</li> <li>• ARTC serves as a mediator between landholders and Trans4m, and Trans4m and Project designers, during disputes and arrangements</li> <li>• Landholder meetings are held upon request</li> </ul> <p><b>Landholder Handback Process</b> Part A</p>	<p>Continue maintaining complaint register and initial response timings. Responses deemed appropriate to meet stakeholder expectations and limit repeated complaints.</p> <p><i>ARTC Response:</i> <i>The complaint management register shall continue as currently implemented for 6 months following completion of construction, as required by the</i></p>

IEA No.	Stakeholder Comment	Comments & Evidence	Recommendations
		<ul style="list-style-type: none"> <li>• Talk to landholder about rectification works required</li> <li>• Agreement on rectification works to be undertaken made with landholders and signed</li> <li>• Project director directs Trans4m to complete agreed rectification works</li> <li>• ARTC inspects for defects               <ul style="list-style-type: none"> <li>– If defects present, these are reported and placed on the defect register for Trans4m/ARTC to action</li> </ul> </li> <li>• After defects are rectified, landholder is thanked and Part B forms are signed, which indicate that the rectification has been done to the agreed scope and an adequate standard.</li> </ul> <p>During the audit period no works had reached the final Part B form signoff with landholders.</p>	<p><i>Condition of Approval.</i></p>
SC04	<p>The status, timeframe and process for managing outstanding rectification works to be completed along the alignment prior to hand-over to operations.</p>	<p>Process for rectifying defects and the process for handover to operations is as follows:</p> <p><b>Rectifying Defects</b></p> <ul style="list-style-type: none"> <li>• Defect identified           <ul style="list-style-type: none"> <li>– Trans4m provides a defect number through PPW after report received               <ul style="list-style-type: none"> <li>○ PPW provides a limited number of people access to editing register records, etc</li> </ul> </li> <li>– All ARTC/Trans4m inspections entered into PPW via request in Aconex               <ul style="list-style-type: none"> <li>○ Gets allocated to a work team , which provides notification for action</li> <li>○ Response could be varied, including rejection of a defect, or as actioned.</li> <li>○ Retains a recording of correspondence, changes to the status and ownership, etc</li> </ul> </li> <li>– Defect gets assigned to Trans4m to a superintendent, who conducts the defect rectification</li> <li>– All actions must be verified by site inspection/photo before closure.               <ul style="list-style-type: none"> <li>○ Verification is conducted by individuals aligning with the expertise required.</li> </ul> </li> <li>– After defect marked as rectified, ARTC will inspect and conclude resolution with Trans4m.</li> </ul> </li> <li>• Defects are maintained by a defect register:           <ul style="list-style-type: none"> <li>– Workflows are allocated to leads to manage and direct i.e. Civil works lead</li> <li>– Defect register does not ping closeouts to environmental specialists               <ul style="list-style-type: none"> <li>○ However, environmental specialists track them internally within their weekly environmental meeting</li> <li>○ Tracked via landscaping redlines and Justin’s Landscaping Audit Schedule</li> </ul> </li> <li>– Punch list is works that remain outstanding e.g. Landscaping and veg in areas not handed over to Operations – will get converted to defects if not actioned.</li> </ul> </li> <li>• Landholder type defects can be complaints or in relation to materials being restored on landholder land</li> <li>• Handover of contract and construction documentation, defect register gets transferred over to the Operations team (effectively mirrored).           <ul style="list-style-type: none"> <li>– Handover can only occur if the defect is categorised as Class C (Minor/Closed) - cannot be handed over until all defects are Class C.</li> </ul> </li> </ul>	

IEA No.	Stakeholder Comment	Comments & Evidence	Recommendations
		<ul style="list-style-type: none"> <li>– Handover package for each aspect of the works is handed over via Aconex to Operations and Maintenance at each Stage completion</li> <li>• Waterways Design and Landscaping <ul style="list-style-type: none"> <li>– Conducts redline markups and walkthroughs to classify before rail is commissioned and operational.</li> <li>– Survey validation occurs at completion of the works.</li> <li>– Significant degradation of these works has occurred in some areas due to heavy rainfalls and have not been notified to ARTC/Trans4m by the ARTC Operations team.</li> </ul> </li> <li>• Operations Defects Management <ul style="list-style-type: none"> <li>– Operations raise defects with ARTC's Project Quality Lead, which is then passed on to the contractor via PPW to action.</li> </ul> </li> </ul>	
SC05	<p>Condition E35 contains numerous elements requiring that the CSSI is designed, constructed and operated to ensure that:</p> <ul style="list-style-type: none"> <li>• Drainage features are constructed in accordance with relevant guidelines;</li> <li>• Changes in the direction of watercourses or direction of flood flows does not occur (other than agreed with the landowner); and</li> <li>• All discharges are released at a controlled rate to prevent scour.</li> </ul> <p>Please provide commentary on how the CSSI conforms to these requirements.</p>	<p>Drainage features, including culverts, channels and bridges, were all constructed to withstand a 1 in 100 AEP flood event per their design requirements in line with the design specification stipulated by the CSSI's EIS. Considering the late 2022 flood events have been classified as 1 in 200 AEP flood events, all drainage features performed remarkably well, with limited structural damage. However, high velocity flows generated by culverts (which are in line with the DPE approved Flood Design Verification Report) caused considerable erosion to existing creek beds within the CIZ and onto neighbouring properties. These flows appeared to have followed natural flows, considering the areas of heavy erosion were concentrated in existing creek beds. This was particularly noticeable in Stage 1 and Stage 2 of the alignment.</p>	
<b>Heritage NSW</b>			
	<p>Heritage NSW notes Conditions E70-E73 that require an approved methodology for archaeological investigations and compliance with these documents.</p>	<p>The methodology to meet conditions E70-E73 of the consent, along with all supporting documentation and mitigation measures, was consolidated into the Construction Heritage Management Sub-Plan, with documents, required consultation, and endorsement first approved by DPIE on 7 April 2021. Revision 3, the latest iteration of the Sub-Plan, was consequently approved by Steve Fermio in their role as ER on 29/06/2023. During the audit period, no heritage undertakings occurred, and no non-compliance with the approved Sub-Plan was observed during the audit inspection.</p>	None.

Mr. Ian Richardson  
General Manager/Newcastle  
RPS AAP Consulting Pty Ltd.

C/o

Ms Tanya Myles  
Principal Environment Advisor - Assurance  
180 Ann Street, Brisbane  
Queensland 4000

27 July 2023

Dear Mr. Richardson,

**Narrabri to North Star – Fifth Independent Environmental Audit DPE Consultation Request  
(SSI-7474)**

Thank you for consulting with the Department of Planning and Environment ('**NSW Planning**') in your letter dated 26 July 2023 (Ref: AU212001105\_Letter\_RFC\_20230719) concerning the scope of the fifth Independent Environment Audit ('**the IEA**') for the Narrabri to North Starr ('**N2NS**') Project approved under CSSI-7474 ('**the Approval**').

NSW Planning notes that your request for feedback concerning the IEA was submitted on 26 July 2023 and that it requested a response, if possible, by 27 July 2023. NSW Planning does not consider this an appropriate or reasonable timeframe to consider an independent audit scope request for a state significant infrastructure project. In the future, please allow an appropriate and reasonable amount of time for NSW Planning to consider such a request.

The body of the IEA report should document any feedback received as a result of consultation undertaken with NSW Planning, and other agencies or parties. Failure to meet these requirements may require revision and resubmission of the IEA report.

The IEA should address construction and rectification activities since the previous IEA and also those sections of the alignment that have been commissioned and handed back to ARTC for normal operations.

Commentary should be provided in the body of the main report concerning the following matters:

- The time taken by the Project to resolve issues/disputes with landholders and whether appropriate responses/rectification works are occurring as the project nears completion.
- The status, timeframe and process for managing outstanding rectification works to be completed along the alignment prior to hand-over to operations.
- Condition E35 contains numerous elements requiring that the CSSI is designed, constructed and operated to ensure that:
  - drainage features are constructed in accordance with relevant guidelines;

- changes in the direction of watercourses or direction of flood flows does not occur (other than agreed with the landowner); and
- all discharges are released at a controlled rate to prevent scour.

Please provide commentary on how the CSSI conforms to these requirements.

In terms of other parties or agencies, please consult with the following:

- Narrabri Shire Council.
- Moree Plains Shire Council.
- Gwydir Shire Council.

Should you wish to discuss the matter further, please me on 02 6670 8652 or [compliance@planning.nsw.gov.au](mailto:compliance@planning.nsw.gov.au).

Yours sincerely

*Nick Ballard*

Nick Ballard  
A/Team Leader – Far North Region  
Compliance

As nominee of the Planning Secretary



Ian Richardson  
GM Newcastle  
RPS Australia Asia Pacific  
Email: [ian.richardson@rpsgroup.com.au](mailto:ian.richardson@rpsgroup.com.au)

Your reference: SSI-7474  
Our reference: DOC23/687870

Dear Ian,

**Independent Environmental Audit – State Significant Infrastructure – Inland Rail Narrabri to North Star – SSI-7474**

Thank you for your referral seeking comment from Heritage NSW on the scope for the Independent Environmental Audit for the above State Significant Infrastructure (SSI). Thank you for the continued opportunity to comment on the project.

In respect to the scope of audit for Aboriginal cultural heritage, Heritage NSW notes Conditions E70-E73 that require an approved methodology for archaeological investigations and compliance with these documents. It is recommended that the Department of Planning and Environment's Compliance Team be contacted ([info@environment.nsw.gov.au](mailto:info@environment.nsw.gov.au)) to determine if there is any non-compliance with Conditions of Consent for the project.

Please note that the above comments relate only to Aboriginal cultural heritage regulation matters. If you have any questions regarding these comments, please contact Corey O'Driscoll, Senior Assessments Officer, at Heritage NSW on 6229 7079 and [corey.odriscoll@environment.nsw.gov.au](mailto:corey.odriscoll@environment.nsw.gov.au)

Yours sincerely

**Corey O'Driscoll**

Senior Assessment Officer  
Heritage NSW  
Department of Planning and Environment  
(As Delegate under National Parks and Wildlife Act 1974)  
Date: 16 August 2023





## Appendix D Response to Previous Audit

# RESPONSE TO PREVIOUS AUDIT CHECKLIST – INLAND RAIL – N2NS AUDIT 5

RESPONSE TO PREVIOUS AUDIT CHECKLIST – INLAND RAIL – N2NS AUDIT 5 .....	1
Identified Non-Compliance Findings .....	2
Identified Opportunities for Improvement .....	4

Condition Ref.	Requirement	IEA Finding	Recommendations	Status
<b>Identified Non-Compliance Findings</b>				
A1	<p>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>	<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"> <li>• A2 – CSSI Compliance</li> <li>• E80 – Erosion and sediment controls</li> </ul> <p>Refer to the specific IEA comments and evidence for each non-compliant condition listed above.</p>	<p>No recommendation required for non-compliance. Refer to the specific IEA comments, evidence, and recommendations for each non-compliant condition.</p>	<p>Resolved due to Condition E80 meeting compliance.</p>
A2	<p>The CSSI must be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.</p>	<p>Noted, as above.</p>	<p>As above.</p>	<p>As above.</p>

Condition Ref.	Requirement	IEA Finding	Recommendations	Status
E80	<p>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>	<p>Progress on tracking materials and concrete spills was visibly satisfied during the audit inspection.</p> <p>Erosion and sediment control measures, including temporary batters and stockpiles, were generally maintained. However areas inspected during the audit site inspection identified some inconsistency and areas where sediment and erosion controls were not in place, despite not having achieved the 70% vegetation cover required in the SWMP and the CPESC approved Erosion and Sediment Control Plans.</p> <p>Recommendations carried over to Audit 4 and non-compliance attributed.</p>	<p>Ensure all reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise any water pollution.</p> <p>Ensure regular cleaning of drainage structures and erosion and sediment control structures is undertaken prior to and following significant rain events.</p> <p>Ensure temporary batters are appropriately stabilised to reduce the risk of erosion until the final design shaping and rehabilitation is implemented.</p>	<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>There was clear evidence of temporary and permanent ERSED controls being provided throughout the under construction areas of the alignment, including coir logs, soil binding, seed strike, and watering. Several drainage channels within Stage 1 (under operations control during the audit period) were observed with minor erosion and limited ERSED controls provided. It is noted that these areas were handed over to ARTC's Operations branch on effective completion of construction. ARTC Operations is provided a copy of the defects register upon operational handover, however it is recommended that more proactive inspection of operational areas is maintained until effective cover is attained.</p> <p>Per SW18 of the SWMP for the project, and as per the CPESC approved Sediment and Erosion Control Plans, erosion and sediment controls shall remain in place until groundcover or stabilisation equally or exceeding 70% cover across 90% of the catchment has been achieved and all erosive processes are suitably</p>

Condition Ref.	Requirement	IEA Finding	Recommendations	Status
				<p>managed. Areas, such as near Croppa Moree Road MAF and Croppa Creek, demonstrated incomplete vegetation coverage however evidence of erosion and sedimentation in these areas was minor in nature.</p> <p>This requirement was not met in the previous audit, however all areas now demonstrate temporary ERSED controls are in place. At present, there is 70% vegetation cover in 56% of catchments in Stage 1 and 2, and 70% vegetation cover in 69% of catchments in Stage 3, a noticeable improvement from the last audit.</p>

OFI Reference	Condition Reference	IEA Finding	Recommendations	Status
<b>Identified Opportunities for Improvement</b>				
OF1	A6	Not all documents sighted had relevant approval letters appended to their publicly exhibited version.	Recommended that approval letters for all management plans and reports be attached as appendix items to demonstrate compliance status.	All management plans and reports sighted during the audit period had relevant approval letters appended – no longer an opportunity for improvement.
OF2	A16	Appendix A of the Bobbiwa Ballast MAF Checklist was blank.	Recommended to revise the MAF Checklists to ensure all appendix items are attached or justification provided if not deemed required.	All MAF checklists observed to have appendix items attached – no longer an opportunity for improvement.
OF3	E23	Next issue of BMP to contain updated values for koala habitat.	Ensure next revision of BMP contains updated values for Table E4 – noted that this was previously a recommendation from Audit 3.	Revised BMP now contains updated values for Table E4 and was brought into effect on 30 March 2023 – no longer an opportunity for improvement.

OFI Reference	Condition Reference	IEA Finding	Recommendations	Status
OF4	E28	Flood Design Verification Report to have evidence of Department approval.	Attach the Department approval letter of the FDVR in the appendix.	Evidence was sighted of DPE approval of the FDVR, which was approved on 3 August 2023 – no longer an opportunity for improvement.
OF5	E87	General housekeeping, waste storage, and waste segregation at the Pad 4 area requires attention, with several temporary stockpiles contaminated with foreign materials, rubbish not segregated, and waste streams not separated.	<p>Ensure waste segregation is followed on site to limit cross contamination of bins and stockpiles.</p> <p>Ensure HAZDG stores are correctly segregated to avoid storage of conflicting Hazardous Classes.</p> <p>Ensure regular inspections are undertaken following completion of milestones on all areas of the project.</p>	The Pad 4 area was fully demobilised during the audit period, with no remnant issues observed at the time of the audit inspection. Waste segregation, HAZDG stores, and general housekeeping were observed to be in good order at all sites – no longer an opportunity for improvement.



## Appendix E Site Inspection Photographs





**Plate 1 – Established vegetation cover in drainage channels next to Milguy Silos/Milguy MAF**



**Plate 2 – Vegetation cover improvement along road verge near Milguy MAF**





**Plate 3 – Improved vegetation cover at CH716**



**Plate 4 – Gil Gil Creek Bridge with dry waterbed**





**Plate 5 – CH723 Culvert 228 with limited vegetation cover and low level rilling**



**Plate 6 – Ex-Croppa Moree LX MAF site with minor vegetation regrowth**





**Plate 7 – Croppa Creek Bridge with high levels of weeds with habitat logs and ERSED controls present**



**Plate 8 – Improved vegetation cover immediately south of Croppa Creek Bridge with drill seed catch evident**





**Plate 9 – Mixed results of drill seed catch due to dry conditions at Yallaroi Creek Bridge**



**Plate 10 – Yallaroi Creek Bridge with heavy weed presence**





**Plate 11 – ERSED controls in place in areas of limited vegetation cover at Yallaroi Creek**



**Plate 12 – CH744 Culvert 566 ERSED controls including coir logs and hydromulch where vegetation has not yet grown**





**Plate 13 – Cattle underpass at CH745**



**Plate 14 – Dry vegetation cover at CH746 requiring watering**





**Plate 15 – Northernmost extent of the Project near North Star**



**Plate 16 – Vegetation cover in drainage channel at Gate 2 (operational)**





**Plate 17 – Major rilling and erosion at Gate 2 longitudinal drain (operational)**



**Plate 18 – Severe erosion, no vegetation cover or ERSED controls at LX3056 (operational)**





**Plate 19 – Good vegetation cover with high weed presence along batters at Bobbiwaa Creek (operational)**



**Plate 20 – Lower levels of good vegetation cover in creek bed at Bobbiwaa Creek (operational)**





**Plate 21 – Edgeroi level crossing (operational)**



**Plate 22 – Pan Creek Culvert with heavy flood damage (operational)**





**Plate 23 – Heavy eroded creek bed in CIZ and neighbouring property at Pan Creek Culvert (operational)**



**Plate 24 – New flood design rectification works after heavy flooding during Audit 4, including heavier rock armouring and hydromulching along batters at Bulldog Creek (operational)**





**Plate 25 – Eroded creek bed downstream of Bulldog Creek from flooding (operational)**



**Plate 26 – Vegetation regrowth on eastern side of Bulldog Creek Bridge (operational)**





**Plate 27 – Scouring from severe flood event in late 2022 at Boggy Creek (operational)**



**Plate 28 – Erosion at Boggy Creek from high-velocity flows during 2022 floods (operational)**





**Plate 29 – Eroding longitudinal drains at Boggy Creek (operational)**



**Plate 30 – Tookey Creek Bridge**





**Plate 31 – Gurley Creek Bridge**



**Plate 32 – Tycannah CH656 Culvert 500 with new rock scour protection**



