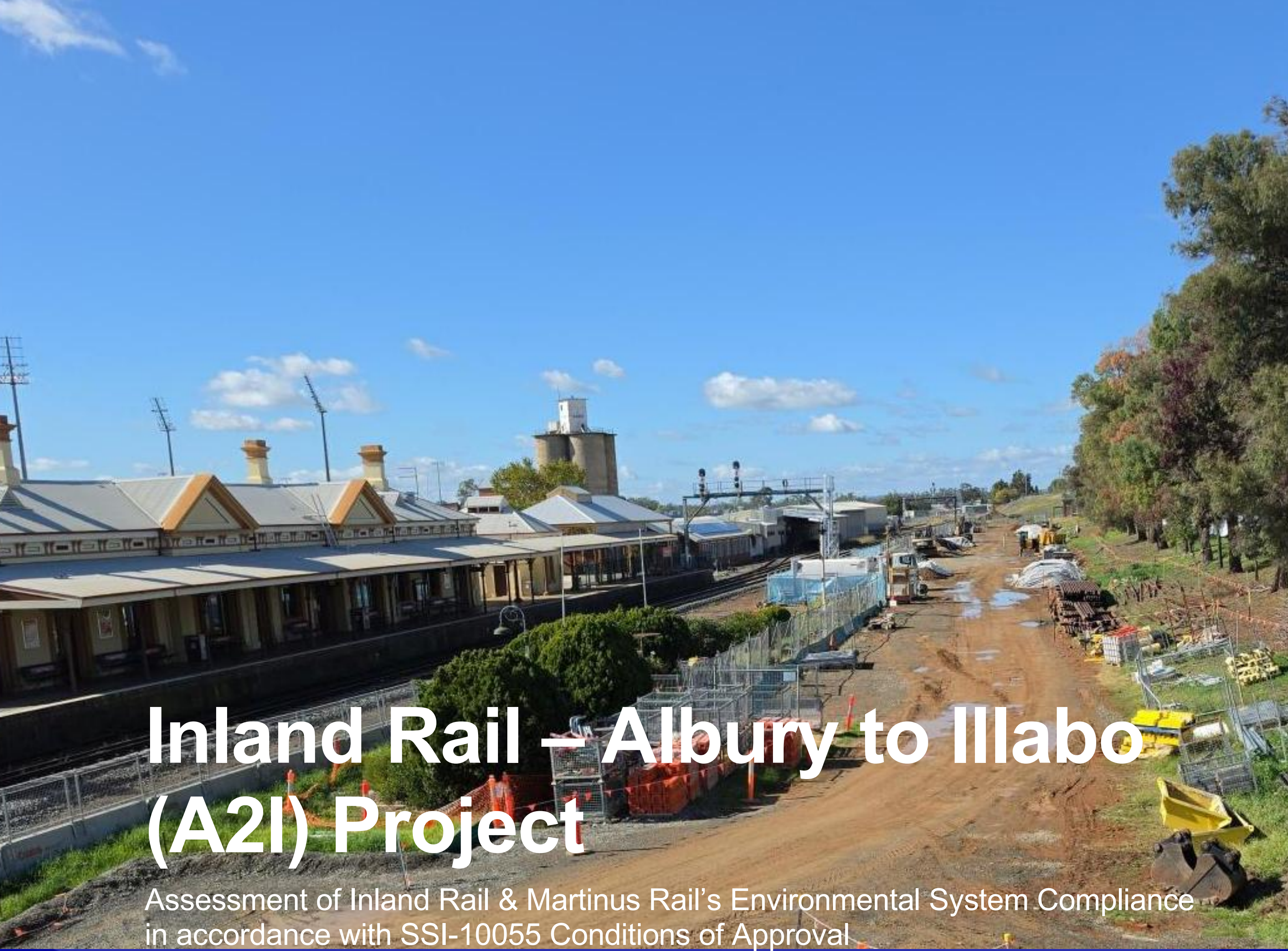

Inland Rail – Albury to Illabo (A2I) Project

Assessment of Inland Rail & Martinus Rail's Environmental System Compliance in accordance with SSI-10055 Conditions of Approval

Audit Reference:	A01535-05
Audit Organisation:	Inland Rail (Proponent) Martinus Rail (Contractor)
Auditors:	Sanan Qasim – Lead Auditor Barbara Pater – Alternate Lead Auditor
Date of Audit:	18-21 May 2026
Draft Report Submitted:	1 July 2026
Final Report Submitted:	8 July 2026

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Distribution and Authorisation Record

Revision No.	Date	Issued to	Comments
Draft V1	1 July 2026	Patrick Thollar, IRPL	Initial draft for review
Final V0	8 July 2026	Patrick Thollar, IRPL	Final Report

This report has been prepared and reviewed in accordance with our quality control system.

This report has been prepared by:

Sanan Qasim
Lead Environmental Auditor
Date: 30 June 2026

Reviewed by:

Joseph Cacdac
Senior Consultant & Environmental Auditor
Date: 1 July 2026

Finalised and issued by:

Sanan Qasim
Lead Environmental Auditor
Date: 8 July 2026

Contents

Abbreviations and Definitions

Abbreviation	Definition
A2I	Albury to Illabo
A2P	Albury to Parkes
AA	Acoustics Advisor
AHIMS	Aboriginal Heritage Information Management System
ARTC	Australian Rail Track Corporation
BCS	Biodiversity and Conservation Science (DCCEEW)
BVBI	Bureau Veritas Buildings & Infrastructure
CA	Consistency Assessment
CBMP	Construction Biodiversity Management Plan
CCC	Community Consultative Committee
CCHMP	Construction Cultural Heritage Management Plan
CCS	Community Communication Strategy
CEMF	Construction Environmental Management Framework
CEMP	Construction Environmental Management Plan
CMP	Construction Monitoring Program
CNVIS	Construction Noise and Vibration Impact Statement
CNVMP	Construction Noise and Vibration Management Plan
CPESC	Certified Professional in Erosion and Sediment Control
CPHR	Centre for Planning, Heritage and Regulation (DCCEEW)
SSI	State Significant Infrastructure
CSWMP	Construction Soil and Water Management Plan

Abbreviation	Definition
CTTAMP	Construction Traffic, Transport and Access Management Plan
CTTAMR	Construction Traffic and Transport Mitigation Options Report
CWCHMMP	Construction Waste, Contamination and Hazardous Materials Management Plan
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EPL	Environment Protection Licence
ER	Environmental Representative
EWMS	Environmental Work Method Statement
FCS	Fauna Connectivity Strategy
HIP	Heritage Interpretation Plan
IAPAR	Independent Audit Post Approval Requirements (DPIE, 2020)
IEA	Independent Environmental Audit
IRPL	Inland Rail Pty Ltd
LALC	Local Aboriginal Land Council
LX	Level Crossing
MR	Martinus Rail
NC	Non-Compliance
OBS	Observation
OFI	Opportunity for Improvement
ONVR	Operational Noise and Vibration Review

Abbreviation	Definition
OOHW	Out-of-Hours Work
PAD	Potential Archaeological Deposit
PTMP	Precinct Traffic Management Plan
RAPs	Registered Aboriginal Parties
RFI	Request for Information
ROL	Road Occupancy Licence
RSA	Road Safety Audit
SDRP	State Design Review Panel
SFMP	Sloane's Froglet Management Plan
SHR	State Heritage Register
SIMP	Social Impact Management Plan
TfNSW	Transport for NSW
TOA	Track Occupancy Authority
UDLP	Urban Design and Landscape Plan

1. Executive Summary

This Independent Environmental Audit (IEA) report presents the outcomes of the assessment of environmental controls established by Inland Rail Pty Ltd (IRPL) and Martinus Rail (MR) against the requirements of the State Significant Infrastructure conditions SSI-10055 for the Inland Rail – Albury to Illabo project. The audit was conducted by Bureau Veritas Buildings and Infrastructure (formerly The APP Group) on 18-21 May 2026, covering the relevant conditions of Schedule 2 Parts A, B, C, D, E and Appendix A of SSI-10055.

This is the third IEA on the project, covering the review of environmental documentation, records, and a site inspection for the Inland Rail – Albury to Illabo project. This audit was undertaken more than 26 weeks after the previous construction audit; however, an extension was approved by DPHI via a letter issued on 13 April 2026, confirming that the IEA was required to commence no later than Monday, 18 May 2026. This report is based on the result of sampling and supplied documentation/records, as well as the site activities during the audit on 18-21 May 2026 and additional documentation as provided up to 24 June 2026.

As per the *Independent Audit Post Approval Requirements* (IAPAR 2020), the audit period is defined as 30 October 2025 to 20 May 2026.

Review of Compliance

A review of the responsibilities applicable to both IRPL and MR was undertaken. The Project demonstrated good implementation of controls during the audit period to address environmental impacts. The following key strengths were noted:

- Appropriate protection measures were implemented for the Sloane's Froglet habitat at the Billy Hughes site, including sediment fencing, signage, and flagging to restrict access and protect the sensitive area.
- Strong implementation of erosion and sediment control measures was observed across the Billy Hughes and Wrights Oval sites, including sediment fencing, excavated sumps, rock check dams, and batter stabilisation through seeding and established vegetation.
- Stormwater reuse practices were demonstrated, with a sediment basin installed at the Billy Hughes site to store water for onsite reuse.

Findings

The independent environmental audit as carried out on 18-21 May 2026 comprised of a review of documents and records, interviews with key personnel from IRPL and MR, and a site inspection. Nine (9) non-compliances were identified, including those self-reported during the period covered by this audit.

A summary of the findings identified during the audit are as follows:

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
NON-COMPLIANCES			
A2I-03_NC-01	**A37:** Subsequent notification must be given, and reports submitted in accordance with the requirements set out in APPENDIX A.	The Sloane's Froglet incident was identified on 19 November 2025 and initially notified to DPHI as an unexpected find on 21 November 2025. DPHI subsequently classified the event as a reportable incident via written directions, dated 19 December 2025. However, the formal incident notification was not submitted to DPHI until 16 January 2026. This exceeds the required 7-day timeframe and therefore does not comply with Condition A37 and Appendix A requirements. DPHI letter, dated 25 March 2026, also noted the delay in submitting the incident notification.	It is recommended that IRPL established a process to ensure timely submission of incident notification in accordance with Condition A37 and Appendix A.
A2I-03_NC-02	**A38:** The Planning Secretary must be notified via the Major Projects website within seven days after the Proponent becomes aware of any non-compliance. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one), identify the condition/s against which the CSSI is non-compliant,	A self-reported non-compliance was identified relating to the failure to implement the Construction Cultural Heritage Management Plan (CCHMP) prior to the removal of timber fencing at The Rock Station. IRPL became aware of the non-compliance on 8 April 2026 following investigation and review of the CCHMP requirements. However, the non-compliance notification, dated 16 April 2026 and submitted to DPHI on 17 April 2026	It is recommended that IRPL established a process to ensure timely submissions are met.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	the nature of the non-compliance; the reason for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	(SSI-10055-PA-181), was not provided within the 7-day timeframe; therefore, a non-compliance was identified.	
A2I-03_NC-03 (Self-reported)	**C8:** The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority about the use and management of roads and include measures to: Condition (a) through to (o)	The non-compliance was self-reported by IRPL to DPHI via non-compliance notification, dated 14 May 2026, relating to the Gate 6 at Albury Yard used as site entry for three construction vehicles on 6 May 2026. At the time of the event, track protection was not in place and vehicles were prohibited from entering the site via Gate A4 as advised by MR. IRPL became aware of the non-compliance on 7 May 2026.	Corrective actions implemented by IRPL and MR include: • Reinforcement of the approved gate arrangements with site personnel, with Gate A4 confirmed as entry-only and Gate A6 as exit-only during the daily pre-start meeting. The auditor attended the pre-start meeting on 20 May 2026 and evidenced the communication of these arrangements. However, "No Exit" signage was displayed at Gate 6 at the Albury Yard, despite the gate being designated as the site exit. Close-out evidence was provided on the same day, confirming that the "No Exit" signage had been removed (refer to site observation OBS-03). It is recommended that IRPL and MR continue to reinforce adherence to the approved PTMP gate arrangements at the Albury Yard through pre-start briefings to prevent recurrence.
A2I-03_NC-04	**C15:** Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans	The non-compliance was self-reported by IRPL to DPHI via non-compliance notification, dated 24 March 2026, relating to a change in site	Corrective actions implemented by IRPL and MR include:

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
(Self-reported)	have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning 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 Planning Secretary or ER.	access not reflected in the approved Albury Precinct Traffic Management Plan (PTMP) – Stage B Rev. 0. During the February 2026 possession period, site vehicles were redirected to Kiewa Street as a safety precaution due to high-rail vehicles utilising the Olive Street access point; however, the approved PTMP was not updated to reflect this change in access arrangements prior to implementation. IRPL became aware of the non-compliance on 17 March 2026 following a post-possession review by Martinus Rail.	• Communication of the breach to all relevant project personnel by email, reminding staff that Olive Street is the approved access point under the PTMP. • Update of the Albury Precinct Traffic Management Plan (PTMP) – Stage B to Rev. 1 to incorporate Kiewa Street (Gate M3) as a light vehicle access and egress point, approved by DPHI on 29 April 2026 (ref. SSI-10055-PA-183), with Albury City Council confirming no objection to the use of Gate M3 (email dated 22 April 2026). • Toolbox talk of the Murray River Bridge access and parking arrangements prior to the May 2026 possession, dated 3 May 2026. DPHI acknowledged the non-compliance notification (ref. SSI-10055-PA-174) as generally satisfying the reporting requirements via letter dated 27 April 2026. This non-compliance is now considered **CLOSED**.
A2I-03_NC-05 (Self-reported)	**C15:** Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved	The non-compliance was self-reported by IRPL to DPHI, dated 17 April 2026, relating to the partial removal of a section of timber fencing at The Rock Station. The fencing, identified in the Construction Cultural Heritage Management Plan (CCHMP) as a control demarcating the heritage exclusion zone, was removed during	Corrective actions implemented by IRPL and MR include: • Review of the heritage significance of the impacted timber fencing by IRPL's Senior Cultural Heritage Advisor (incident report EVT-0041293, dated 8 April 2026), confirming that the unauthorised removal does not impact the overall significance of the State Heritage

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning 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 Planning Secretary or ER.	construction works without authorisation or assessment of impacts within the State Heritage Register (SHR) curtilage, representing a failure to implement the approved CCHMP. IRPL became aware of the non-compliance on 8 April 2026.	Register item (SHR #01269 – The Rock Station and Yard Group). • Notification of Heritage NSW on 16 April 2026. Heritage NSW confirmed, in its response dated 13 May 2026, that the impacted fence has negligible heritage significance, that no works were undertaken outside the CIZ or within identified heritage exclusion zones, and recommended like-for-like repair as soon as reasonably practicable. This non-compliance remains **OPEN** pending IRPL's consultation with DPHI and the like-for-like reinstatement of the timber fence. Close-out will be verified at the next Independent Environmental Audit.
A2I-03_NC-06	**C34:** The results of the CMP(s) 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 CMP. ***Note:*** *Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program*	Quarterly Monitoring Reports have not been submitted to CPHR and DCCEEW as required. As a result, a non-compliance has been identified.	It is recommended that all outstanding Quarterly Monitoring Reports be submitted to CPHR and DCCEEW as soon as practicable. Additionally, a process should be established to ensure the timely submission of future reports in compliance with condition C34.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	may be incorporated into that CEMP Sub-plan.		
A2I-03_NC-07 (Self-reported)	**E1:** In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	The non-compliance was self-reported by IRPL to DPHI via non-compliance notification, dated 24 March 2026, relating to the dust emissions generated during loading of excavated spoil at the Wagga Wagga Yard site on 16 March 2026. At the time of the activity, dust suppression measures, including active watering, were not adequately implemented, contrary to the requirements of the Construction Air Quality Management Plan. The non-compliance was identified following a community complaint received on 16 March 2026 and subsequent investigation by Martinus Rail, with IRPL becoming aware of the issue on 17 March 2026.	Corrective actions implemented by IRPL and MR include: • Delivery of a dust mitigation toolbox talk on 17 March 2026 covering the use of water carts, stabilisation of stockpiles and exposed surfaces, dust cannons, revegetation, reduced vehicle speeds, cessation of work during high wind conditions, and the use of equipment fitted with dust suppression systems (attendance record sighted). • The complainant was door-knocked on 17 March 2026 and confirmed as satisfied with the response. This non-compliance is now considered **CLOSED**, with corrective measures implemented and verified during the audit.
A2I-03_NC-08 (Self-reported)	**E74:** Construction Noise Management Levels and Vibration Criteria Mitigation measures must be implemented with the aim of achieving the following	The non-compliance was self-reported by IRPL to DPHI, dated 18 February 2026, relating to the vibration-generating works undertaken at the Cassidy Footbridge site on 7 February 2026 without implementing required mitigation measures for nearby sensitive receivers. IRPL became aware of the non-compliance on 12	Corrective actions implemented by IRPL and MR include: • Delivery of a toolbox talk on 11 February 2026 communicating the requirements for noise and vibration works, including stakeholder notification and attended vibration monitoring for nearby sensitive receivers in accordance with the Construction Noise and Vibration Management Plan.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	construction noise management levels and vibration objectives: Condition (a) through to (e) Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan. ***Note:*** *The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.*	February 2026 following the community complaint received on 7 February 2026.	• Continued noise and vibration assessment for OOHW works during May possession in consultation with Acoustic Advisor, as sighted. • Close-out of the associated community complaint: Consultation Manager records confirm the MR site team met with the resident on 7 February 2026 to confirm vibration works had ceased, with the complaint closed the same day and details provided to the AA on 8 February 2026. This non-compliance is now considered **CLOSED**, with corrective measures implemented and verified during the audit.
A2I-03_NC-09	**E78:** Construction Noise and Vibration Impact Statements (CNVIS) must be prepared for work that may exceed the noise management levels, vibration criteria and/or ground-borne noise levels specified in Condition E74 and Condition E75 at any	The non-compliance was identified with condition E78, which requires the Construction Noise and Vibration Impact Statements (CNVIS) must be provided to the AA and ER prior to commencement of associated works. No evidence was provided to demonstrate that the CNVIS were submitted to the ER.	It is recommended to establish a process to ensure that CNVIS are submitted to the ER prior to commencement of associated works to fully comply with condition E78.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	residence outside construction hours identified in Condition E69, or where receivers will be highly noise affected. The CNVIS must include specific mitigation measures identified through consultation with affected sensitive land use(s) and the mitigation measures must be implemented for the duration of the works. A copy of the CNVIS must be provided to the AA and ER prior to the commencement of the associated works. The Planning Secretary may request a copy/ies of CNVIS.		
OPPORTUNITIES FOR IMPROVEMENT			
A2I-03_OFI-01	**B18:** A website or webpage providing information in relation to the CSSI must be established before commencement of work and be maintained for the duration of construction, and for a minimum	The project website did not contain up to date documentation, e.g., Construction Environmental Management Framework (CEMF) rev.7, Construction Biodiversity Management Plan (CBMP) – Stage C Rev. 2, Sloane's Froglet Management Plan (SFMP) –	Following the audit, it was noted that the recent revisions of the CEMF, CBMP and SFMP were subsequently uploaded to the website. It is recommended that the project website be updated and continually maintained with current information and documentation.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	of 24 months following the completion of construction.	Stage C Rev.1, and Martinus Employee Code of Conduct Rev. B.	
A2I-03_OFI-02	**C15:** Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning 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 Planning Secretary or ER.	The toolbox talk form for Murray River Bridge – Access & Parking, dated 3 May 2026, was identified as incomplete due to the absence of host and attendee signatures.	It is recommended that all toolbox talk forms are fully completed and maintained for traceability purposes.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
A2I-03_OFI-03	**C15:** Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning 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 Planning Secretary or ER.	Post-rainfall inspections and associated observations in Procore were not consistently closed out within required timeframes. Inspection #121 (dated 10 April 2026) remains open, with Observation 2251 still pending review despite a close-out due date of 22 April 2026. While the status was updated to “ready for review” on 5 May 2026, no supporting evidence was attached. Additionally, inspection #94 (dated 3 March 2026) also remains open.	It is recommended that inspections and observations are tracked and closed out in a timely manner, with appropriate evidence attached for traceability purposes.

Table 1- Summary of Audit Findings

Further details on the above audit findings can be found in Appendix E (Audit Checklist).

Site Observations

Nine (9) observations were raised during the site inspection as follows:

Ref	Observation
OBS-01	General housekeeping was required at the Albury Yard, including the removal of debris and reinstatement of sediment controls. It is recommended that housekeeping be maintained and sediment controls reinstated to ensure ongoing effectiveness.
OBS-02	A stockpile at the Albury Yard was covered with geofabric; however, sections were not fully covered. It is recommended that full coverage be provided to ensure adequate protection against erosion.
OBS-03	"No Exit" signage was displayed at Gate 6 at the Albury Yard, despite the gate being designated as the site exit. Close-out evidence was provided on the same day, confirming that the "No Exit" signage had been removed.
OBS-04	Sediment controls at the Edmondson Street site access via Railway Street required maintenance and removal of sediment build-up. It is recommended that sediment controls be maintained to ensure ongoing effectiveness.
OBS-05	Minor dirt tracking was observed on Station Place adjacent to the Edmondson Street site. It was recommended that the affected area be swept and cleaned. Close-out evidence was provided on the same day, confirming that Station Place had been swept and cleaned.
OBS-06	Chemicals were observed stored directly on the ground without bunding at the Edmondson Street site. It is recommended that all chemicals be stored within a portable bund to contain potential spills and avoid contamination.
OBS-07	No track-out controls were installed at the Kemp Street site exit; only a broom and water cart were available on site. It is recommended that the ESCP be reviewed and updated to incorporate additional control measures, such as a rumble grid, wheel wash facility, and other appropriate controls to minimise the risk of tracking onto public roads.
OBS-08	Mud tracking and sediment build-up were observed at the Kemp Street site access from Railway Parade. Clean-up is required, and ESCP be reviewed and updated to incorporate additional control measures, such as a rumble grid, wheel wash facility, and other appropriate controls to minimise the risk of tracking onto public roads.

Ref	Observation
OBS-09	A sediment fence at the Kemp Street site was observed not to be properly trenched into the ground. It is recommended that the sediment fence be trenched in accordance with the relevant standard to ensure effectiveness.

Table 2- Site Observations

Refer to the site photos included in Appendix G.

2. Introduction

2.1 Background

Inland Rail is a freight rail network spanning approximately 1,600 kilometres (km), connecting Melbourne and Brisbane through regional Victoria, New South Wales (NSW), and Queensland. The route consists of approximately 1,000 km of existing track, which will be enhanced and upgraded where necessary, along with 600 km of new track. Passing through 30 local government areas, Inland Rail is designed to accommodate double-stacked freight trains up to 1,800 metres in length and 6.5 m in height. The Albury to Illabo section of Inland Rail includes enhancements along approximately 185km of existing rail corridor from the Victoria-NSW border to Illabo in regional New South Wales.

The Inland Rail – Albury to Illabo project was classified as a State Significant Infrastructure (SSI) project by the NSW Department of Planning, Housing and Infrastructure (formerly the Department of Planning and Environment), requiring compliance with Schedule 2 of SSI-10055 Approval Conditions, approved October 2024 and modified on 13 August 2025. Inland Rail Pty Ltd (IRPL) is the Proponent for the project with Martinus Rail (MR) appointed as principal contractor of works.

Independent Environmental Audit

IRPL engaged Bureau Veritas Buildings and Infrastructure (BVBI) to undertake this independent environmental audit on the Inland Rail – Albury to Illabo works. This was the third Independent Environmental Audit on the project and was undertaken in compliance with SSI-10055:

- **Condition A30** whereby: *"Proposed independent auditors must be agreed to in writing by the Planning Secretary before the commencement of an Independent Audit. This condition does not apply to the engagement of auditors required under Condition E145."*; and
- **Condition A31**: *"Independent Audits of the SSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020)."*

2.2 Project Details

Project Details	
Project Name	Inland Rail – Albury to Illabo
Project Application No.:	SSI-10055
Project Address:	80 Bomen Road, Bomen NSW 2650
Project Phase:	Construction – Stage C
Project Activity Summary:	The current status of works is as follows • Mobilisation has commenced at 15 out of 20 sites. • Riverina and Billy Hughes works were undertaken during the May 2026 extended possession period (96-hour possession). • 3 out of 20 sites (Table Top, Culcairn Yard, and The Rock Yard) have been completed, with the Murray River Bridge site nearing completion.

Project Details	
	• Works have commenced at sites 11–14, including Pearson Street, Cassidy Parade Pedestrian Overbridge, Edmondson Street Overbridge, and the Wagga Wagga Station Precinct (Mothers Bridge). • Pearson Street Overbridge has recently commenced. • Clearing works at Bomen Yard and Harefield Yard are scheduled to commence in Q3 2026.

Table 3- Project Details

2.3 Audit Team

Details of BVBI (formerly The APP Group) independent environmental auditors as approved by the Department of Planning, Housing and Infrastructure (DPHI) for this audit are as follows:

Name	Company	Position	Certification
Sanan Qasim	BVBI	Lead Independent Auditor	Exemplar Global Lead Environmental Auditor – Certificate No. 467153
Barbara Pater	BVBI	Lead Independent Auditor	Exemplar Global Lead Environmental Auditor – Certificate No. C424613

Table 4- Audit Team Qualifications

The auditor approval letter from DPHI for this audit is attached as Appendix C with the Independent Audit declaration forms included as Appendix D.

3. Audit Objectives and Scope

3.1 Audit Objectives

The objective of this Independent Environmental Audit was to undertake an independent environmental review of the project in compliance with SSI-10055 Approval Conditions A30 & A31, in accordance with the requirements for an independent audit methodology and independent audit report as defined in the *Independent Audit Post Approval Requirements* (IAPAR, 2020).

3.2 Audit Scope

The scope of this Independent Environmental Audit comprised a review of the Project compliance with Schedule 2, SSI-10055 Conditions, Parts A, B, C, D, E and Appendix A, including the following:

- Review of implementation of management plans, including:
  - Construction Environmental Management Framework (CEMF)
  - Construction Environmental Management Plan (CEMP),
  - Construction Noise and Vibration Management Sub-Plan (CNVMP), including the Construction Noise and Vibration Monitoring Program,
  - Construction Traffic, Transport and Access Management Sub-Plan (CTTAMP), including Traffic Monitoring Program,
  - Construction Biodiversity Management Plan (CBMP), including Construction Biodiversity Monitoring Program

    - Construction Soil and Water Management Plan (CSWMP), including Surface Water Monitoring Program,
    - Construction Cultural Heritage Management Plan (CCHMP),
    - Construction Flood and Bushfire Emergency Management Plan (CFBEMP),
    - Construction Waste Contamination and Hazardous Materials Management Plan (CWCHMP)
    - Social Impact Management Plan (SIMP)

- Community Communications Strategy (CCS),
- Documents as listed under Section 5 of this report,
- Site inspection as conducted on 20-21 May 2026,
- Review of the environmental performance on the project,
- Review of environmental records,
- Interviews with site personnel, and
- Consultation with stakeholders.

3.3 Audit Period

This is the third independent environmental audit on the project, covering the review of environmental documentation and records, and a site inspection for Inland Rail – Albury to Illabo project. This audit was undertaken more than 26 weeks after the previous construction audit; however, an extension was approved by DPHI via a letter issued on 13 April 2026, confirming that the IEA was required to commence no later than Monday, 18 May 2026. This report is based on the result of sampling and supplied documentation/records, as well as the site activities during the audit on 18-21 May 2026 and additional documentation as provided up to 24 June 2026.

In accordance with the IAPAR 2020, the audit period is defined as 30 October 2025 to 20 May 2026.

4. Audit Methodology

4.1 Approval of Auditors

Letter from the Planning Secretary agreeing to the auditors is included under Appendix C.

4.2 Audit Scope Development

BVBI developed the audit scope and checklists based on the infrastructure requirements set out in the SSI-10055 Approval Conditions. Refer to Appendix E of this report for the checklist used in the audit. In accordance with Section 3.2 of the IAPAR 2020 guidelines, consultation for the scope of the audit was sought from the Department of Planning, Housing and Infrastructure (DPHI); there was a request from DPHI to focus on specific areas as well as consult with other stakeholders – refer to Section 4.6 and Appendix F of this report.

4.3 Audit Process

The following methodology was applied to this audit with the Audit Agenda included under Appendix A.

4.3.1 Opening Meeting

An opening meeting was held as follows:

Project	Date and time	Attendees
Inland Rail – Albury to Illabo	18 May 2026, 11:00am	IRPL & MR representatives

Table 5- Opening Meeting

Key items were discussed during the opening meeting:

- Confirmation of the purpose and scope of the audit,
- Overview of the Project and status of the works,
- Occurrence of environmental incidents and non-compliances, as applicable,
- Overview of the audit process in accordance with the SSI-10055 Schedule 2 Approval Conditions, Project Staging Report, the *Independent Audit Post Approval Requirements* (IAPAR 2020), and the methodology to be applied, and
- Confirmation of resources required to undertake the audit.

For a list of attendees to the opening meeting, refer to the Audit Attendance Sheet included as part of Appendix B.

4.3.2 Conduct of Audit

Audit activities included the following:

- Review of the project documentation (CEMP, Sub-Plans and monitoring programs) and records to verify compliance with the SSI-10055 Approval Conditions,
- Conduct of a site inspection to assess the implementation of mitigation measures and environmental controls,
- Conduct of the audit using the checklist based on the SSI-10055 Approval Conditions,
- Onsite interviews with Inland Rail and MR personnel to verify compliance with the SSI-10055 Approval Conditions. A list of personnel interviewed in this audit is included under Section 4.4,
- Review of records provided as evidence of compliance, and
- Discussion of any observations (both positive and negative), any identified findings, and observations/actions noted during site inspections.

4.3.3 Closing Meeting

A closing meeting was held as follows:

Project	Date and time	Attendees	Comments
Inland Rail – Albury to Illabo	30 June 2026, 2:00pm	IRPL, MR	The auditor acknowledged the hospitality of all parties during the conduct of the audit.

Table 6- Closing Meeting

For a list of attendees to the closing meeting, refer to the Audit Attendance Sheet included as part of Appendix B.

4.4 Key Site Personnel Interviewed

Name and position of persons interviewed:

Name	Organisation	Position
Patrick Thollar	IRPL	Senior Environmental Advisor
Rachael Labruyere	IRPL	Environmental & Sustainability Manager
Teiya Thornberry	MR	Environmental Manager
Chris Standing	MR	Environmental Manager
Susan Kay	IRPL	Principal Environmental Advisor
Luke Ryalls	IRPL	Senior Environmental Advisor
David Falyui	IRPL	Environmental Advisor
Simon Fisher	MR	Environmental Lead
Naomi Rowe	MR	Communications and Stakeholder Engagement Manager
Sarah Steel	MR	CPESC
Jessica Jackson	IRPL	Stakeholder Engagement Lead
Kate Hardy	IRPL	Community Engagement Lead

Table 7- Personnel Interviewed

4.5 Site Inspection

Site inspections were carried out as part of the audit as follows:

Project	Sites	Date and time	Attendees	Comments
Inland Rail – Albury to Illabo	• Albury Yard • Billy Hughes • Edmondson Street	20 May 2026, 7:00am	IRPL, MR	6 x Observations raised
Inland Rail – Albury to Illabo	• Wrights Oval • Kemp Street	21 May 2026, 7:00am	IRPL, MR	3 x Observations raised

Table 8- Site Inspection details

The inspected sites were active construction and development areas. Access to the piling work areas at Kemp Street and Edmondson Street within the rail corridor alignment was restricted at the time of the inspection; therefore, these areas were not inspected. These areas will be inspected during the next audit.

Refer to details of the inspection under Section 6.4 of this report and site photos included in Appendix G.

4.6 Consultation

The auditors wrote to the Department of Planning, Housing and Infrastructure (DPHI) on 8 May 2026 in advance of the audit to request feedback on the audit scope as per the *Independent Audit Post Approval Requirements* (IAPAR 2020) Section 3.2.

DPHI responded on 13 May 2026, requesting that the aspects shown below be covered in the audit, including consultation with the listed stakeholders.

4.6.1 BVBI Response

BVBI have addressed consultation comments as follows:

Request	Response
Consultation with DPHI DPHI requested the audit to address all conditions required under the Approval and the IAPAR 2020	Compliance was reviewed in accordance with the SSI-10055 Schedule 2 Approval Conditions. Nine (9) non-compliances (including self-reported non-compliances) and three (3) improvement opportunities were identified as detailed under Section 6.8. Details of assessment of compliance are contained within the audit checklist in Appendix E.
Address/review the following aspects: • Details of the works that have been undertaken so far at the Project. • Ensure you assess compliance with all conditions of approval applicable to the phase of the development that is being audited and all post approval and compliance documents prepared to satisfy the conditions of approval, including management plans. • Review the environmental performance of the development including actual impacts compared to predicted impacts, incidents, non-compliances, complaints, the physical extent of the development in comparison with the approved boundary. • A high-level assessment and review of Environmental Management Plans and Sub-plans and whether they are adequate and being implemented as required specifically in relation to biodiversity and biosecurity, ERSED, traffic. • Ensuring all notifications have been carried out, e.g., incident/non-	• The works undertaken since the previous audit, environmental performance, incidents, non-compliances and complaints are detailed under Section 2.2 (Project Details), Section 6.1 (Assessment of Compliance) and Section 6.2 (Notices, Complaints, Incidents & Non-Compliances). • Compliance with the SSI-10055 Schedule 2 Approval Conditions (Parts A, B, C, D, E and Appendix A) applicable to the construction phase has been reviewed under Appendix E (Audit Checklist), with results summarised in Section 6.8. The Project is being delivered under Stage C in accordance with the Staging Report Rev. 7, dated 7 October 2025, with works underway across multiple precincts including Albury, Wagga Wagga and Junee. • The actual environmental impacts have been compared qualitatively against the predicted impacts of the EIS and RtS under Section 6.6, with the Project assessed to be generally consistent with the approved documents and within the approved construction boundary. • The Construction Environmental Management Framework (CEMF, Rev. 7) and the Construction Environmental Management Plan (CEMP) – Stage C and supporting Sub-Plans (Biodiversity,

Request	Response
compliance reporting, commencement of construction/operation etc and any other notifications or reporting to other agencies or community. • Complaints are being recorded, investigated and dealt with in an appropriate and timely manner. • Ensuring all environmental controls have been installed, maintained, and are being used in a fit and proper manner. • Erosion and sediment management and maintenance across the Project is being undertaken and adequate. Specifically, around sensitive environment such as water ways and whether surface water dirty/clean water is being managed appropriately. • Work Hours are being adhered to, specifically regarding noise and vibration impacts. • Review the status of the non-compliances identified in the previous audit report and whether they have been actioned and closed out • Traffic Management specifically the requirements regarding access routes/gates in and out of the project and whether they have approval and consistent with approved management plans. • Storage of chemicals, fuels and oils is appropriate.	Heritage, Noise and Vibration, Traffic, Transport and Access, Soil and Water, and Waste, Contamination and Hazardous Materials) were reviewed and confirmed to be generally implemented during the audit period (refer to Section 6.5). • Following the Sloane's Froglet reportable incident, the Construction Biodiversity Management Plan (CBMP) and Sloane's Froglet Management Plan (SFMP) were formally reviewed and updated in accordance with DPHI's written directions, with the updated SFMP – Stage C (Rev. 1) and Construction Biodiversity Monitoring Program – Stage C (Rev. 2) approved by DPHI on 7 May 2026. Erosion and sediment, and traffic management were reviewed under the relevant Sub-Plans and verified during the site inspection. • One reportable environmental incident occurred during the audit period relating to the discovery of Sloane's Froglets within the construction impact zone at the Billy Hughes enhancement site on 19 November 2025 (refer to Section 6.2.2). The incident was notified to DPHI and DCCEEW; however, the formal incident notification was submitted outside the required timeframe, resulting in non-compliance (refer to A2I-03_NC-01). Notification requirements under Conditions A36, A37 and A38, including the submission of non-compliance notifications, were reviewed, with two notifications identified as submitted outside the seven-day timeframe. Refer to section 6.8 for further details. • Complaints management was reviewed under the Part B Conditions and the Community Communication Strategy. Eighty (80) complaints were logged in the complaints register during the audit period, all of which were recorded as closed, with a total of 101 complaints and related contacts recorded to date (refer to Section 6.2.1). Complaints regarding dust and vibration were reviewed with records sighted in Consultation

Request	Response
	Manager and confirmed to be addressed and closed within the required timeframe. • Environmental controls were observed during the site inspection, with nine (9) observations raised and recorded in the report (refer to Section 6.4 and Appendix G). Erosion and sediment controls including sediment fences, excavated sumps, rock check dams, sediment basins, geofabric coverage, batter stabilisation and rumble grids — were observed in place across the alignment and at the Albury, Billy Hughes, Edmondson Street, Wrights Oval and Kemp Street Bridge sites. The project confirmed that no discharges have occurred to date, with construction water contained and reused on site. A non-compliance was raised in relation to dust emissions during spoil loading at the Wagga Wagga Yard (refer to Section 6.8). • Construction work hours and noise and vibration impacts were reviewed under the Construction Noise and Vibration Management Plan and the Out-of-Hours Work Protocol, with the Acoustics Advisor (EMM Consulting) undertaking attended monitoring during possession works. Non-compliances were identified in relation to vibration-generating works at the Cassidy Footbridge undertaken without the required mitigation measures, and a Construction Noise and Vibration Impact Statement (CNVIS) not provided to the ER prior to works (refer to Section 6.8). • The status of the previous audit non-compliances was reviewed under Section 6.3. The previous non-compliances relating to the late submission of the Quarterly Monitoring Report (refer to A2I-02_NC-01) and the use of Gate A4 as an egress point at the Albury Yard (refer to A2I-02_NC-03) have been verified as closed, the latter through the update of the Precinct Traffic Management Plan – Stage B (Albury) to Rev. 1, approved by DPHI on 29 April 2026. The previous non-compliance relating to the finalisation of the Spoil

Request	Response
	Management Strategy (refer to A2I-02_NC-02) remained open at the time of the audit. • Traffic management, including the use of access routes and gates, was reviewed under the Precinct Traffic Management Plans. Two non-compliances were identified in relation to the use of Gate A6 at the Albury Yard as a site entry and the use of Kiewa Street for site access prior to the PTMP being updated (refer to Section 6.8). • The storage of chemicals, fuels and oils was reviewed during the site inspection, with chemicals generally stored within bunded cabinets or containers, Safety Data Sheets available, and spill kits located in accordance with the site layout; an observation (refer to OBS-06) was raised in relation to chemicals stored without bunding at the Edmondson Street site, which was addressed.
Consultation with Local Councils ▶ Consultation letter to Wagga Wagga Council was sent on 8 May 2026. The response was received on 11 May 2026, stating "Items that should be included in the Audit are: • *B5 – Review compliance with the Community Communication Strategy.* • *C8 - Construction Traffic, Transport and Access Management Sub Plan* • *C9 – Construction Noise and Vibration Sub-plan* • *C28 Noise and Vibration Monitoring Program* • *E69 and E70 – Noise and Work Hours* • *E135 and E136* • *E145 Road Safety Audit* • *E149 – Level Crossing endorsement"*	The Approval conditions highlighted by Wagga Wagga Council were reviewed as part of the audit. Outcomes are summarised below, with detailed findings contained in the audit checklist under Appendix E: • B5 – Community Communication Strategy: The Community Communication Strategy was reviewed and found to be implemented, with the Community Consultative Committee held quarterly (minutes sighted for 4 February 2026). • C8 – Construction Traffic, Transport and Access Management Sub-Plan: The CTTAMP – Stage C (Rev. 0, document no. 6-0052-210-PMA-00-PL-0026) was reviewed and found to be consistent with the relevant roads authority agreements. Two self-reported non-compliances were identified in relation to the use of Gate A6 at the Albury Yard as a site entry and the use of Kiewa Street for site access prior to the Precinct Traffic Management Plan (PTMP) being updated (refer to Section 6.8); the PTMP – Stage B (Albury) was subsequently updated to Rev. 1 and approved by DPHI on 29 April 2026. • C9 – Construction Noise and Vibration Sub-Plan: The Construction Noise and Vibration Management Plan – Stage C (Rev. 0, document no. 6-0052-210-PMA-00-PL-0028) was reviewed and found to address respite and construction fatigue, noise-sensitive periods, and the

<table>
<tr><th>Request</th><th>Response</th></tr>
<tr><td></td><td>management of vibration impacts to heritage items and structures.
C28 – Noise and Vibration Monitoring Program: The Noise and Vibration Monitoring Program was prepared in accordance with the EPA's Approved Methods for the Measurement and Analysis of Environmental Noise.
E69 and E70 – Noise and Work Hours: Construction work hours were reviewed under the site induction and CEMP and found to be adhered to. One self-reported out-of-hours work breach was reviewed (piling works at Abutment B of the Edmondson Street Bridge on 22 April 2026, which continued past 6:00pm due to a reduced Track Occupancy Authority window and an installation defect); the EPA was notified on 22 April 2026 and attended noise monitoring confirmed levels below the predicted impacts. No highly noise-intensive (3:1 respite) works were undertaken during the audit period, with respite arrangements consulted with the EPA and AA.
E135 and E136 – Construction Pedestrian and Traffic Impacts in Wagga Wagga: E135 was reviewed under the CTTAMR – Stage C (Rev. 1, dated 24 February 2026), with pedestrian and cyclist access maintained via the Edmondson Street detour route (Route A), as verified during the site inspection. E136 was reviewed as compliant during the previous audit.
E145 – Road Safety Audit: Independent Road Safety Audits for the Albury Station Footbridge and the Kemp Street Bridge and Footbridge (both Rev. 0, dated 27 January 2026), conducted by a Level 3 RSA Lead Auditor, were sighted.
E149 – Level Crossing Endorsement: TfNSW endorsement of level crossing designs was sighted, including the endorsement letter dated 24 December 2025 confirming closure of outstanding comments for the Plunkett Street Level Crossing Treatment Report (LX622).</td></tr>
<tr><td>Consultation with Junee Council was sent on 8 May 2026; however, no response was received.</td><td>N/A</td></tr>
<tr><td>Consultation with Heritage NSW

A consultation letter to Heritage NSW was sent on 8 May 2026. The response was received on 11 May 2026, stating:

“Please consider as a part of your audit scope any conditions relating to heritage within the</td><td>The Construction Cultural Heritage Management Plan (CCHMP) – Stage C (Rev. 0, dated 24 September 2025) was reviewed against Conditions C10–C12 and found to address heritage exclusion zones, Site Specific Protection Plans for the relevant State Heritage Register items, salvage and unexpected finds procedures. One self-reported non-compliance was identified relating to the partial removal of timber fencing within the heritage</td></tr>
</table>

Request	Response
Conditions of Consent for the project and any approved Management Plans. In addition, please confirm that any required updates to the AHIMS register, including Aboriginal Site Impact Recording forms, have been completed"	exclusion zone at The Rock Station (refer to A2I-03_NC-05); Heritage NSW was notified on 16 April 2026 and, in its response dated 13 May 2026, concluded the fence has negligible heritage significance and recommended like-for-like repair. No other heritage impacts and no unexpected Aboriginal heritage finds were reported during the audit period, and accordingly no new AHIMS or Aboriginal Site Impact Recording updates were triggered.
Consultation with Environment Protection Authority EPA responded to consultation email, dated 14 May 2026, confirming the agency did not have any recommendation on the scope or specific issues related to the audit.	N/A
Consultation with NSW DCCEEW CPHR CPHR responded to consultation email, dated 15 May 2026, confirming it does not have any specific items it wanted included in the scope of the audit.	N/A
Consultation with Water Group of DCCEEW A consultation letter to the Water Group of DCCEEW was sent on 8 May 2026. The response was received on 22 May 2026, requiring a focus on specific elements relating to Water Management Plans, water supply and usage and annual reporting.	The matters raised by the DCCEEW Water Group were addressed as part of the audit. The Construction Soil and Water Management Plan (CSWMP) and Water Reuse Strategy were reviewed and found to be generally implemented, addressing water sources, the site water balance, erosion and sediment control, and surface and groundwater management. In accordance with the Water Reuse Strategy (Section 4.1), water tanks were established on site and utilised for construction purposes, including dust suppression. There is no on-site capacity to treat wastewater from amenities; therefore, no reuse of toilet wastewater is undertaken. All water captured on site is reused where feasible, and no discharge of water off site was reported, as confirmed by MR during the audit interview. Water supply is sourced from metered potable connections and Council-approved recycled water networks (via approved portable metered standpipes in Council-nominated hydrant locations only). The project does not undertake water take requiring a Water Access Licence or exemption under the Water Management (General) Regulation 2025, with supply provided via licensed third-party networks rather than direct extraction.

Request	Response
	Surface water monitoring as evidenced in Quarterly Environmental Monitoring January to March 2026 identified several exceedances of water quality parameters; however, these were consistent with baseline conditions and historical catchment characteristics. Based on the available data and the absence of nearby construction activities at most sites, the exceedances were not attributable to project works and are considered reflective of natural variability and existing environmental conditions. Water use and reuse are captured through the monthly, quarterly and annual sustainability reporting.
Consultation with Transport for NSW A consultation letter to TfNSW was sent on 8 May 2026; however, no response was received.	N/A
Consultation with Environmental Representative A consultation letter to the Environmental Representative was sent on 8 May 2026; however, no response was received.	N/A

Table 9- Consultation comments

Refer to Appendix F for copies of the consultation letters sent and the responses received.

4.7 Audit Compliance Status Descriptors

The following audit compliance status descriptors were used for the findings in this audit:

Rating	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 at the time when the audit is undertaken, therefore an assessment of compliance is not relevant.

Table 10 - Audit Compliance Status Descriptors (from IAPAR 2020)

In addition to the above descriptors, there was the option to raise Opportunities for Improvement (OFI) during this audit.

5. Document Review

- Construction Environmental Management Framework (CEMF), Rev. 7, dated 8 October 2025
- Staging Report – Albury to Illabo, Document No. 6-0052-210-PES-00-RP-0001, Rev. 7, dated 7 October 2025
- Construction Environmental Management Plan (CEMP) – Stage C, Document No. 6-0052-210-PMA-00-PL-0025, Rev. 0, dated 29 September 2025
- Construction Traffic, Transport and Access Management Plan (CTTAMP) – Stage C, Document No. 6-0052-210-PMA-00-PL-0026, Rev. 0, dated 29 September 2025
- Construction Soil and Water Management Plan (CSWMP) – Stage C, Document No. 6-0052-210-PMA-00-PL-0027, Rev. 0, dated 24 September 2025
- Construction Noise and Vibration Management Plan (CNVMP) – Stage C, Document No. 6-0052-210-PMA-00-PL-0028, Rev. 0, dated 25 September 2025
- Construction Biodiversity Management Plan (CBMP) – Stage C, Document No. 6-0052-210-PMA-00-PL-0029, Rev. 2, dated 8 April 2026 (previously Rev. 0, dated 23 September 2025)
- Construction Cultural Heritage Management Plan (CCHMP) – Stage C, Document No. 6-0052-210-PMA-00-PL-00030, Rev. 0, dated 24 September 2025
- Construction Flood and Bushfire Emergency Management Plan – Stage C, Document No. 6-0052-210-PMA-00-PL-00031, Rev. 0, dated 23 September 2025
- Construction Waste, Contamination and Hazardous Materials Management Plan (CWCHMMP) – Stage C, Document No. 6-0052-210-PMA-00-PL-0032, Rev. 0, dated 23 September 2025
- Construction Air Quality Management Plan – Stage C, Rev. 0, dated 29 September 2025
- Sloane's Froglet Management Plan (SFMP) – Stage C, Rev. 1, dated 1 April 2026
- Construction Biodiversity Monitoring Program – Stage C, Rev. 2, dated 8 April 2026
- A2I Vegetation Clearing and Grubbing EWMS, Rev. 2, dated 3 November 2025
- Wagga Wagga Precinct Traffic Management Plan (PTMP) – Stage C, Document No. 5-0052-210-PMA-W0-PL-0003, Rev. 2, dated 27 March 2026 (Rev. 1 dated 24 February 2026 approved by DPHI on 4 March 2026)
- Albury Precinct Traffic Management Plan (PTMP) – Stage B, Document No. 5-0052-210-PMA-B0-PL-0001, Rev. 1, dated 17 April 2026
- Construction Traffic and Transport Mitigation Options Report (CTTAMR) – Stage C, Document No. 6-0052-210-ITR-WO-RP-0003, Rev. 1, dated 24 February 2026
- Community Communication Strategy (CCS), Rev. 4, dated 2 December 2024
- Social Impact Management Plan (SIMP), Document No. 6-0052-210-PMA-00-PL-0001, Rev. 6, dated 20 August 2025
- Social Impact Management Plan Quarterly Progress Report (January – March 2026), Document No. 6-0052-210-PCS-00-RP-0003, Rev. 0, dated 24 April 2026
- Heritage Interpretation Plan (HIP), Document No. 5-0052-210-ECH-00-PJ-0001, Rev. Final 0.1, dated 31 March 2025
- Complaints Register, Document No. 6-0052-210-PCS-00-RG-0001, Rev. 64
- Spoil Management Strategy, Rev. 0, dated 29 October 2025
- Road Safety Audit – Albury Station Footbridge, Document No. 5-0052-210-PEN-B3-RP-0002, Rev. 0, dated 27 January 2026
- Road Safety Audit – Kemp Street Bridge and Footbridge, Document No. 5-0052-210-PEN-J2-RP-0002, Rev. 0, dated 27 January 2026

- COA A8 Consultation Report – E41 Riverina Highway Bridge Track Lowering Flood Design Report, Document No. 6-0052-210-EAP-B4-RP-0002, Rev. 0, dated 9 December 2025
- Quarterly Environmental Monitoring Reports (October – December 2025 and January – March 2026)
- Monthly Progress Report (April 2026), Document No. 5-0052-210-PCM-00-MR-1019, Rev. 0, dated 13 May 2026
- CEMP Stage C Risk Register, dated 15 May 2026
- Environmental Representative (ER) Monthly Reports (Wolfpeak), November 2025 to April 2026
- Acoustics Advisor (AA) Monthly Noise and Vibration Reports (EMM Consulting), November 2025 to April 2026
- Alternative Transport Options Report (ATOR), 6-0052-210-EEC-00-RP-0014
- Quarterly Environmental Monitoring Report – October to December 2025, 6-0052-210-EEC-00-RP-1003
- Quarterly Environmental Monitoring Report – January to March 2026, 6-0052-210-EEC-00-RP-1004
- SIMP Quarterly Progress Report (January – March 2026), 6-0052-210-PCS-00-RP-0003, Rev. 0, dated 24 April 2026
- Monthly Progress Report (April 2026), 5-0052-210-PCM-00-MR-1019, Rev. 0, dated 13 May 2026
- Water Pollution Impact Assessment, 6-0052-210-EEC-00-AS-0001
- Minor Ancillary Facility Assessment – Junee to Illabo (J2I) Clearances, 6-0052-210-EEC-J7-AS-0001
- Detailed Incident Report – Sloane's Froglet, 6-0000-210-EEC-00-LT-0133, dated 20 February 2026
- Road Safety Audit – Albury Station Footbridge, 5-0052-210-PEN-B3-RP-0002, Rev. 0, dated 27 January 2026
- Road Safety Audit – Kemp Street Bridge and Footbridge, 5-0052-210-PEN-J2-RP-0002, Rev. 0, dated 27 January 2026
- Track Lowering Report – Billy Hughes Bridge (prepared by BG&E), 5-0052-210-PEN-B5-RP-0001
- COA A8 Consultation Report – E41 Riverina Highway Bridge Track Lowering Flood Design Report, 6-0052-210-EAP-B4-RP-0002, Rev. 0, dated 9 December 2025
- EIS Consistency Assessment (Minor) – Junee to Illabo Supporting Works, 6-0052-210-EEC-J7-CS-0003_J, dated 9 April 2026
- SFMP CPHR close-out comment sheet, 6-0052-210-EEC-00-CS-0006_B, dated 23 March 2026
- CBMP CPHR close-out comment sheet, 6-0052-210-PMA-00-CS-0029_B, dated 27 March 2026
- Level Crossing comment sheet (Olympic Highway LX603), 5-0052-210-CXR-J7-CS-0001
- Flood Design Report – Pearson Street Bridge, 5-0052-210-IHY-W2-RP-0001
- Flood Design Report – Yerong Creek Yard, 5-0052-210-IHY-G3-RP-0001
- Flood Design Report – Wagga Wagga Yard, 5-0052-210-IHY-W7-RP-0001
- Flood Design Report – Albury Station Yard and Footbridge, 5-0052-210-IHY-B0-RP-0001
- Riverina Highway Bridge Report, 5-0052-210-IHY-B4-RP-0001
- Level Crossing Treatment Report – Olympic Highway (LX603), Rev. C — dated 8 May 2026
- Level Crossing Treatment Report – Sladen Street (LX625), 5-0052-210-CXR-G2-RP-0001
- Level Crossing Treatment Report – Plunkett Street (LX622), 5-0052-210-CXR-G3-RP-0001
- Level Crossing Treatment Report – Brabins Road (LX604), 5-0052-210-CXR-J7-RP-0002
- Post approval Receipt SSI-10055-PA-121, dated 5 November 2025
- Post approval Receipt SSI-10055-PA-129, dated 11 December 2025
- Post approval Receipt SSI-10055-PA-130, 8 December 2025
- Post approval Receipt SSI-10055-PA-136, dated 2 December 2025
- Post approval Receipt SSI-10055-PA-139, dated 12 December 2025

- Post approval Receipt SSI-10055-PA-142, dated 22 December 2025
- Post approval Receipt SSI-10055-PA-147, dated 16 January 2026
- Post approval Receipt SSI-10055-PA-148, dated 16 January 2026
- Post approval Receipt SSI-10055-PA-149, dated 16 January 2026
- Post approval Receipt SSI-10055-PA-150, dated 4 February 2026
- Post approval Receipt SSI-10055-PA-151, dated 23 March 2026
- Post approval Receipt SSI-10055-PA-152, dated 4 February 2026
- Post approval Receipt SSI-10055-PA-154, dated 10 February 2026
- Post approval Receipt SSI-10055-PA-156, dated 12 February 2026
- Post approval Receipt SSI-10055-PA-157, dated 18 February 2026
- Post approval Receipt SSI-10055-PA-159, dated 18 February 2026
- Post approval Receipt SSI-10055-PA-160, dated 19 February 2026
- Post approval Receipt SSI-10055-PA-162, dated 27 February 2026
- Post approval Receipt SSI-10055-PA-163, dated 24 February 2026
- Post approval Receipt SSI-10055-PA-164, dated 16 March 2026
- Post approval Receipt SSI-10055-PA-171, dated 9 March 2026
- Post approval Receipt SSI-10055-PA-172, dated 23 March 2026
- Post approval Receipt SSI-10055-PA-173, dated 18 March 2026
- Post approval Receipt SSI-10055-PA-174, dated 24 March 2026
- Post approval Receipt SSI-10055-PA-175, dated 6 May 2026
- Post approval Receipt SSI-10055-PA-176, dated 26 March 2026
- Post approval Receipt SSI-10055-PA-177, dated 16 April 2026
- Post approval Receipt SSI-10055-PA-178, dated 14 April 2026
- Post approval Receipt SSI-10055-PA-180, dated 17 April 2026
- Post approval Receipt SSI-10055-PA-181, dated 17 April 2026
- Post approval Receipt SSI-10055-PA-182, dated 20 April 2026
- Post approval Receipt SSI-10055-PA-183, dated 29 April 2026
- Post approval Receipt SSI-10055-PA-188, dated 14 May 2026
- Aconex ref. IR2140-RECCO-000117, dated 30 October 2025
- Aconex ref. IR2140-RECCO-000129, dated 21 November 2025
- Aconex ref. IR2140-RECCO-000145. dated 9 February 2026
- Aconex ref. IR2140-RECCO-000155, dated 20 February 2026
- Aconex ref. IR210-RECCO-000154, dated 20 February 2026
- Aconex ref. IR210-RECCO-000185, dated 18 May 2026
- Aconex ref. IR2140-TRANSMIT-004576, dated 8 January 2026
- Aconex ref. IR2140-TRANSMIT-005725, dated 12 May 2026
- Aconex ref. MARTINUS-TRANSMIT-003232, dated 24 June 2025
- Aconex ref. TFNSW123-EMAIL-000039, dated 25 July 2025
- Aconex ref. IR2140-PTRAN-002611, dated 24 December 2025
- Aconex ref. IR2140-RTHP-000320, dated 7 April 2026
- Aconex ref. IR2140-RTHP-000338, dated 28 April 2026
- Aconex ref. Martinus-HP-000271, dated 7 April 2026
- Aconex ref. Martinus-HP-000281, dated 24 April 2026
- Environmental inspection INS-0016426, dated 18 April 2026

- CPHR & DPHI Sloane's Froglet incident review workshop, dated 6 February 2026
- WWCC CCTV/VMS meeting, dated 7 January 2026
- DPHI staging discussions, dated 22 August 2025
- CCC quarterly meetings, dated 5 November 2025 and 4 February 2026
- South Wagga Public School meeting, dated 10 September 2025
- A2I Environmental & Approvals meeting (AA respite), dated 13 April 2026
- Toolbox talk – dust mitigation, dated 17 March 2026
- Toolbox talk – noise/vibration, dated 11 February 2026
- Toolbox talk – Murray River Bridge Access & Parking, dated 3 May 2026
- Pre-start meeting, Albury Yard, dated 3 May 2026

6. Audit Findings

6.1 Assessment of Compliance

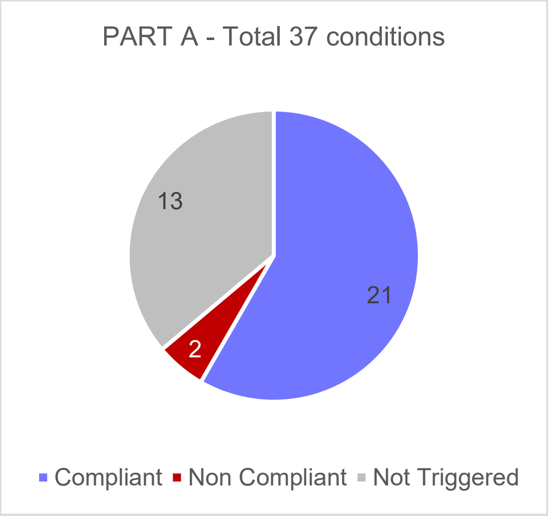
This audit was completed to assess the implementation of the Construction Environmental Management Plan and Sub-Plans, as well as environmental controls established by IRPL and MR for the Inland Rail – Albury to Illabo project, in compliance with SSI-10055 Approval Conditions, Schedule 2 (275 conditions).

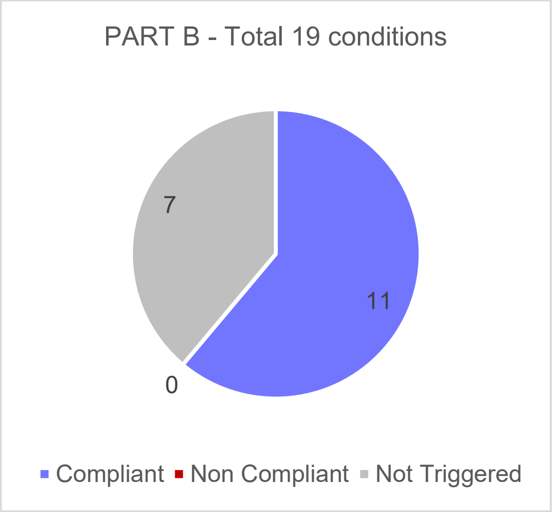
The following table summarises the count of audit findings by rating category:

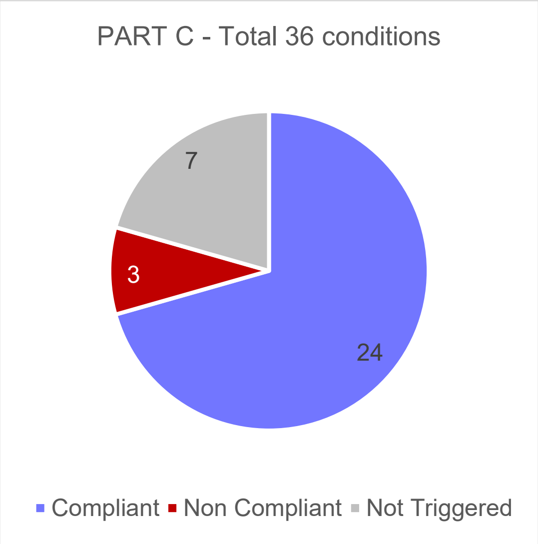
Rating	Number of Findings
Compliant	148
Non-Compliant	8
Not Triggered	119
Total	**275**

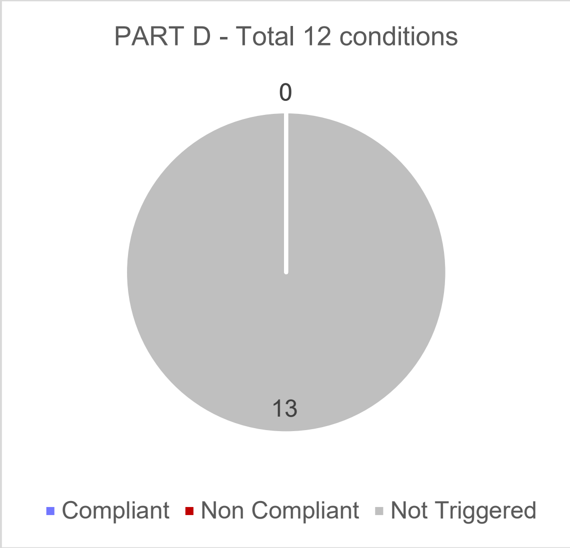
Table 11- Summary count of Findings

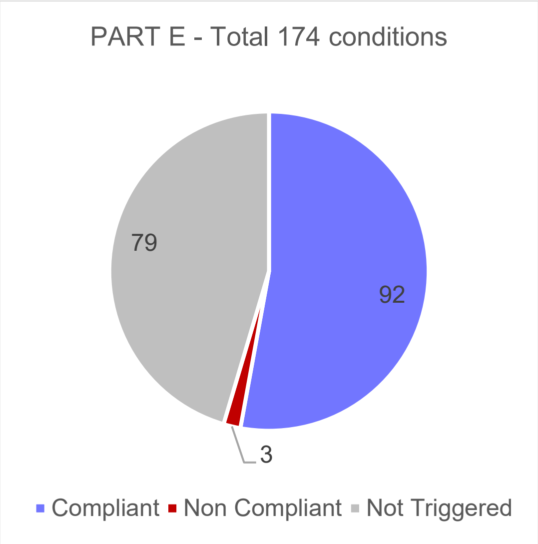
The comparison of audit requirements against the compliance ratings is as follows:

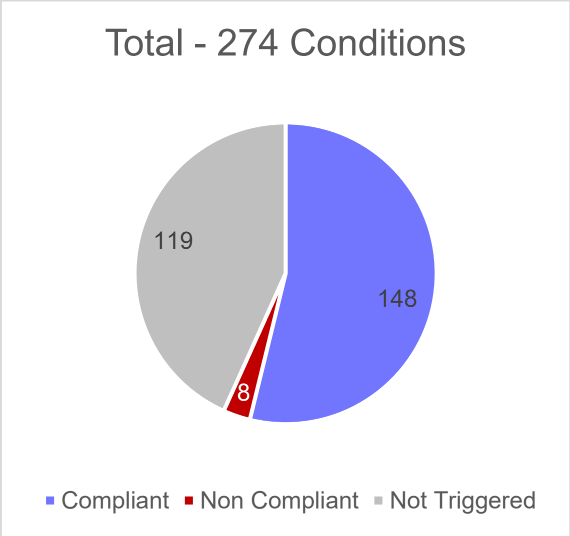












6.2 Notices, Complaints, Incidents & Non-Compliances

IRPL and MR confirmed during the audit interview that no regulatory notices were issued during the audit period.

6.2.1 Complaints

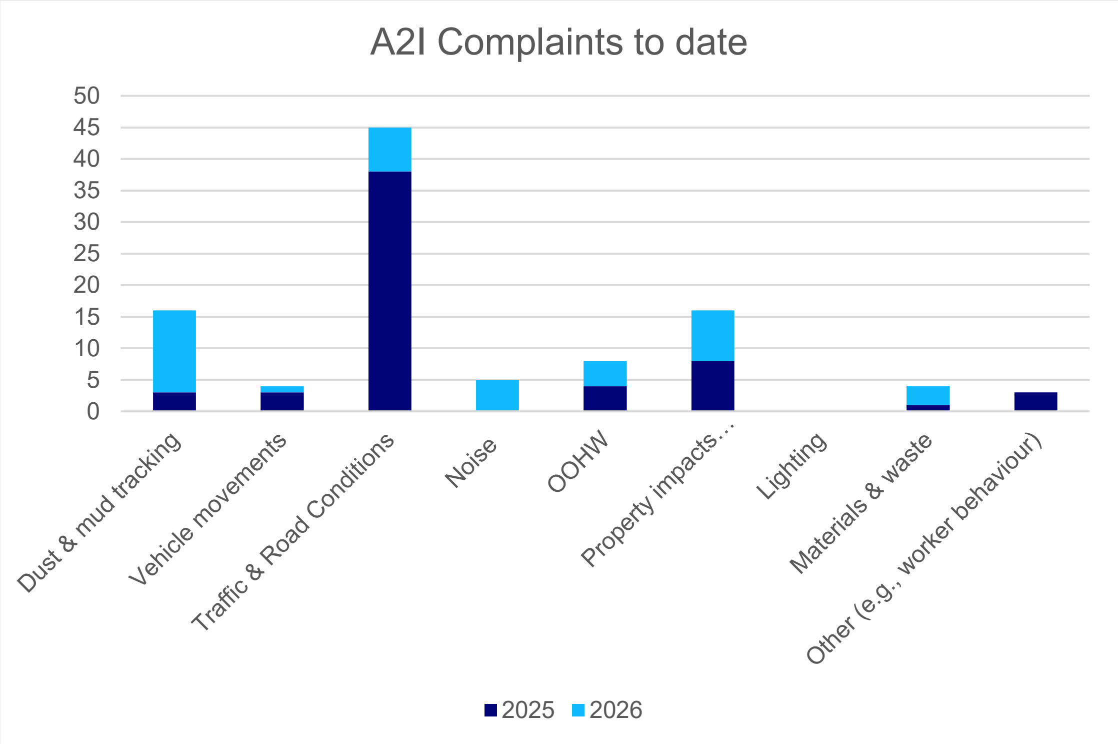
A review of the Community Communication Strategy (CCS) was undertaken during the audit in accordance with Condition B1-B2. The CCS appeared well implemented. Refer to Appendix E – Audit Checklist for details.

The project complaints register (Document No. 6-0052-210-PCS-00-RG-0001) was reviewed for the audit period (30 October 2025 to 20 May 2026). All complaints were recorded as closed. The records for the following complaints were reviewed and noted to be appropriately closed out within the required timeframe (five days):

- A dust complaint relating to stockpile removal near the Wagga Wagga Rail Museum on 16 March 2026 (UQI 8644); and
- A vibration complaint relating to roller works at Brookong Avenue on 7 February 2026.

The Community team have established a tracking system which was extracted from Consultation Manager into excel and is used to prepare the summary of stakeholder interaction, including complaints, which are included in monthly reports. Details of consultation are separated by type (general notifications, targeted notifications, media releases, events), as well as any enquiries and complaints (as applicable). Additionally, Social Impact Management Plan (SIMP) Quarterly Reports are being issued to provide details on community engagement activities and complaints.

Based on the review of the Part B Conditions, a total of one hundred and one (101) complaints have been received on the project to date.



6.2.2 Incidents

One reportable environmental incident occurred during the audit period.

On 19 November 2025, three Sloane's Froglets (*Crinia sloanei*), a species listed as vulnerable under the Biodiversity Conservation Act 2016, were discovered during clearing works within the construction impact zone at the Billy Hughes enhancement site (Albury). The froglets were relocated to suitable habitat outside the disturbance area, and on 20 November 2025 the find was confirmed as Sloane's Froglet by the project ecologist, with a further two individuals identified during habitat remediation works. In accordance with Appendix A of the Construction Biodiversity Management Plan (CBMP), the Unexpected Threatened Species Finds Procedure was implemented, and the find was notified to DPHI and DCCEEW as an unexpected find on 21 November 2025.

DPHI classified the event as a reportable incident via written directions dated 19 December 2025, and the incident notification was submitted to DPHI on 16 January 2026. The Detailed Investigation Report was submitted on 20 February 2026. Corrective and preventative actions included remediation of the disturbed area, installation of a buffer exclusion zone, additional ecologist surveys, and a review and update of the CBMP and Sloane's Froglet Management Plan (SFMP). DPHI confirmed its satisfaction with the Detailed Investigation Report on 25 March 2026, while noting the late submission of the incident notification.

A non-compliance was raised in this audit in relation to the timing of the incident notification, which was submitted outside the required seven-day timeframe (refer to A2I-03_NC-01 under Section 6.8).

No other reportable or environmental-harm incidents were recorded during the audit period.

6.2.3 Non-Compliances

Nine (9) non-compliances, including those self-reported, were identified within the scope of the audit and are detailed under Section 6.8.

The non-compliances identified during the previous audit were reviewed as per Section 6.3 below.

6.3 Previous Audit Findings

Findings from the previous audit (28-29 October 2025) were reviewed as follows:

Finding No.	Condition of Approval	Audit Finding Details	Close Out
Non-compliance A2I-02_NC-01	**A7.** Any document that must be submitted or action taken within a timeframe specified in or under the terms of this approval, may be submitted or undertaken within a later timeframe agreed in writing with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident or a non-compliance.	A self-identified non-compliance was raised due to the failure to submit the Quarterly Monitoring Report by the extended deadline of 13 October 2025. It is recommended that all future monitoring reports and documentation be submitted by their respective due dates to ensure compliance with Condition A7.	Sighted submission of Quarterly Environmental Monitoring Report – October to December 2025 to DPHI via Aconex ref. IR210-RECCO-000154, dated 20 February 2026, within 60 calendar days timeframe from the end of each quarter. Sighted submission of Sighted Quarterly Environmental Monitoring Report – January to March 2026 to DPHI via Aconex ref. IR210-RECCO-000185, dated 18 May 2026, within 60 days timeframe. This non-compliance is now considered **CLOSED**.
Non-compliance A2I-02_NC-02	**C7.** The CEMP Sub-plans must state how: the mitigation measures identified in the documents listed in Condition A1 will be monitored and implemented;	The mitigation measures identified in Chapter 23 of the EIS, Waste and resource management, have not been implemented. Section 23.5.2 Mitigation measures requires that at Detailed Design/pre-construction phase, *a spoil management strategy would be developed to define the preferred approach to managing spoil (WM2).* The Construction Waste Contamination and Hazardous Materials Management Plan Rev. 1, Section 6.1.1 Sampling, Analysis, and Quality	The Spoil Management Strategy Rev. 0, dated 29 October 2025 was issued to IRPL for review; however, it has not yet been finalised. The permanent reuse strategy for spoil is currently being negotiated with Martinus, and there are no further reuse options available for the project at this time as advised by IRPL. Spoil is currently being temporarily stored and has been sampled and confirmed as suitable for reuse; however, it is not presently being reused.

Finding No.	Condition of Approval	Audit Finding Details	Close Out
		Plan determines that site investigations will be undertaken as required to inform the detailed design and the subsequent management and classification of waste soil. The plan further states that following the development of the SAQP, site investigations will be completed across the project to ensure that potential risks to the project works as a result of contamination present at the site are mitigated, and that any excavated material would be suitably managed in accordance with the Soil and Water Management sub-plan and the spoil management strategy (mitigation measure WM2). Site investigations are underway, however a Spoil Management Strategy to determine the effective management of excavated material has not been finalised or approved for use on site. Spoil Management Strategy must be finalised immediately to ensure the effective management of excavated material.	IRPL advised during the audit interview that disposal of contaminated waste, including asbestos, is being undertaken in compliance with the Construction Waste, Contamination, and Hazardous Materials Management Plan. This non-compliance still remains **OPEN** and close-out will be verified at the next independent environmental audit.
Non-compliance A2I-02_NC-03	**C8.** The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority about the use and management of roads and include measures to:	A site inspection of the Albury Riverina Station paid particular attention to the implementation of the Precinct Traffic Management Sub-Plan – Stage B – Albury LGA Precinct General *(5-0052-210-PMA-B0-PL-0001, Rev. 0 25/08/2025).* Section 3.2.6 of the PTMP notes that Gate A4 is access only and that *"Acceleration requirements*	Horizon 360 records were reviewed. Action ACT-0006409 was raised on 16 January 2026 to review site activities, controls, infrastructure, and signage in accordance with the Precinct Traffic Management Plan (PTMP) for Albury Station. The original due date was 24

Finding No.	Condition of Approval	Audit Finding Details	Close Out
	identify construction vehicle routes not identified in the documents listed in Condition A1 and in accordance with Condition E138;	*are not applicable considering the entry only nature of the Gate movements"*. However, site observations at Albury Riverina Station noted that Gate A4 is also used for egress from site directly into a 110km/hr highway on-ramp. There has been no risk assessment of site egress from Gate A4 in the TMP. It is recommended that site traffic cease using this gate as an egress point until such time that a risk assessment deems the action safe and that appropriate mitigation measures are put in place to ensure safe egress from site. The PTMP and CTTAMP must be updated to include these measures.	April 2026; however, due to the resignation of HSE staff, it was extended to 29 May 2026. The PTMP Stage B – Albury (Document No. 5-0052-210-PMA-80-PL0001) was updated to Revision 1, dated 17 April 2026, to incorporate Gate A4 as the site entry and Gate A6 as the site exit. The DPHI approval letter (Ref: SSI-10055-PA-183), dated 29 April 2026, was sighted, confirming approval of PTMP Stage B – Albury. IRPL attended the site on 3 May 2026 to review controls and confirmed that Gate A4 is designated as entry-only and Gate A6 as exit-only. This arrangement was communicated to staff during the pre-start meeting on 3 May 2026. The action was subsequently closed on 3 May 2026. This non-compliance is now considered **CLOSED**.
Opportunity for Improvement	**A8.** Where the terms of this approval require consultation to be undertaken, evidence of the consultation undertaken must be submitted to	The Consultation Report – Junee Yard Flood Design Report (Rev. 0, dated 23/09/2025) has not yet been submitted to the Department.	The Junee Yard Flood Design Report, Rev 0, dated 23 September 2025 and associated consultation report, were

Finding No.	Condition of Approval	Audit Finding Details	Close Out
A2I-02_OFI-01	the Planning Secretary and ER (as relevant) with the corresponding documentation.	All consultation undertaken as part of the project should be submitted to the Department to ensure transparency and compliance with Condition A8.	submitted to DPHI on 30/10/2025 via Aconex ref. IR2140-RECCO-000117. Sighted DPHI approval letter ref. SSI-10055-PA-119, dated 19 November 2025, confirming the approval of Junee Yard Flood Design Report. This improvement opportunity is now considered **CLOSED**.
Opportunity for Improvement A2I-02_OFI-02	**C33.** The CMP(s), as approved or endorsed (as relevant), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	The Environmental Work Method Statement (EWMS) – Vegetation Clearing and Grubbing was last revised on 7 March 2025, which exceeds the recommended 6-month review interval. It is recommended that EWMS should be reviewed at least every six months to ensure they remain current and reflect any changes in site conditions or requirements. Additionally, a revision table should be included in each EWMS to maintain traceability of updates.	The EWMS was reviewed and updated on 3 November 2025, as sighted. A schedule has been established to ensure the Project EWMS is revised on an annual basis. This improvement opportunity is now considered **CLOSED**.
Opportunity for Improvement A2I-02_OFI-03	**E88. Consultation on Noise Barriers and Noise Mitigation** The Proponent must prepare a consultation strategy to seek feedback from directly affected landowners, Council and, TfNSW (where it impacts a classified road) on proposed noise and vibration mitigation measures. The consultation strategy must be submitted to the	The ONVR Consultation Strategy Rev. 2 has been issued for use; however, the approver's signature and approval date are missing. It is recommended to ensure that all controlled documents include the required approvals (signature and date) prior to issue.	The Operational Noise and Vibration Strategy – Stage A, Revision 3, dated 13 March 2026, was sighted. The ONVR Consultation Strategy is currently in draft form. IRPL confirmed during the audit interview that signatures will be included once the document is finalised. This improvement opportunity is now considered **CLOSED**.

Finding No.	Condition of Approval	Audit Finding Details	Close Out
	Planning Secretary for approval one month prior to consultation commencing.		

Table 12- Status of Previous Audit Findings

6.4 Audit Site Inspection

A site inspection was undertaken on 20 May 2026 from 7:00 am to 12:00 pm at the Albury Yard, Billy Hughes, and Edmondson Street sites, and on 21 May 2026 from 7:00 am to 9:00 am at the Wrights Oval and Kemp Street sites, with representatives from IRPL and MR. During the inspections, the BVBI Lead Auditor reviewed the effectiveness of environmental mitigation measures, as outlined below:

Albury Yard

- Signage installed at Gate 4 to manage construction vehicles.
- "No Exit" signage installed at Gate 4.
- Multiple spill kits available on site.
- Chemicals stored within a bunded cabinet.
- Temporary flagging in place along the heritage station building to delineate the construction area and restrict access.
- Pedestrian bridge construction in progress at Albury Station, with coir logs installed along the waterway boundary for the pedestrian bridge works.
- Temporary flagging in place to delineate the construction area and restrict access.
- Stockpile of timber stored on site.
- Stockpile delineated and covered with geofabric.
- A recent stockpile generated during the May possession stored on site, pending testing results.
- Excavated sumps installed around the stockpile area to manage stormwater.
- Rumble grid in place at the Gate 6 exit to the Hume Highway, with no mud tracking observed on the Hume Highway.

Billy Hughes

- Sediment fencing installed around the Sloane's Froglet habitat, with "No Go" signage and flagging in place to restrict access and protect the area
- Blue and white flagging installed to delineate the Sloane's Froglet area
- Multiple spill kits available on site
- Batter slopes stabilised and seeded, with vegetation establishing (minor clearing required on the opposite batter prior to seeding for stabilisation)
- Excavated sumps installed along the access track to manage stormwater runoff
- Sediment fences installed at low point sump areas
- Sediment basin installed on site to store stormwater for reuse, with stormwater managed along the alignment and not directed to the sediment basin
- Stockpile clearly delineated, with signage in place
- Chemicals stored within a bunded cabinet
- General waste bins and a hydrocarbon bin available on site

Edmondson Street

- Chemicals stored within a bunded container, with Safety Data Sheets available for the chemicals
- Spill kit available within the chemical storage area
- Piling works in progress for construction of the Edmondson Street Bridge, with an exclusion zone installed
- Erosion and sediment (ERSED) controls observed to manage stormwater
- Public roads observed to be clean and tidy, with no mud tracking observed
- Stabilised access to the site
- Project, directional and information signage displayed on site, including at Mothers Bridge

- Construction vehicles contained within the site boundary

Wrights Oval

- Spill kit available within the refuelling area, with multiple spill kits available on site
- General waste bins and a hydrocarbon waste bin available on site
- Sediment fence installed along the site boundary
- ERSED controls in place to manage stormwater runoff around the stockpile area
- Grass cover established on stockpiles to stabilise surfaces and reduce erosion
- Excavated sumps and rock check dams installed to manage stormwater runoff from the stockpile area
- Rumble grid installed at the site exit to control and minimise mud tracking onto the public roadway

Kemp Street

- Traffic signage and directional controls in place to manage traffic for the closure of Kemp Street for bridge works
- Kemp Street works in progress, with ATF fencing installed along the site boundary
- Sitehive monitor installed on site for noise, vibration and dust monitoring

Nine (9) observations were raised during the site inspection as follows:

Ref	Observation
OBS-01	General housekeeping was required at the Albury Yard, including the removal of debris and reinstatement of sediment controls. It is recommended that housekeeping be maintained and sediment controls reinstated to ensure ongoing effectiveness.
OBS-02	A stockpile at the Albury Yard was covered with geofabric; however, sections were not fully covered. It is recommended that full coverage be provided to ensure adequate protection against erosion.
OBS-03	"No Exit" signage was displayed at Gate 6 at the Albury Yard, despite the gate being designated as the site exit. Close-out evidence was provided on the same day, confirming that the "No Exit" signage had been removed.
OBS-04	Sediment controls at the Edmondson Street site access via Railway Street required maintenance and removal of sediment build-up. It is recommended that sediment controls be maintained to ensure ongoing effectiveness.
OBS-05	Minor dirt tracking was observed on Station Place adjacent to the Edmondson Street site. It was recommended that the affected area be swept and cleaned. Close-out evidence was provided on the same day, confirming that Station Place had been swept and cleaned.
OBS-06	Chemicals were observed stored directly on the ground without bunding at the Edmondson Street site. It is recommended that all chemicals be stored within a portable bund to contain potential spills and avoid contamination.

Ref	Observation
OBS-07	No track-out controls were installed at the Kemp Street site exit; only a broom and water cart were available on site. It is recommended that the ESCP be reviewed and updated to incorporate additional control measures, such as a rumble grid, wheel wash facility, and other appropriate controls to minimise the risk of tracking onto public roads.
OBS-08	Mud tracking and sediment build-up were observed at the Kemp Street site access from Railway Parade. Clean-up is required, and ESCP be reviewed and updated to incorporate additional control measures, such as a rumble grid, wheel wash facility, and other appropriate controls to minimise the risk of tracking onto public roads.
OBS-09	A sediment fence at the Kemp Street site was observed not to be properly trenched into the ground. It is recommended that the sediment fence be trenched in accordance with the relevant standard to ensure effectiveness.

Table 13- Detail of Site Observations

Photos of the site inspection, including close out, are included in Appendix G.

6.5 Suitability of Plans and the Environmental Management System

The Construction Environmental Management Frameworks and Construction Environmental Management Plan (CEMP) and associated sub-plans were reviewed and endorsed by the Environmental Representative (ER) in accordance with Condition C3, prior to the commencement of construction Stage C. Required consultation was undertaken and documented within the CEMP, as evidenced during the Stage A and Stage B.

Several Sub-Plans were also developed in accordance with the condition requirements and to manage environmental impacts during construction on Biodiversity, Heritage, Noise and Vibration, Traffic, Transport and Access (Precinct Traffic Management Plans), Soil and Water, and Waste, Contamination and Hazardous Materials

For changes considered minor, the ER reviews and endorses the updates to the CEMP and Sub-Plans. Major changes require submission to DPHI for review and approval. The project is delivered under Stage C in accordance with the Staging Report (Rev. 7 dated 7 October 2025)

The ER also undertakes regular reviews and endorsement of environmental documentation, as evidenced through ER Monthly Reports and fortnightly inspections, to ensure the environmental management system remains current and fit for purpose.

During the audit period, a number of plan-related findings were identified:

- Following the Sloane's Froglet reportable incident, IRPL undertook a formal review and update of the Construction Biodiversity Management Plan (CBMP) and Sloane's Froglet Management Plan (SFMP) in accordance with DPHI's written directions. The updated SFMP – Stage C (Rev. 1) and Construction Biodiversity Monitoring Program – Stage C (Rev. 2) were approved by DPHI on 7 May 2026.
- Two non-compliances were identified in relation to the Precinct Traffic Management Plan (PTMP), associated with the use of Gate A6 at the Albury Yard as a site entry and the use of Kiewa Street for site access prior to the PTMP being updated. The PTMP – Stage B (Albury) was subsequently

updated to Rev. 1 to address the non-compliances. The updated PTMP was approved by DPHI on 29 April 2026.

- A non-compliance was identified in relation to the implementation of the Construction Cultural Heritage Management Plan (CCHMP), associated with the removal of a section of timber fencing at The Rock Station; however, this non-compliance didn't trigger a review of the CCHMP.
- A non-compliance was identified in relation to vibration-generating works undertaken at the Cassidy Footbridge without the mitigation measures required under the Construction Noise and Vibration Management Plan; however, this non-compliance didn't trigger a review of the CNVMP.
- The Spoil Management Strategy supporting the Construction Waste, Contamination and Hazardous Materials Management Plan remained to be finalised and accepted at the time of the audit (refer to previous audit non-compliance A2I-02_NC-02 under Section 6.3).

Based on the evidence provided, continued implementation of the CEMF, CEMP and sub-plans was reviewed through general compliance with approval conditions, observed site conditions, and the management of complaints during the audit period. Detailed findings regarding the implementation of the CEMP and sub-plans are provided in Section 6.8 (Audit Findings).

6.6 Actual vs Predicted Impacts

In accordance with the IAPAR 2020 guidelines, the Lead Auditor has assessed the actual environmental impacts against the predicted impacts as per the EIS. Given the scale of technical studies that supported the preparation of the EIS, it is not possible to determine full compliance to such predictions during this audit, rather the Lead Auditor has adopted a qualitative approach to the comparison.

Based upon the review of compliance with the conditions of approval, and the environmental performance outcomes verified during the audit, it was concluded that the Inland Rail – Albury to Illabo project was generally consistent with the Environmental Impact Statement (EIS), Submission reports, and Amendment reports. Compliance demonstrated for the key areas are as follows:

6.6.1 Transport and Traffic

The Construction Traffic, Transport and Access Management Plan (CTTAMP – Stage C, Rev. 0 dated 29 September 2025), the Wagga Wagga Precinct Traffic Management Plan (PTMP – Stage C, Rev. 2) and the Albury Precinct Traffic Management Plan (PTMP – Stage B, Rev. 1) are in place, supported by the Construction Traffic and Transport Mitigation Options Report (CTTAMR – Stage C, Rev. 1). Independent Road Safety Audits were completed for the Albury Station Footbridge and the Kemp Street Bridge and Footbridge (both dated 27 January 2026), and the Maritime Traffic Management Plan (Rev. 0) was approved by DPHI on 16 March 2026 (ref. SSI-10055-PA-164).

Two self-reported non-compliances were raised in relation to the use of access points at the Albury Yard during the audit period relating to the use of Gate A6 as a site entry (refer to A2I-03_NC-03) and the use of Kiewa Street for site access prior to the PTMP being updated (A2I-03_NC-04). The Albury PTMP – Stage B has since been updated to Rev. 1 to address the nob-compliances. The updated PTMP was approved by DPHI on 29 April 2026.

6.6.2 Aboriginal Cultural Heritage

Aboriginal cultural heritage impacts identified in the EIS are addressed through the Construction Cultural Heritage Management Plan (CCHMP – Stage C, Rev. 0 dated 24 September 2025, prepared by OzArk), which provides for heritage exclusion zones, monitoring protocols and unexpected finds procedure. Consultation with the Registered Aboriginal Parties (RAPs) and the Local Aboriginal Land Council is ongoing. No unexpected

Aboriginal objects were uncovered during the audit period, and no impacts to Aboriginal cultural heritage outside the approved construction impact zones were reported.

6.6.3 Non-Aboriginal Heritage

Non-Aboriginal heritage impacts identified in the EIS are addressed through the Construction Cultural Heritage Management Plan (CCHMP – Stage C, Rev. 0 dated 24 September 2025, prepared by OzArk), the Heritage Interpretation Plan and the Site Specific Protection Plans prepared for the relevant State Heritage Register items, including the Albury, Culcairn, Henty, The Rock, Wagga Wagga and Bomen Station and Yard Groups.

A self-reported non-compliance was raised in relation to the partial removal of timber fencing demarcating the heritage exclusion zone at The Rock Station (State Heritage Register item #01269) (refer to A2I-03_NC-05). Heritage NSW was notified on 16 April 2026 and confirmed, in its response dated 13 May 2026, that the impacted fence has negligible heritage significance, that no works were undertaken outside the construction impact zone or within identified heritage exclusion zones, and recommended like-for-like repair. No other impacts to non-Aboriginal heritage items were reported during the audit period.

6.6.4 Noise and Vibration

Construction noise and vibration impacts identified in the EIS are addressed through the Construction Noise and Vibration Management Plan (CNVMP – Stage C, Rev. 0 dated 25 September 2025) and the Out-of-Hours Work Protocol, with the Acoustics Advisor (EMM Consulting) undertaking attended monitoring during possession works. One self-reported out-of-hours work breach was reviewed (piling works at the Edmondson Street Bridge on 22 April 2026), with the EPA notified and attended monitoring confirming levels below the predicted impacts. Two non-compliances were raised relating to the vibration-generating works at the Cassidy Footbridge undertaken without the required mitigation measures (refer to A2I-03_NC-08), and a Construction Noise and Vibration Impact Statement not provided to the ER prior to works (refer to A2I-03_NC-09).

6.6.5 Air Quality

Air quality and dust impacts identified in the EIS are addressed through the Construction Air Quality Management Plan (Stage C, Rev. 0 dated 29 September 2025). Dust mitigation measures observed and reviewed during the audit included water carts, covered spoil trucks, stabilisation of stockpiles and exposed surfaces, dust cannons, progressive revegetation and reduced site speed limits. A self-reported non-compliance was raised in relation to dust emissions during spoil loading at the Wagga Wagga Yard (refer to A2I-03_NC-07), which was addressed through additional dust suppression measures and a dust mitigation toolbox talk delivered on 17 March 2026, with the associated complaint closed out.

6.6.6 Biodiversity

The Construction Biodiversity Management Plan (CBMP – Stage C, Rev. 2 dated 8 April 2026) and the Sloane's Froglet Management Plan (SFMP – Stage C, Rev. 1 dated 1 April 2026) appeared to be generally implemented, with pre-clearing surveys undertaken by the project ecologist and clearing managed under the Vegetation Clearing and Grubbing Permit (Clearing Permit 20.006) and the A2I Vegetation Clearing Tracker. Vegetation flagging, exclusion zones and construction limit demarcation were observed during the site inspection.

One reportable environmental incident occurred during the audit period relating to the discovery of Sloane's Froglets (*Crinia sloanei*) within the construction impact zone at the Billy Hughes enhancement site on 19 November 2025 (refer to Section 6.2.2). The incident resulted in a formal review and update of the CBMP and SFMP in accordance with DPHI's written directions, with the updated plans and the Construction Biodiversity

Monitoring Program – Stage C (Rev. 2) approved by DPHI on 7 May 2026. A non-compliance was raised in relation to the timing of the incident notification (refer to A2I-03_NC-01).

6.7 Key Strengths

The outcome of the audit verified that IRPL and MR demonstrated good controls to manage environmental impacts. The following key strengths were noted:

- Appropriate protection measures were implemented for the Sloane's Froglet habitat at the Billy Hughes site, including sediment fencing, signage, and flagging to restrict access and protect the sensitive area.
- Strong implementation of erosion and sediment control measures was observed across the Billy Hughes and Wrights Oval sites, including sediment fencing, excavated sumps, rock check dams, and batter stabilisation through seeding and established vegetation.
- Stormwater reuse practices were demonstrated, with a sediment basin installed at the Billy Hughes site to store water for onsite reuse.

6.8 Audit Findings and Recommendations

Implementation of Construction Environmental Management Plan and Sub-Plans were generally verified as compliant with SSI-10055 Approval Conditions. Refer to Appendix E for full details of the completed audit checklist.

Nine (9) non-compliances were identified during the audit period. Three (3) opportunities for improvement were raised within the scope of this audit. These findings are summarised below:

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
NON-COMPLIANCES			
A2I-03_NC-01	**A37:** Subsequent notification must be given, and reports submitted in accordance with the requirements set out in APPENDIX A.	The Sloane's Froglet incident was identified on 19 November 2025 and initially notified to DPHI as an unexpected find on 21 November 2025. DPHI subsequently classified the event as a reportable incident via written directions, dated 19 December 2025. However, the formal incident notification was not submitted to DPHI until 16 January 2026. This exceeds the required 7-day timeframe and therefore does not comply with Condition A37 and Appendix A requirements. DPHI letter, dated 25 March 2026, also noted the delay in submitting the incident notification.	It is recommended that IRPL established a process to ensure timely submission of incident notification in accordance with Condition A37 and Appendix A.
A2I-03_NC-02	**A38:** The Planning Secretary must be notified via the Major Projects website within seven days after the Proponent becomes aware of any non-compliance. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one), identify the condition/s against which the CSSI is non-compliant,	A self-reported non-compliance was identified relating to the failure to implement the Construction Cultural Heritage Management Plan (CCHMP) prior to the removal of timber fencing at The Rock Station. IRPL became aware of the non-compliance on 8 April 2026 following investigation and review of the CCHMP requirements. However, the non-compliance notification, dated 16 April 2026 and submitted to DPHI on 17 April 2026	It is recommended that IRPL established a process to ensure timely submissions are met.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	the nature of the non-compliance; the reason for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	(SSI-10055-PA-181), was not provided within the 7-day timeframe; therefore, a non-compliance was identified.	
A2I-03_NC-03 (Self-reported)	**C8:** The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority about the use and management of roads and include measures to: Condition (a) through to (o)	The non-compliance was self-reported by IRPL to DPHI via non-compliance notification, dated 14 May 2026, relating to the Gate 6 at Albury Yard used as site entry for three construction vehicles on 6 May 2026. At the time of the event, track protection was not in place and vehicles were prohibited from entering the site via Gate A4 as advised by MR. IRPL became aware of the non-compliance on 7 May 2026.	Corrective actions implemented by IRPL and MR include: • Reinforcement of the approved gate arrangements with site personnel, with Gate A4 confirmed as entry-only and Gate A6 as exit-only during the daily pre-start meeting. The auditor attended the pre-start meeting on 20 May 2026 and evidenced the communication of these arrangements. However, "No Exit" signage was displayed at Gate 6 at the Albury Yard, despite the gate being designated as the site exit. Close-out evidence was provided on the same day, confirming that the "No Exit" signage had been removed (refer to site observation OBS-03). It is recommended that IRPL and MR continue to reinforce adherence to the approved PTMP gate arrangements at the Albury Yard through pre-start briefings to prevent recurrence.
A2I-03_NC-04	**C15:** Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans	The non-compliance was self-reported by IRPL to DPHI via non-compliance notification, dated 24 March 2026, relating to a change in site	Corrective actions implemented by IRPL and MR include:

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
(Self-reported)	have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning 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 Planning Secretary or ER.	access not reflected in the approved Albury Precinct Traffic Management Plan (PTMP) – Stage B to Rev. 0. During the February 2026 possession period, site vehicles were redirected to Kiewa Street as a safety precaution due to high-rail vehicles utilising the Olive Street access point; however, the approved PTMP was not updated to reflect this change in access arrangements prior to implementation. IRPL became aware of the non-compliance on 17 March 2026 following a post-possession review by Martinus Rail.	• Communication of the breach to all relevant project personnel by email, reminding staff that Olive Street is the approved access point under the PTMP. • Update of the Albury Precinct Traffic Management Plan (PTMP) – Stage B to Rev. 1 to incorporate Kiewa Street (Gate M3) as a light vehicle access and egress point, approved by DPHI on 29 April 2026 (ref. SSI-10055-PA-183), with Albury City Council confirming no objection to the use of Gate M3 (email dated 22 April 2026). • Toolbox talk of the Murray River Bridge access and parking arrangements prior to the May 2026 possession, dated 3 May 2026. DPHI acknowledged the non-compliance notification (ref. SSI-10055-PA-174) as generally satisfying the reporting requirements via letter dated 27 April 2026. This non-compliance is now considered **CLOSED**.
A2I-03_NC-05 (Self-reported)	**C15:** Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved	The non-compliance was self-reported by IRPL to DPHI, dated 17 April 2026, relating to the partial removal of a section of timber fencing at The Rock Station. The fencing, identified in the Construction Cultural Heritage Management Plan (CCHMP) as a control demarcating the heritage exclusion zone, was removed during	Corrective actions implemented by IRPL and MR include: • Review of the heritage significance of the impacted timber fencing by IRPL's Senior Cultural Heritage Advisor (incident report EVT-0041293, dated 8 April 2026), confirming that the unauthorised removal does not impact the overall significance of the State Heritage

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning 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 Planning Secretary or ER.	construction works without authorisation or assessment of impacts within the State Heritage Register (SHR) curtilage, representing a failure to implement the approved CCHMP. IRPL became aware of the non-compliance on 8 April 2026.	Register item (SHR #01269 – The Rock Station and Yard Group). • Notification of Heritage NSW on 16 April 2026. Heritage NSW confirmed, in its response dated 13 May 2026, that the impacted fence has negligible heritage significance, that no works were undertaken outside the CIZ or within identified heritage exclusion zones, and recommended like-for-like repair as soon as reasonably practicable. This non-compliance remains **OPEN** pending IRPL's consultation with DPHI and the like-for-like reinstatement of the timber fence. Close-out will be verified at the next Independent Environmental Audit.
A2I-03_NC-06	**C34:** The results of the CMP(s) 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 CMP. ***Note:*** *Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program*	Quarterly Monitoring Reports have not been submitted to CPHR and DCCEEW as required. As a result, a non-compliance has been identified.	It is recommended that all outstanding Quarterly Monitoring Reports be submitted to CPHR and DCCEEW as soon as practicable. Additionally, a process should be established to ensure the timely submission of future reports in compliance with condition C34.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	may be incorporated into that CEMP Sub-plan.		
A2I-03_NC-07 (Self-reported)	**E1:** In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	The non-compliance was self-reported by IRPL to DPHI via non-compliance notification, dated 24 March 2026, relating to the dust emissions generated during loading of excavated spoil at the Wagga Wagga Yard site on 16 March 2026. At the time of the activity, dust suppression measures, including active watering, were not adequately implemented, contrary to the requirements of the Construction Air Quality Management Plan. The non-compliance was identified following a community complaint received on 16 March 2026 and subsequent investigation by Martinus Rail, with IRPL becoming aware of the issue on 17 March 2026.	Corrective actions implemented by IRPL and MR include: • Delivery of a dust mitigation toolbox talk on 17 March 2026 covering the use of water carts, stabilisation of stockpiles and exposed surfaces, dust cannons, revegetation, reduced vehicle speeds, cessation of work during high wind conditions, and the use of equipment fitted with dust suppression systems (attendance record sighted). • The complainant was door-knocked on 17 March 2026 and confirmed as satisfied with the response. This non-compliance is now considered **CLOSED**, with corrective measures implemented and verified during the audit.
A2I-03_NC-08 (Self-reported)	**E74:** Construction Noise Management Levels and Vibration Criteria Mitigation measures must be implemented with the aim of achieving the following	The non-compliance was self-reported by IRPL to DPHI, dated 18 February 2026, relating to the vibration-generating works undertaken at the Cassidy Footbridge site on 7 February 2026 without implementing required mitigation measures for nearby sensitive receivers. IRPL became aware of the non-compliance on 12	Corrective actions implemented by IRPL and MR include: • Delivery of a toolbox talk on 11 February 2026 communicating the requirements for noise and vibration works, including stakeholder notification and attended vibration monitoring for nearby sensitive receivers in accordance with the Construction Noise and Vibration Management Plan.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	construction noise management levels and vibration objectives: Condition (a) through to (e) Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan. ***Note:*** *The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.*	February 2026 following the community complaint received on 7 February 2026.	• Continued noise and vibration assessment for OOHW works during May possession in consultation with Acoustic Advisor, as sighted. • Close-out of the associated community complaint: Consultation Manager records confirm the MR site team met with the resident on 7 February 2026 to confirm vibration works had ceased, with the complaint closed the same day and details provided to the AA on 8 February 2026. This non-compliance is now considered **CLOSED**, with corrective measures implemented and verified during the audit.
A2I-03_NC-09	**E78:** Construction Noise and Vibration Impact Statements (CNVIS) must be prepared for work that may exceed the noise management levels, vibration criteria and/or ground-borne noise levels specified in Condition E74 and Condition E75 at any	The non-compliance was identified with condition E78, which requires the Construction Noise and Vibration Impact Statements (CNVIS) must be provided to the AA and ER prior to commencement of associated works. No evidence was provided to demonstrate that the CNVIS were submitted to the ER.	It is recommended to establish a process to ensure that CNVIS are submitted to the ER prior to commencement of associated works to fully comply with condition E78.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	residence outside construction hours identified in Condition E69, or where receivers will be highly noise affected. The CNVIS must include specific mitigation measures identified through consultation with affected sensitive land use(s) and the mitigation measures must be implemented for the duration of the works. A copy of the CNVIS must be provided to the AA and ER prior to the commencement of the associated works. The Planning Secretary may request a copy/ies of CNVIS.		
OPPORTUNITIES FOR IMPROVEMENT			
A2I-03_OFI-01	**B18:** A website or webpage providing information in relation to the CSSI must be established	The project website did not contain up to date documentation, e.g., Construction Environmental Management Framework	Following the audit, it was noted that the recent revisions of the CEMF, CBMP and SFMP were subsequently uploaded to the website.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
	before commencement of work and be maintained for the duration of construction, and for a minimum of 24 months following the completion of construction.	(CEMF) rev.7, Construction Biodiversity Management Plan (CBMP) – Stage C Rev. 2, Sloane's Froglet Management Plan (SFMP) – Stage C Rev.1, and Martinus Employee Code of Conduct Rev. B.	It is recommended that the project website be updated and continually maintained with current information and documentation.
A2I-03_OFI-02	**C15:** Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning 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 Planning Secretary or ER.	The toolbox talk form for Murray River Bridge – Access & Parking, dated 3 May 2026, was identified as incomplete due to the absence of host and attendee signatures.	It is recommended that all toolbox talk forms are fully completed and maintained for traceability purposes.

Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
A2I-03_OFI-03	**C15:** Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning 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 Planning Secretary or ER.	Post-rainfall inspections and associated observations in Procore were not consistently closed out within required timeframes. Inspection #121 (dated 10 April 2026) remains open, with Observation 2251 still pending review despite a close-out due date of 22 April 2026. While the status was updated to “ready for review” on 5 May 2026, no supporting evidence was attached. Additionally, inspection #94 (dated 3 March 2026) also remains open.	It is recommended that inspections and observations are tracked and closed out in a timely manner, with appropriate evidence attached for traceability purposes.

Table 14- Detail of Audit Findings

Appendix A – Audit Agenda

Audit Agenda – Inland Rail Albury to Illabo (A2I)

Project	Independent Environmental Audit – Inland Rail Albury to Illabo (A2I)
Proponent	ARTC
Contractor	Martinus
Location	Day 1: Online via Teams Day 2: Albury Office Day 3: ARTC Office, Wagga Wagga Day 4: ARTC Office, Wagga Wagga
Date and Time	18 May 2026 11:00 AM – 11:30 AM 19 May 2026 2:00 PM – 5:30 PM 20 May 2026 7:00 AM – 4:30 PM 21 May 2026 7:00 AM – 11:30 AM
Auditing Team	Sanan Qasim (Lead Auditor) Barbara Pater (Alternate Lead Auditor)
Site contact	Patrick Thollar
Audit criteria	Development Consent SSI-10055, and in accordance with the Independent Audit Post Approval Requirements (IAPAR 2020)
Audit scope	Audit # 3 – Review of construction activities

Agenda

Item	Time
Day 1 – 18 May 2026 (online via teams)	
Opening Meeting ▶ Confirm scope of the audit, outline the audit process, methodology, timing, access, and resources required.	11:00 AM – 11:30 AM
Day 2 – 19 May 2026 (Albury)	
Review of Consent Conditions SSI-10055:	
▶ Close-Out of Previous Audit Findings	2:00 PM – 2:30 PM

Item	Time
▶ Part A – Administrative Conditions ▶ Part B – Community Information, Consultation and Involvement ▶ Part C – Construction Environmental Management	2:30 PM – 5:30 PM
Day 3 – 20 May 2026	
Site Inspection ▶ Undertake site induction/sign on if required. ▶ Sight current construction activities and provide focus for the review of environmental aspects, impacts and controls. • Albury Yard • Burley Hughes Site • Junee Site • Edmondson Site	7:00 AM – 12:00 PM
Lunch break	12:00 PM – 12:30 PM
▶ Contd. Part C - Construction Environmental Management	12:30 PM – 2:00 PM
▶ Part E: Key Issue Conditions	2:00 PM – 4:30 PM
Day 4 – 21 May 2026 (ARTC Wagga Office)	
▶ Part E: Key Issue Conditions	7:00 AM – 11:00 AM
Closing Meeting – 22 May 2026 (TBD – Online)	
Closing Meeting ▶ Outcome of audit and presentation of findings. Deliverables as noted below.	11:00 AM – 12:00PM (TBD)

Deliverables

Audit Deliverables	Responsibility
Draft Report Submission ▶ 15 days following conduct of independent audit, or following additional documentation/evidence	BVBI

Audit Deliverables	Responsibility
Response to draft report ▶ 7 days following receipt of draft audit report from BVBI	Inland Rail
Final report submission ▶ Finalised within 7 days following receipt of comments from Inland Rail ▶ Submitted to Inland Rail	BVBI
Response to findings and submission of final audit report ▶ Final audit report submitted to the DPHI within 60 days	Inland Rail
Non-Compliances (if applicable) ▶ Inland Rail is to follow the process to notify DPHI within 7 days regarding any non-compliances raised during the audit. Refer to condition A34 of SSI-10055 for details.	Inland Rail

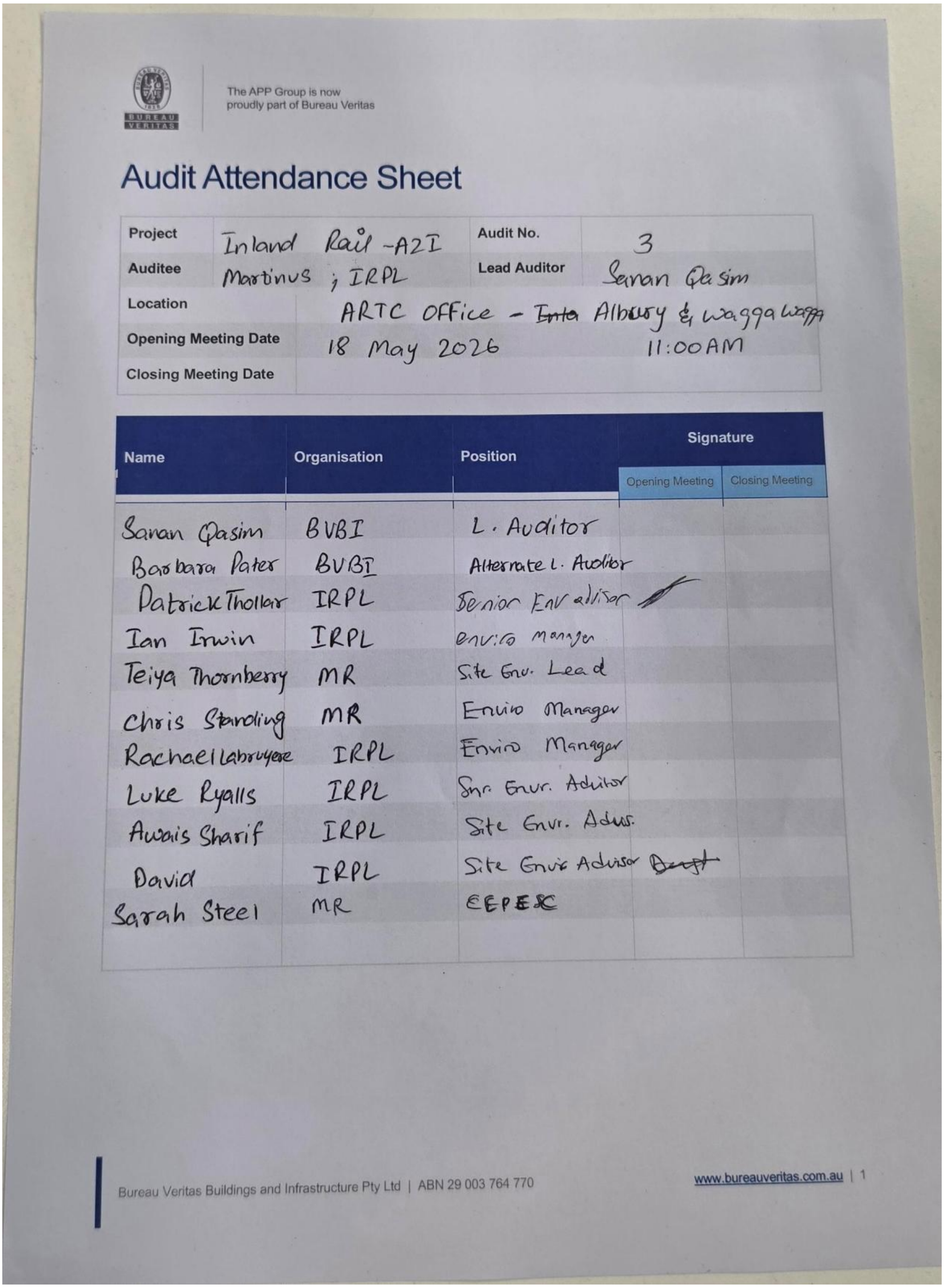
Limitations

A. The audit will cover the construction requirements and will therefore be limited to auditing the applicable conditions of Schedules 2, Parts A, B, C, E and Appendices in accordance with Development Consent Conditions SSI-10055.

B. The audit will cover a sampling of records relevant to the scope. BVBI auditors will apply their professional judgment based on the information made available during the audit.

C. BVBI will conduct the audit in accordance with the Independent Auditing Post Approval Requirements (IAPAR 2020) with the following ratings applied: Compliant, Non-Compliant and Not Triggered, with the option to raise any Opportunities for Improvement.

Appendix B – Audit Attendance Sheet



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Audit Attendance Sheet

Project	Inland Rail - A2I	**Audit No.**	3
Auditee	Martinus ; IRPL	**Lead Auditor**	Saran Qasim
Location	ARTC Office – ~~Inta~~ Albury & Wagga Wagga		
Opening Meeting Date	18 May 2026		11:00AM
Closing Meeting Date			

Name	Organisation	Position	Signature – Opening Meeting	Signature – Closing Meeting
Saran Qasim	BVBI	L. Auditor		
Barbara Pater	BVBI	Alternate L. Auditor		
Patrick Thollar	IRPL	Senior Env advisor		
Ian Irwin	IRPL	enviro manager		
Teiya Thornberry	MR	Site Env. Lead		
Chris Standing	MR	Enviro Manager		
Rachael Labruyere	IRPL	Enviro Manager		
Luke Ryalls	IRPL	Snr. Envr. Advisor		
Awais Sharif	IRPL	Site Envr. Adv.		
David	IRPL	Site Envir Advisor ~~Dept~~		
Sarah Steel	MR	CEPE&C		

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Audit Attendance Sheet

Project	Inland Rail A2I	Audit No.	03
Auditee	Martinus; IRPL	Lead Auditor	Sanan Qasim
Location	Teams -Online		
Opening Meeting Date			
Closing Meeting Date	30 June 2026		2:00 PM

Name	Organisation	Position	Signature – Opening Meeting	Signature – Closing Meeting
Sanan Qasim	BVBI	Lead Auditor		SQ
Barbara Pater	BVBI	A. Lead Auditor		Online
Patrick Thollar	IRPL	Senior Enviro Advisor		online
Ian Irwin	IRPL	Enviro Manager		Online
Luke Ryalls	IRPL	Senior Enviro Advisor		Online
Tanya Myles	IRPL	Principal Enviro Advisor-Assurance		Online
Susan Ray	IRPL	Principal Enviro Advisor		Online
Dallas Nixon	IRPL	Senior Enviro Advisor		Online
Simon Fisher	MR	Enviro Lead		Online

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Appendix C – Approval of Auditors

Department of Planning, Housing and Infrastructure

Reference: SSI-10055-PA-185

Mr Matt Mulcahy
Principal Environmental Advisor
AUSTRALIAN RAIL TRACK CORPORATION LIMITED
06/05/2026

Sent via the Major Projects Portal only

Subject: Albury to Illabo - Request for Approval of Independent Auditors

Dear Mr. Mulcahy

I refer to your request, submitted to NSW Department of Planning, Housing and Infrastructure (Department) on 1 May 2026, seeking the Planning Secretary's approval of a change to the lead auditor for the upcoming Independent Audit as required by Schedule 2 Condition A30 for the Albury to Illabo Inland Rail Project, SSI-1005 (Approval).

The Department has reviewed the independent auditor nomination and based on the information you have provided is satisfied that the proposed person is suitably qualified, experienced, and independent.

Therefore, in accordance with Schedule 2 Condition A30 of the Approval and the Department's *Independent Audit Post Approval Requirements* (2020), as nominee of the Planning Secretary, I endorse the following independent audit team:

- Sanan Qasim – Lead Independent Auditor
- Barbara Pater – Alternate Lead Independent Auditor
- Annabelle Tungol - Independent Auditor & Support
- Joseph Cacdac – Independent Auditor & Support

Please note:

- This correspondence must be appended to the Independent Audit Report.
- The Independent Audit must be prepared, undertaken, and finalised in accordance with the conditions of approval and the Department's *Independent Audit Post Approval Requirements* (2020). Failure to meet these requirements will require revision and resubmission.
- Construction Audits – The above audit team is approved for the duration of construction and the initial operational audit of the development. However, the Department reserves the right to request an alternate auditor or audit team at any time.
- Any change to the auditor or auditor roles must be approved by the Planning Secretary prior to the audit commencing.

- The Lead Auditor must attend the site inspection component of the audit.
- Endorsed experts/specialists must attend the site inspection component of the audit unless otherwise agreed by the Planning Secretary.
- The audit period is the day after the site inspection date of the previous audit, to the final site inspection date of the current audit.

Should you wish to discuss the matter further, please contact Jennifer Rowe, (Senior Compliance Officer) on 0242471851 or email compliance@planning.nsw.gov.au

Yours sincerely

Katrina O'Reilly
Team Leader - Compliance
Compliance
As nominee of the Planning Secretary

Appendix D – Independent Audit Declarations

Declaration of Independence Form

Independent Audit Declaration Form	
Project Name:	Inland Rail – Albury to Illabo (A2I)
Consent Number:	SSI-10055
Description of Project:	Enhancement works to structures and sections of track along 185km of existing operational standard gauge railway from the Victorian/NSW border to Illabo to accommodate double-stacked freight trains up to 1,800m long. The proposal includes: • Adjustments to rail track • Track lowering at three locations • Changes to bridges and culverts • Ancillary works (level crossings, signals, drainage, road infrastructure)
Project Address:	80 Bomen Road, Bomen, NSW 2650
Proponent:	Australian Rail Track Corporation
Date:	13 June 2026

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 Post Approval Requirements (Department 2020);

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 Independent Audit, or by relationship as spouse, partner, sibling, parent, or child;

vi. I do not have any pecuniary interest in the 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 the Auditor:	Sanan Qasim
Signature:	
Qualification:	Lead Environmental Auditor
Company:	Bureau Veritas Buildings & Infrastructure Pty Ltd
Company Address:	Level 14, 10 Spring Street, Sydney NSW 2000

Declaration	We advise that Sanan Qasim is not part of the services provided under the Independent Verifier (IV) contract for the Albury to Parkes Project. Sanan is independent from the IV team and has no involvement in any IV-related activities. Sanan will provide Independent Environmental Auditor (IEA) services only for the project. To mitigate any potential conflict of interest, BVBI developed a probity plan to ensure there is an appropriate separation between the IV role and the IEA teams engagement, as well as address any probity risks that may otherwise arise during the project.

Declaration of Independence Form

Independent Audit Declaration Form	
Project Name:	Inland Rail – Albury to Illabo (A2I)
Consent Number:	SSI-10055
Description of Project:	Enhancement works to structures and sections of track along 185km of existing operational standard gauge railway from the Victorian/NSW border to Illabo to accommodate double-stacked freight trains up to 1,800m long. The proposal includes: • Adjustments to rail track • Track lowering at three locations • Changes to bridges and culverts • Ancillary works (level crossings, signals, drainage, road infrastructure)
Project Address:	80 Bomen Road, Bomen, NSW 2650
Proponent:	Australian Rail Track Corporation
Date:	30 June 2026

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 Post Approval Requirements (Department 2020);

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 Independent Audit, or by relationship as spouse, partner, sibling, parent, or child;

vi. I do not have any pecuniary interest in the 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:

c) 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

d) 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 the Auditor:	Barbara Pater
Signature:	
Qualification:	Alternate Lead Environmental Auditor
Company:	Bureau Veritas Buildings & Infrastructure Pty Ltd
Company Address:	Level 14, 10 Spring Street, Sydney NSW 2000
Declaration	We advise that Barbara Pater recently provided services under the Independent Verifier (IV) contract for the Albury to Parkes project, conducting reviews of the Construction Environmental Management Plan and Sub Plans for the works to be delivered for TfNSW under the Kemp / Olympic Highway WAD which forms a part of the A2I package. Barbara's involvement was limited to the review of one set of contractor management plans for compliance against the Contractor's contracted technical requirements. Barbara was not involved with implementing, approving, or verifying the works. To mitigate any potential conflict of interest, BVBI developed a probity plan to ensure there is an appropriate separation between the IV role and the IEA teams engagement, as well as address any probity risks that may otherwise arise during the project.

Declaration of Independence Form

Independent Audit Declaration Form	
Project Name:	Inland Rail – Albury to Illabo (A2I)
Consent Number:	SSI-10055
Description of Project:	Enhancement works to structures and sections of track along 185km of existing operational standard gauge railway from the Victorian/NSW border to Illabo to accommodate double-stacked freight trains up to 1,800m long. The proposal includes: • Adjustments to rail track • Track lowering at three locations • Changes to bridges and culverts • Ancillary works (level crossings, signals, drainage, road infrastructure)
Project Address:	80 Bomen Road, Bomen, NSW 2650
Proponent:	Australian Rail Track Corporation
Date:	30 June 2026

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 Post Approval Requirements (Department 2020);

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 Independent Audit, or by relationship as spouse, partner, sibling, parent, or child;

vi. I do not have any pecuniary interest in the 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:

e) 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

f) 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 the Auditor:	Joseph Cacdac
Signature:	
Qualification:	Senior Consultant & Environmental Auditor
Company:	Bureau Veritas Buildings & Infrastructure Pty Ltd
Company Address:	Level 14, 10 Spring Street, Sydney NSW 2000
Declaration	We advise that Joseph Cacdac is not part of the services provided under the Independent Verifier (IV) contract for the Albury to Parkes Project. Joseph is independent from the IV team and has no involvement in any IV-related activities. To mitigate any potential conflict of interest, BVBI developed a probity plan to ensure there is an appropriate separation between the IV role and the IEA teams engagement, as well as address any probity risks that may otherwise arise during the project.

Appendix E – Audit Checklist

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
PART A - ADMINISTRATIVE CONDITIONS						
GENERAL						
1	A	A1	The Proponent must carry out the CSSI in accordance with the terms of this approval and generally in accordance with the: a) Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); b) Albury to Illabo Response to Submissions (ARTC, November 2023); c) Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); d) Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); e) Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); f) Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); and g) Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024). h) Albury to Illabo Kemp Street Bridge Enhancement Site Modification (June 2025). i) Albury to Illabo Kemp Street Bridge Enhancement Site Modification Clarification (July 2025). j) Albury to Illabo Kemp Street Bridge Modification Noise and Vibration Impact Assessment (August 2025).	A review of the EIS and RtS (Actual versus Predicted Impacts) was undertaken as per Audit Report Section 6.6. Based on the outcome of this audit, evidence presented, and conditions onsite, the project appeared to be carried out generally in accordance with this approval, and with the EIS and RtS.		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
2	A	A2	The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	Mitigation measures are as reviewed under Audit Report Section 6.4 (Site Inspection) with nine observations raised onsite. Refer to photos contained within Appendix G of the audit report. Based on a review of the current management plans, monitoring programs, procedures and mitigation measures being implemented, nine (9) non-compliances (including self-reported non-compliances) and three (3) improvement opportunities were identified.		Compliant
3	A	A3	In the event of an inconsistency between: a) the terms of this approval and any document listed in Condition A1 inclusive, the terms of this approval will prevail to the extent of the inconsistency; and b) any document listed in Condition A1 inclusive, the most recent document will prevail to the extent of the inconsistency. ***Note:*** *For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.*	Following EIS Consistency Assessment Reports were reviewed and approved in this audit period: • EIS Consistency Assessment Report (Minor) – Albury Precinct Rev. 2, dated 16 February 2026. • EIS Consistency Assessment Report (Minor) Junee To Illabo – Supporting Works (477.000) Rev. 2, dated 16 April 2026. • EIS Consistency Assessment Report (Minor) Edmondson		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Street Utility Adjustments Rev. 3, dated 16 February 2026. • EIS Consistency Assessment Report (Minor) – Signalling Scope Rev. 1, dated 10 November 2026. • EIS Consistency Assessment Report (Minor) – The Rock & Table Top Supporting Works (550.300 & 623.500) Rev. 0, dated 27 November 2025. • EIS Consistency Assessment Report (Minor) – Culcairn Yard - Site Establishment & Crane Pads (596.800) Rev. 0, dated 24 November 2025 • EIS Consistency Assessment Report (Minor) - Wagga Wagga Precinct – Supporting Works Rev. 1, dated 2 February 2026. • EIS Consistency Assessment Report (Minor)Billy Hughes Bridge Stage B Rev. 2, dated 23 February 2026. • EIS Consistency Assessment Report (Minor) – Yerong Creek		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Supporting Works (565.350) Rev. 0, dated 11 March 2026. • EIS Consistency Assessment Report (Minor) Overhead Wiring Site Investigations at Validation and Treatment Sites Rev. 0, dated 3 February 2026. • EIS Consistency Assessment Report (Minor) - Wagga Wagga Precinct – Supporting Works Rev. 2, dated 8 April 2026. • EIS Consistency Assessment Report (Minor) – Bomen Yard – Construction Boundary Changes – Ch513500 To Ch514700 Rev. 1, dated 18 March 2026. • EIS Consistency Assessment Report (Minor) – Uranquinty Supporting Works (535.500) Rev. 1, dated 26 November 2025. IRPL confirmed during the audit interview that Consistency Assessments are reviewed by the ER and AA only, and are not required for DPHI approval.		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				A comment sheet (6-0052-210-EEC-J7-CS-0003_J, dated 9 April 2026) for the EIS Consistency Assessment Report (Minor), Junee to Illabo – Supporting Works (477.000) was sighted. This included comments from the ER and AA, which have been addressed and closed out.		
4	A	A4	The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to: a) the environmental performance of the CSSI; b) any document or correspondence in relation to the CSSI; c) any notification given to the Planning Secretary under the terms of this approval; d) any audit of the construction or operation of the CSSI; e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval); f) the carrying out of any additional monitoring or mitigation measures; and g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.	The following DPHI directions were reviewed during the audit: **Sloane's Froglet Incident:** Sighted Written directions from DPHI, dated 19 December 2025, in regard to Sloane's Froglet incident. DPHI issued following two directions: 1. *You must provide evidence of the methods used to identify the Sloane's Froglet individuals and confirmation that the hygiene protocols and fauna handling protocols in your approved Biodiversity Management Plan have been followed.* 2. *You must undertake a formal review and update of the*		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				following management plans including: (a) *Biodiversity Management Plan:* *1. Hygiene protocols* *2. Fauna handling procedures* *3. Clearing procedures* (b) *Sloanes Froglet Management Plan* *1. Identification procedures* *2. Relocation procedures* *You must provide the updated management plans for the Planning Secretary's approval by 28 February* IRPL submitted an extension request to DPHI on 19 February 2026 (SSI-10055-PA-160). IRPL advised that the project has undertaken a detailed review of the Construction Biodiversity Management Plan (CBMP) and Sloane's Froglet Management Plan (SFMP) in accordance with DPHI's directions. These plans have been submitted to CPHR and are currently awaiting receipt of the Erosion and Sediment Control Plan from CPESC to finalise the relevant components. Based on this,		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				IRPL requested a four-week extension to 28 March 2026. Sighted post approval receipt SSI-10055-PA-160, dated 19 February 2026. Sighted DPHI approval ref. SSI-10055-PA-160, dated 24 February 2026, confirming to extend the submission to 28 March 2026. Sighted DPHI approval ref. SS-10055-PA-176, dated 26 March 2026, confirming in response to extension request submitted on 25 March 2026, the extension of submission of updated management plans to 30 April 2026 has been approved. Sighted IRPL Response to DPHI Direction and submission of CBMP and SFMP, dated 20 April 2026. 1. Direction 1 – a meeting was held with CPHR and DPHI on 6 February 2026 to review the incident details, relevant procedures, implementation of mitigation measures, lessons learnt, proposed updates of Management Plans, and		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				additional consideration for future finds. 2. Direction 2 – IRPL has undertaken a detailed review of the CBMP and SFMP: • The updated CBMP was provided to CPHR for review and consultation on 9th February 2026 (Aconex ref. IR2140-RECCO-000145), followed by the SFMP on 19th February 2026 as sighted. • The documents were subsequently revised in response to CPHR's comments received on 27th February 2026 as sighted. Further updated versions, including comment response sheets, were provided to CPHR on 16th March 2026, with CPHR's close out comments (comment sheet 6-0052-210-EEC-00-CS-0006_B) on the SFMP received on		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				23rd March 2026 and the CBMP received on the 27th March 2026 (comment sheet 6-0052-210-PMA-00-CS-0029_B), as sighted. Sighted post approval receipt ref. SSI-10055-PA-182, dated 20 April 2026. Sighted DPHI letter ref. SSI-10055-PA-182, dated 7 May 2026, confirming the approval of following: • Sloane's Froglet Management Plan – Stage C, revision 1, dated 1 April 2026; and • Construction Biodiversity Monitoring Program – Stage C, revision 2, dated 8 April 2026. **Precinct Traffic Management Plan – Stage C:** Sighted written directions from DPHI ref. SSI-10055-PA-129, dated 11 December 2025, in regard to PTMP Stage C as follows: 1. *You must provide an updated Precinct Traffic Management*		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Plan Stage C – Wagga Wagga (PTMP) detailing the location of all temporary CCTV cameras used for traffic monitoring for the duration of the Edmondson Street bridge reconstruction and the consultation processes for changing those camera locations by 31 January 2026. The updated PTMP will be subject to approval by the Planning Secretary. *2. You must provide evidence of consultation with Wagga Wagga City Council and Transport for NSW in relation to the updated PTMP by 31 January 2026* In response to the DPHI's direction, Meeting was held with Wagga Wagga City Council (WWCC) on 7 January 2026 regarding the revised locations for the portable CCTV and Variable Message Sign (VMS) as sighted. During the meeting, WWCC advised that formal confirmation and endorsement of the PTMP could not be provided until after 6 February 2026, in line with the return of		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				school date for Term 1 as advised by IRPL. Sighted IRPL extension request for PTMP Stage C, dated 14 January 2026, submitted to DPHI on 16 January 2026. The request seeks the extension of PTMP Stage C submission to 13 February 2026. Sighted post approval receipt SSI-10055-PA-147 , dated 16 January 2026. Sighted approval letter from DPHI ref. SSI-10055-PA-47, dated 19 January 2026, confirming the extension approval for the submission of PTMP Stage C till 31 February 2026. Sighted submission of PTMP Stage C and Construction Traffic and Transport Mitigation Options Report (CTTAMR) ref. SSI-10055-PA-163, dated 24 February 2026. Sighted approval letter from DPHI ref. SSI-10055-PA-163, dated 4 March 2026, confirming the approval of the following: • Construction Traffic and Transport Mitigations Options Report (CTTAMR) Stage C, revision 1 dated 24 February as		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				required by condition E137 of the SSI-10055 project approval. • Wagga Wagga Precinct Traffic Management Plan (WWPTMP) Stage C, revision 1 dated 24 February 2026 as required by condition C6 of the SSI-10055 project approval.		
5	A	A5	This approval lapses five (5) years after the date on which it is granted, unless work has physically commenced on or before that date.	The Infrastructure Approval for the Inland Rail – Albury to Illabo was granted on 8 October 2024 as per Schedule 1, SSI-10055. The notification letter to DPHI, dated 15 January 2025, confirmed that the construction was anticipated to commence on 12 February 2025 within the 5 year requirement.		Compliant
6	A	A6	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Australian Standards or policies in the form they are in as at the date of this approval, unless otherwise approved by the Planning Secretary.	Construction Environmental Management Plan – Stage C, Rev. 0, document no. 6-0052-210-PMA-00-PL-0025, dated 29 September 2025, includes appendix A1 Legal Requirements which lists the relevant acts and regulations, as reviewed.		Compliant
TIMING AND APPROVALS						

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
7	A	A7	Any document that must be submitted or action taken within a timeframe specified in or under the terms of this approval, may be submitted or undertaken within a later timeframe agreed in writing with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident or a non-compliance.	**Audit #3 Extension** Sighted the IRPL extension request for IEA #3, dated 13 April 2026, submitted to DPHI on 14 April 2026. The request seeks to extend the audit period to allow the audit to be conducted in the week commencing 18 May 2026. Sighted post approval receipt ref. SSI-10055-PA-178, dated 14 April 2026. Sighted approval letter from DPHI ref. SSI-10055-PA-178, dated 19 April 2026, confirming that the IEA is required to commence, by no later than Monday 18 May 2026. **Audit Report #2 submission extension:** Sighted the IRPL extension request for IEA #2 report submitted to DPHI on 22 December 2025. The request seeks the extension of audit report submission to 16 January 2026. Sighted post approval receipt ref. SSI-10055-PA-142, dated 22 December 2025. Sighted approval letter from DPHI ref. SSI-10055-PA-142, dated 13 January		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				2026, confirming the extension to 16 January 2026. **Fauna Connectivity Strategy (FCS) Extension:** Sighted the IRPL extension request for Fauna Connectivity Strategy (FCS) submitted to DPHI on 12 February 2026. The request seeks the extension of FCS submission to 8 May 2026. Sighted post approval receipt ref. SSI-10055-PA-156, dated 12 February 2026. Sighted approval letter from DPHI ref. SSI-10055-PA-156, dated 17 February 2026, confirming the extension of FCS to 8 May 2026. Sighted the IRPL extension request for Fauna Connectivity Strategy (FCS) submitted to DPHI on 17 April 2026. The request seeks the extension of FCS submission to 24 June 2026. Sighted post approval receipt ref. SSI-10055-PA-180, dated 17 April 2026. Sighted approval letter from DPHI ref. SSI-10055-PA-180, dated 24 April 2026,		

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				confirming the extension of FCS submission to 24 June 2026. **Precinct Traffic Management Plan Extension:** Sighted IRPL extension request for Precinct Traffic Management Plan (PTMP) Stage C, dated 14 January 2026, submitted to DPHI on 16 January 2026. The request seeks the extension of PTMP Stage C submission to 13 February 2026. Sighted post approval receipt SSI-10055-PA-147 , dated 16 January 2026. Sighted approval letter from DPHI ref. SSI-10055-PA-47, dated 19 January 2026, confirming the extension approval for the submission of PTMP Stage C till 31 February 2026. Sighted submission of PTMP Stage C and Construction Traffic and Transport Mitigation Options Report (CTTAMR) ref. SSI-10055-PA-163, dated 24 February 2026.		
8	A	A8	Where the terms of this approval require consultation to be undertaken, evidence of the consultation undertaken must be	The following consultations were undertaken in this audit period:		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation. The evidence must include: a) documentation of the engagement with the identified party in the condition of approval that has occurred before submitting the document for approval; b) a log of the dates of engagement or attempted engagement with the identified party; c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; d) outline of the issues raised by the identified party and how they have been addressed; and e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.	**Precinct Traffic Management Plan (PTMP):** • Consultation for PTMP Stage C was undertaken with TfNSW. TfNSW is not endorsing the plan – email sighted, dated 13 February 2026; however, no PTMPs are currently under review with TfNSW, and regular coordination meetings are ongoing. The Wagga Wagga PTMP rev. 1, dated 24 February 2026, has been approved by DPHI, dated 4 March 2026 (Ref. SSI-10055-PA-163), and no further consultation with TfNSW is being undertaken in this regard. • Consultation for PTMP Stage C was undertaken with Wagga Wagga Council. no comments were received from Wagga Wagga City Council, as confirmed in an email dated 26 March 2026. The PTMP was submitted to Council on 19 March 2026.		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				For Albury Stage B PTMPs, consultation was undertaken with Albury City Council. An email dated 22 April 2026 confirms that Council raised no objections to the use of Gate M3 on Kiewa Street. Approval from DPHI for PTMP Stage B (Ref. SSI-10055-PA-183) was sighted, dated 29 April 2026. **<u>Biodiversity Management Plan & Sloane's Froglet Management Plan:</u>** Consultation for Biodiversity Management Plan was also undertaken. The updated Construction Biodiversity Management Plan (CBMP) was provided to CPHR for review on 9 February 2026 (Aconex ref. IR2140-RECCO-000145), followed by the Sloane's Froglet Management Plan (SFMP) on 19 February 2026. Both documents were revised in response to CPHR comments received on 27 February 2026. Updated versions, including comment response sheets, were provided to CPHR on 16 March 2026 as sighted. Close-out comments were subsequently provided by CPHR,		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				dated 23 March 2026 for the SFMP and 27 March 2026 for the CBMP as sighted. Sighted DPHI letter ref. SSI-10055-PA-182, dated 7 May 2026, confirming the approval of following: • Sloane's Froglet Management Plan – Stage C, revision 1, dated 1 April 2026; and • Construction Biodiversity Monitoring Program – Stage C, revision 2, dated 8 April 2026. **Flood Design Report:** Sighted COA A8 Consultation Report – E41 Riverina Highway Bridge Track Lowering Flood Design Report, document no. 6-0052-210-EAP-B4-RP-0002, Rev. 0, dated 9 December 2025. Section 2 "Stakeholder and Agency Consultation" includes the engagement log with Albury City Council and DCCEEW. Sighted submission of Consultation Report to DPHI ref. SSI-10055-PA-139, dated 12 December 2025.		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
STAGING						
9	A	A9	**Staging the delivery of the CSSI** The CSSI may be constructed and operated in stages (including, but not limited to, temporal, location or activity-based staging). Where staged construction and/or operation is proposed, a Staging Report (for either or both construction and operation as the case may be) must be prepared. The Staging Report must be endorsed by the ER and then submitted to the Planning Secretary for information no later than one (1) month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation), or as required by Condition C16.	As evidenced during previous audit – Staging Report Rev. 6, document no. 6-0052-210-PES-00-RP-0001, dated 7 October 2025 was presented with the latest update to include Stage B2. The staging report was submitted to DPHI on 10 October 2025. Post approval receipt SSI-10055-PA-112, dated 10 October 2025, was sighted. Letter of endorsement of staging report from ER was provided, dated 9 October 2025.		Not Triggered
10	A	A10	The Staging Report must: a) if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including details of work and activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish; b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant);	The Staging Report satisfies this condition by addressing these items in the following sections of the plan: (a) Section 2 of the Staging Report, 'Proposed Project Staging' outlines the project stages and describes works activities for Albury, Greater Hume-Lockhart, Wagga Wagga, and Junee precincts. It further details what works will be included in Stage B and provides an indicative		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			c) specify how compliance with conditions will be achieved across and between each of the stages of the CSSI; and d) set out mechanisms for managing any cumulative impacts arising from the proposed staging. ***Note:*** *A Staging Report may reflect the staged construction and operation of the project through geographical activities, temporal activities or activity-based contracting and staging.*	construction timeframe of 3 years with expected operation in 2027. (b) As per section 2 'Proposed Project Staging' and Appendix A 'Conditions of Approval applicable to staging' (c) Section 3 'Compliance' and Appendix A of the Staging Report provides a breakdown of compliance with conditions across various stages of the project. (d) Section 2.4 'Cumulative Impacts' provides information on cumulative impacts including noise & vibration mitigation and traffic mitigation		
11	A	A11	Where staging is proposed, the CSSI must be staged in accordance with the Staging Report and submitted for information to the Planning Secretary.	The Inland Rail – Albury to Illabo Stage project is currently being delivered under Stage C as per Staging Report Albury to Illabo Rev. 7, document no. 6-0052-210-PES-00-RP-0001, dated 7 October 2025. The current status of works are as follows		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				• Mobilisation has commenced at 15 out of 20 sites. • Riverina and Billy Hughes works were undertaken during the May 2026 extended possession period (96-hour possession). • 3 out of 20 sites (Table Top, Culcairn Yard, and The Rock Yard) have been completed, with the Murray River Bridge site nearing completion. • Works have commenced at sites 11–14, including Pearson Street, Cassidy Parade Pedestrian Overbridge, Edmondson Street Overbridge, and the Wagga Wagga Station Precinct (Mothers Bridge). • Pearson Street Overbridge has recently commenced. • Clearing works at Bomen Yard and Harefield Yard are scheduled to commence in Q3 2026.		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
12	A	A12	Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage. ***Note:** Where an inconsistency arises between the staging report and the terms of this approval, the terms of this approval prevail.*	Section 3 'Compliance' of the Staging Report provides a breakdown of compliance with conditions across various stages of the project. The current status of works are as follows • Mobilisation has commenced at 15 out of 20 sites. • Riverina and Billy Hughes works were undertaken during the May 2026 extended possession period (96-hour possession). • 3 out of 20 sites (Table Top, Culcairn Yard, and The Rock Yard) have been completed, with the Murray River Bridge site nearing completion. • Works have commenced at sites 11–14, including Pearson Street, Cassidy Parade Pedestrian Overbridge, Edmondson Street Overbridge, and the Wagga Wagga Station Precinct (Mothers Bridge).		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				• Pearson Street Overbridge has recently commenced. • Clearing works at Bomen Yard and Harefield Yard are scheduled to commence in Q3 2026.		
13	A	A13	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared, endorsed by the ER and submitted to the Planning Secretary for information, no later than one (1) month prior to the proposed change in the staging.	IRPL and MR confirmed during the audit interview that there have been no revisions of the Staging Report required in this audit period.		Not Triggered
14	A	A14	Should a Construction Environmental Management Framework (CEMF) be submitted for approval under Condition C16, the Staging Report must be submitted with the CEMF, i.e. no later than one (1) month before the lodgement of any Construction Environmental Management Plan (CEMP), CEMP sub plan or Construction Monitoring Plan (CMP) to the Planning Secretary for approval.	The CEMF Rev. 7, dated 8 October 2025 was submitted to DPHI on 10 October 2025. Post approval receipt SSI-10055-PA-113, dated 10 October 2025, was sighted. Letter of endorsement of CEMF Rev. 7 from ER, dated 9 October 2025, was presented. CEMP Stage C Rev. 0 document no. 6-0052-210-PMA-00-PL-0025, dated 29 September 2025. Sighted submission letter to DPHI, dated 7 October 2025, confirming the submission of Stage C CEMP and Sub-Plans.		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Sighted post approval receipt SSI-10055-PA-106, dated 7 October 2025. It was noted that the CEMF and the Staging Report were submitted to DPHI more than one month later than required. The delay was attributed to the postponed closure of Edmondson Street Bridge, the introduction of Stage B2, and a new modification for Kemp Street. An email from DPHI dated 13 November 2024 confirmed that the department would consider the continual informal communication regarding the development of the CEMF as satisfying the relevant condition. Supporting documentation was presented, including the Fortnightly IR/DPHI Post-Approvals Meeting Minutes dated 30 September 2025, which confirmed discussions about a potential update to the staging report to enable traffic works at Wagga Wagga. Additionally, DPHI meeting minutes dated 22 August 2025 were presented, confirming earlier discussions regarding the staging report.		
ANCILLARY FACILITIES						

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
15	A	A15	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: a) they are located within or immediately adjacent to the construction boundary; and b) they are not located next to sensitive land use(s) (including where an access road is between the facility and the land use), unless the landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location; and c) they have no impacts on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.	IRPL and MR confirmed during the audit interview that no Ancillary Facilities have been established outside of Condition A1 or the CEMP.		Not Triggered
INDEPENDENT APPOINTMENTS						
16	A	A16	All Independent Appointments required by the terms of this approval must have regard to Seeking approval from the Department for the appointment of independent experts (DPIE, 2020). All Independent Appointments must hold current membership of a relevant professional body, unless otherwise agreed by the Planning Secretary.	The DPHI approved Independent Environment Auditor list has been amended due to staff changes. DPHI approval letter ref. SSI-10055-PA-175 dated 6 May 2026 confirming the appointment of Sanan Qasim as Lead		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Independent Auditor and Barbara Pater as Alternate Lead Independent Auditor.		
17	A	A17	The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must: a) facilitate and assist the Planning Secretary in any such audit; and b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit. The Planning Secretary may withdraw its approval of an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval. ***Note:*** *Conditions A16 and A17 apply to all Independent Appointments including the ER, AA, Community Complaints Mediator.*	DPHI has not requested any audits of independent appointments, as confirmed by IRPL during the audit interview. IRPL further advised that no independent appointments have been withdrawn to date.		Not Triggered
ENVIRONMENT REPRESENTATIVE						
18	A	A18	Work must not commence until an Environmental Representative (ER) has been nominated by the Proponent and approved by the Planning Secretary.	Works commenced following DPHI approval of the ER as previously evidenced. Timing of this condition is no longer triggered.		Not Triggered
19	A	A19	The Planning Secretary's approval of an ER must be sought no later than one (1) month before the commencement of work.	ER approval in place as verified during initial audit. Timing of this condition is no longer triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
20	A	A20	The proposed ER must meet the requirements of the Environmental Representative Protocol (Department of Planning and Environment, October 2018) and must be a suitably qualified and experienced person(s) who was not involved in the preparation of the documents listed in Condition A1, and is independent from the design and construction personnel for the CSSI and those involved in the delivery of it.	DPHI letter as evidenced during previous audits approving alternate ER dated 7 February 2026 confirmed that the supported CV demonstrates the skills, qualification and experience to undertake the role, that there was no involvement in the preparation of the EIS, etc as per CoA A1 as per initial audit evidence. As based on the initial audit, and a review of the ER reports + inspections evidence to date, this condition is considered satisfied and is no longer triggered. It is noted that compliance with this condition would be reassessed should there be any changes to the ER team.		Not Triggered
21	A	A21	More than one ER may be engaged 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 Planning Secretary for the purposes of the CSSI.	The ER team (lead and alternates) engaged on the project are unchanged from initial audit as based on the audit interviews to date and review of ER monthly reports, site inspection reports, and meeting minutes as sighted. This condition is therefore not triggered at the time of this audit. It is noted that compliance with this condition would be reassessed should there be any changes to the ER team.		Not Triggered

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22	A	A22	For the duration of the work until the completion of construction, or as agreed with the Planning Secretary, the approved ER must: a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI; b) consider and inform the Planning Secretary on matters specified in the terms of this approval; c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; d) review documents identified in Conditions A9, C1, C6, C16, C18, and C26 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so: i. make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or ii. make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or	Monthly Reports by the approved ER from Wolfpeak were presented as evidence for the 6-month period as follows: • ER Monthly Report November 2025, dated 5 December 2025 • ER Monthly Report December 2025, dated 14 January 2026 • ER Monthly Report January 2026, dated 6 February 2026 • ER Monthly Report February 2026, dated 7 March 2026 • ER Monthly Report March 2026, dated 10 April 2026 • ER Monthly Report April 2026, dated 7 May 2026 - Evidence that the ER has met conditions a) – j) include: (a) Monthly meetings continue to occur with DPHI as listed within the section 4.2.6"Meetings" of the ER Monthly Reports e.g. DPHI, IRPL, MR and ER meeting, dated 13 March 2026.		Compliant

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			are not required to be submitted to the Planning Secretary/Department); e) regularly monitor the implementation of the documents listed in Conditions A9, C16, C18, C1, C6 and C26 to ensure implementation is being carried out in accordance with the document and the terms of this approval; f) as may be requested by the Planning Secretary, help plan or attend 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 A31 of this approval; g) as may be requested by the Planning Secretary, assist in the resolution of community complaints; h) review the appropriateness of any activities reliant on the definition of Low Impact Work; i) consider or assess the impacts of minor ancillary facilities comprising lunch sheds, office sheds and portable toilet facilities as required by Condition C23 of this approval; j) consider any minor amendments to be made to the Ancillary Site Establishment Management Plan, CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning	(b) The ER informs DPHI on matters specific to the approval during monthly meetings + submission of monthly ER reports. (c) Improvements are provided during ER inspections. ER categorises actions (low - green, medium - amber, high - red) – Sighted ER Inspection Report, dated 3 May 2026. One low action was raised regarding the removal of sediment from drain and installation of improved pit inlet filter at Brookong Ave site. Close-out evidence, dated 10 May 2026, was presented with cleanup of sediments from drainage line and installation of coir log. The close-out report for ER Inspection was submitted to ER on 18 May 2026 via email as sighted. (d) The ER reviews and endorses documents as demonstrated under monthly reports e.g. Monthly Report for April 2026		

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			Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval; and k) 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) days following the end of each month for the duration of the ER’s engagement for the CSSI, or as otherwise agreed by the Planning Secretary.	states that two documents were endorsed by ER: • Wagga Wagga Precinct Traffic Management Plan – Stage C, Rev 2 (Reference: 5 0052-210-PMA-W0-PL-0003), dated 27 March 2026 | Endorsed 15/04/2026 • Albury Precinct Traffic Management Plan – Stage B, Rev 1 (Reference: 5-0052-210 PMA-B0-PL-0001), dated 17 April 2026 | Endorsed 21/04/2026. (e) Monitoring of implementation is undertaken during ER inspections e.g., site inspection, dated 3 May 2026, raised observations regarding unstabilised access, mud tracking, and erosion and sediment controls. (f) IRPL confirmed during the audit interview that there have been no requests from DPHI for the ER to plan or attend audits of		

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				the development commissioned. (g) IRPL confirmed during the audit interview that no assistance from the ER has been required in the resolution of any complaints. (h) IRPL and MR confirmed during the audit interview that no activities reliant on the definition of Low Impact Work were undertaken during the audit period; therefore, no review was required. (i) IRPL and MR confirmed during the audit interview that no minor construction ancillary facilities required assessment during audit period. (j) IRPL and MR confirmed during the audit interview that no minor changes to CEMP, Sub-Plans and CMPs noted during the audit period; however, 6-monthly review upcoming. (k) Sighted submission of ER Report April 2026 to DPHI,		

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				dated 7 May 2026. Sighted email from DPHI, dated 13 May 2026, acknowledging the ER Report. In addition, an approval letter from DPHI (Ref. SSI-10055-PA-173), dated 18 March 2026, was sighted, confirming the approved extension for submission of the ER March Report until 10 April 2026. Sighted letter from DPHI ref. SSI-10055-PA-177, dated 16 April 2026, confirming the submission of ER March Report on 10 March 2026.		
23	A	A23	The Proponent must provide the ER with documentation requested in order for the ER to perform their functions specified in Condition A22 (including preparation of the ER monthly report), as well as: a) the complaints register (to be provided on a weekly basis or as requested where complaints have been received); and 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).	A complaints register submission to the ER, dated 13 May 2026, was sighted. The register is submitted to the ER on a weekly basis. The following EIS Consistency Assessment Reports were provided to ER: • EIS Consistency Assessment Report (Minor) – Albury Precinct Rev. 2, dated 16 February 2026.		Compliant

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				• EIS Consistency Assessment Report (Minor) Junee To Illabo – Supporting Works (477.000) Rev. 2, dated 16 April 2026. • EIS Consistency Assessment Report (Minor) Edmondson Street Utility Adjustments Rev. 3, dated 16 February 2026. • EIS Consistency Assessment Report (Minor) – Signalling Scope Rev. 1, dated 10 November 2026. • EIS Consistency Assessment Report (Minor) – The Rock & Table Top Supporting Works (550.300 & 623.500) Rev. 0, dated 27 November 2025. • EIS Consistency Assessment Report (Minor) – Culcairn Yard - Site Establishment & Crane Pads (596.800) Rev. 0, dated 24 November 2025 • EIS Consistency Assessment Report (Minor) - Wagga Wagga Precinct – Supporting Works Rev. 1, dated 2 February 2026		

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				• EIS Consistency Assessment Report (Minor)Billy Hughes Bridge Stage B Rev. 2, dated 23 February 2026. • EIS Consistency Assessment Report (Minor) – Yerong Creek Supporting Works (565.350) Rev. 0, dated 11 March 2026. • EIS Consistency Assessment Report (Minor) Overhead Wiring Site Investigations at Validation and Treatment Sites Rev. 0, dated 3 February 2026. • EIS Consistency Assessment Report (Minor) - Wagga Wagga Precinct – Supporting Works Rev. 2, dated 8 April 2026. • EIS Consistency Assessment Report (Minor) – Bomen Yard – Construction Boundary Changes – Ch513500 To Ch514700 Rev. 1, dated 18 March 2026. • EIS Consistency Assessment Report (Minor) – Uranquinty Supporting Works (535.500)		

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				Rev. 1, dated 26 November 2025. A comment sheet (6-0052-210-EEC-J7-CS-0003_J, dated 9 April 2026) for the EIS Consistency Assessment Report (Minor), Junee to Illabo – Supporting Works (477.000) was sighted. This included comments from the ER, which have been addressed and closed out.		
ACOUSTICS ADVISOR						
24	A	A24	A suitably qualified and experienced Acoustics Advisor(s) (AA) in noise and vibration management, who is independent of the design and construction personnel, must be nominated by the Proponent and engaged for the duration of Work and for no less than six (6) months following completion of construction of the CSSI, or unless otherwise agreed with the Planning Secretary.	Daniel Weston, Katie Teyhan and Carl Fokkema from EMM Consulting approved by DPHI as previously evidenced continues to be engaged as Acoustic Advisors.		Compliant
25	A	A25	Work must not commence until an AA has been approved by the Planning Secretary no later than one (1) month before commencement of work.	Works commenced following DPHI approval of the AA as previously evidenced. Timing of this condition is no longer triggered.		Not Triggered
26	A	A26	The Proponent must cooperate with the AA by: a) allowing for attendance at noise and vibration monitoring activities; b) providing for review of noise and vibration plans, assessments, monitoring reports, data and analyses	Monthly Reports by the approved AA from EMM Consulting were presented as evidence for the audit period as follows:		Compliant

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			required to be prepared under the conditions of this approval; c) providing the complaints register on a weekly basis where complaints have been received, or as otherwise requested; and d) considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA, why any recommendation is not adopted.	• Monthly Noise and Vibration Report November 2025, dated 5 December 2025 • Monthly Noise and Vibration Report December 2025, dated 14 January 2026 • Monthly Noise and Vibration Report January 2026, dated 6 February 2026 • Monthly Noise and Vibration Report February 2026, dated 6 March 2026 • Monthly Noise and Vibration Report March 2026, dated 7 April 2026 • Monthly Noise and Vibration Report April 2026, dated 7 May 2026 Evidence that a) – d) met include: a) Attending site for noise and vibration monitoring as required e.g. Attendance to February 2026 Possession Works (28/1/26-1/3/26) noted within		

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				Monthly Report for February 2026. b) Regularly reviewing plans provided by MR as noted in Monthly Reports e.g. CNVIS Addendum Bomen Yard Add – Rev 1 – review and endorsement noted within Monthly Report for April 2026. c) A complaints register submission to the AA, dated 13 May 2026, was sighted. The register is submitted to the AA on a weekly basis. d) Initiatives and continual improvement being assessed by AA on regular basis e.g. AA has reinforced the requirements and commitments of IR and MR in terms of community consultation, pre-work condition surveys, preliminary monitoring, alternative methodologies, and post-work completion condition surveys		

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				(as soon as possible after works are complete).		
27	A	A27	The approved AA must: a) receive and respond to communication from the Planning Secretary in relation to the performance of the CSSI in relation to noise and vibration; b) consider and inform the Planning Secretary on matters specified in the terms of this approval relating to noise and vibration; c) consider and recommend to the Proponent, improvements that may be made to avoid or minimise adverse noise and vibration impacts; d) review proposed night-time works to determine if sleep disturbance would occur and recommend measures to avoid sleep disturbance or appropriate additional alternative mitigation measures; e) review noise and vibration documents required to be prepared under the terms of this approval, and should they be consistent with the terms of this approval, endorse them before submission to the Planning Secretary (if required to be submitted to the Planning Secretary) or before implementation (if not required to be submitted to the Planning Secretary); f) regularly monitor the implementation of all noise and vibration documents required to be prepared under the terms of this approval to ensure implementation is in accordance with what is stated in the document(s) and the terms of this approval;	Monthly Reports by the approved AA from EMM Consulting were presented as evidence for the audit period as follows: • Monthly Noise and Vibration Report November 2025, dated 5 December 2025 • Monthly Noise and Vibration Report December 2025, dated 14 January 2026 • Monthly Noise and Vibration Report January 2026, dated 6 February 2026 • Monthly Noise and Vibration Report February 2026, dated 6 March 2026 • Monthly Noise and Vibration Report March 2026, dated 7 April 2026 • Monthly Noise and Vibration Report April 2026, dated 7 May 2026		Compliant

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			g) reporting of noise and vibration incidents notified by the Proponent in accordance with Conditions A36 and A38 of this approval; h) in conjunction with the ER, the AA must: i. as may be requested by the Planning Secretary or Community Complaints Mediator (required by Condition B14), help plan, attend or undertake audits of noise and vibration management of the CSSI including briefings, and site visits, ii. in the event that conflict arises between the Proponent and the community in relation to the noise and vibration performance of the CSSI, follow the procedure in the Community Communication Strategy approved under Condition B2 to attempt to resolve the conflict, and if it cannot be resolved, notify the Planning Secretary, iii. consider relevant minor amendments made to the Ancillary Site Establishment Management Plan, CEMP, relevant Sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the terms of this approval and the management plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, endorse the amendment, (this does not include any modifications to the terms of this approval),	Evidence that the ER has met conditions a) – h) include: a) Monthly meetings continue to occur with DPHI as listed within the section "Acoustics Advisor Activity" b) The AA informs DPHI on matters specific to the approval during monthly meetings + submission of monthly noise and vibration reports. c) IRPL and MR confirmed during the audit interview that improvements are provided during AA inspections. Sighted May Possession Report, dated 12 May 2026. One of the actions was raised regarding the single tonal reversing beeper for Moxy which was actioned and rectified immediately. d) Regularly reviewing night works as required e.g. OOHW Permit S20 Junee to Illabo – May 2026 Possession – review and comment – as listed within the		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			iv. prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, a Monthly Noise and Vibration Report detailing the AA's actions and decisions on matters for which the AA was responsible in the preceding month. The Monthly Noise and Vibration Report must be submitted within seven days following the end of each month for the duration of the AA's engagement for the CSSI, or as otherwise agreed by the Planning Secretary.	section "Acoustics Advisor Activity" e) Regularly reviewing noise and vibration documents provided by MR as noted in Monthly Reports e.g. CNVIS Addendum Bomen Yard Add – Rev 1 – review and endorsement noted within Monthly Report for April 2026. f) Monitoring of implementation is undertaken during AA inspections e.g. Attendance to February 2026 Possession Works (28/1/26-1/3/26). In addition, sighted possession Report for May 2026 from AA, dated 12 May 2026. g) AA provide reporting regarding noise and vibration incident as listed within Monthly Reports e.g. 21 April 2026 – self reported incident to MR Environment Team (5.30pm) from Site Engineers at Abutment B of Edmondson Street Bridge (Site 13) confirming piling works had to		

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				continue outside of approved construction hours (post 6pm) due to reduced Track Occupancy Authority (TOA) window and an installation defect encountered during piling works. Works ceased at 6.43pm. h) The AA must: (i) IRPL and MR confirmed during the audit interview that no noise and vibration management audits were undertaken to date. (ii) IRPL confirmed during the audit interview that no assistance from the AA has been required in the resolution of any complaints. (iii) IRPL and MR confirmed during the audit interview that no minor changes to CEMP, Sub-Plans and CMPs noted during the audit period; however, 6-monthly review upcoming.		

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				(iv) Sighted email from AA to DPHI and EPA, dated 7 May 2026, providing the AA Monthly Report for April 2026.		
NOTIFICATION OF COMMENCEMENT						
28	A	A28	The Department must be notified in writing of the dates of commencement of works, construction and operation at least one (1) month before those dates.	Submission of construction commencement was reviewed during the initial audit. This condition will become triggered upon prior to commencement of operation notification.		Not Triggered
29	A	A29	If the construction or operation of the CSSI is to be staged, the Department must be notified in writing of the date of the commencement of each stage, at least one (1) month before the commencement of that stage.	Sighted commencement of Stage C construction letter submission to DPHI, dated 30 October 2025, indicating that Stage C works were scheduled to commence on 8 December 2025. Sighted post approval receipt SSI-10055-PA-117, dated 30 October 2025.		Compliant
AUDITING						
30	A	A30	Proposed independent auditors must be agreed to in writing by the Planning Secretary before the commencement of an Independent Audit. This condition does not apply to the engagement of auditors required under Condition E145.	An update to the audit team was approved by DPHI on 6 May 2026 to endorse Sanan Qasim as the Lead Auditor and Barbara Pater as Alternate Lead Auditor. A copy of the		Compliant

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				correspondence is attached to Appendix C of this report.		
31	A	A31	Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).	This is the third independent environmental audit on this project. Sighted the IRPL extension request for IEA #3, dated 13 April 2026, submitted to DPHI on 14 April 2026. The request seeks to extend the audit period to allow the audit to be conducted in the week commencing 18 May 2026. Sighted post approval receipt ref. SSI-10055-PA-178, dated 14 April 2026. Sighted approval letter from DPHI ref. SSI-10055-PA-178, dated 19 April 2026, confirming that the IEA is required to commence, by no later than Monday 18 May 2026.		Compliant
32	A	A32	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 four (4) weeks' notice (or timing as stipulated by the Planning Secretary) to the Proponent of the date upon which the audit must be commenced.	IRPL confirmed during the audit interview that no requests have been received.		Not Triggered
33	A	A33	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (DPIE, 2020), the Proponent must:	This is the third independent environmental audit on this project. a) Email correspondence dated 15 December 2025 with		Compliant

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			a) review and respond to each Independent Audit Report prepared under Condition A31 or Condition A32; b) submit the response to the Planning Secretary; and c) make each Independent Audit Report and response to it publicly available two months after submission to the Planning Secretary, or as otherwise agreed by the Planning Secretary.	review/comments, accepting the draft report IEA #2. b) Sighted submission to IEA #2 Report to DPHI, dated 16 January 2026. Sighted post approval receipt SSI-10055-PA-149, dated 16 January 2026. c) Audit Report #2 and response to audit findings noted to be available on project website.		
34	A	A34	Independent Audit Reports, and the Proponent's response to audit findings, must be submitted to the Planning Secretary within two (2) months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (DPIE, 2020).	Sighted the IRPL extension request for IEA #2 report submitted to DPHI on 22 December 2025. The request seeks the extension of audit report submission to 16 January 2026. Sighted post approval receipt ref. SSI-10055-PA-142, dated 22 December 2025. Sighted approval letter from DPHI ref. SSI-10055-PA-142, dated 13 January 2026, confirming the extension to 16 January 2026. Sighted submission of IEA #2 Report and proponent response to audit findings to DPHI, dated 16 January 2026. Sighted post approval receipt SSI-10055-PA-149, dated 16 January 2026.		Compliant

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35	A	A35	Notwithstanding the requirements of the Independent Audit Post Approval Requirements (DPIE, 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.	The project is still in construction phase. The operational stage has not yet commenced.		Not Triggered
INCIDENT NOTIFICATION AND REPORTING						
36	A	A36	The Planning Secretary must be notified via the Major Projects website immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI) and set out the location and nature of the incident.	**Sloane's Froglet Incident:** Three Sloane's Froglets (Crinia sloanei), listed as vulnerable under the Biodiversity Conservation Act 2016, were discovered in an area that was being cleared as part of construction activities within the construction impact zone on 19 November 2025. The froglets were relocated into suitable habitat outside of the disturbed area. Following ecologist advice, the find was confirmed to be Sloane's Froglets on the 20 November 2025. A further two froglets were identified at this time, during habitat remediation works. On the 21 November 2025, the find was notified to DPHI as an unexpected find. Sight Aconex to DPH (ref. IR2140-RECCO-000129, dated 21 November		Compliant

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				2025, confirming the notification of unexpected find. Sighted written directions letter from DPHI dated 19 December 2025 regarding the Sloane's Froglet incident, confirming that the observation of three individuals reported on 21 November 2026 was classified as an unexpected find and constituted a reportable incident, with advice to notify the incident as soon as possible. Additionally, DPHI issued following two directions: 1. *You must provide evidence of the methods used to identify the Sloane's Froglet individuals and confirmation that the hygiene protocols and fauna handling protocols in your approved Biodiversity Management Plan have been followed.* 2. *You must undertake a formal review and update of the following management plans including:* (a) *Biodiversity Management Plan:* *1. Hygiene protocols*		

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				2. Fauna handling procedures *3. Clearing procedures* (b) *Sloanes Froglet Management Plan* *1. Identification procedures* *2. Relocation procedures* *You must provide the updated management plans for the Planning Secretary's approval by 28 February* Sighted incident notification from IRPL, dated 15 January 2026, with the details of the incident. Incident was notified to DPHI on 16 January 2026. Sighted post approval receipt ref. SSI-10055-PA-148, dated 16 January 2026. Sighted RFI letter from DPHI ref. SSI-10055-PA-148, dated 3 February 2026, to request detailed investigation report. Sighted email from DPHI, dated 12 February 2026, approving the extension of the RFI due date to 20 February 2026. IRPL responded to RFI on 20 February 2026 via Aconex ref. IR2140-RECCO-000155 by providing detailed investigation including outcomes,		

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				corrective and preventive actions, and details of communication with other stakeholders. Sighted DPHI response, dated 25 March 2026, confirming the satisfaction with the detailed investigation report and noted the late submission of the incident notification.		
37	A	A37	Subsequent notification must be given, and reports submitted in accordance with the requirements set out in APPENDIX A.	Three Sloane's Froglets (Crinia sloanei), listed as vulnerable under the Biodiversity Conservation Act 2016, were found within the construction impact zone on 19 November 2025. The froglets were relocated to suitable habitat outside the disturbance area and later confirmed by an ecologist on 20 November 2025, when two additional individuals were identified during remediation works. The unexpected find was reported to DPHI on 21 November 2025 (Aconex ref. IR2140-RECCO-000129). Sighted written directions letter from DPHI dated 19 December 2025 regarding the Sloane's Froglet incident, confirming that the observation of three	**Non-Compliance A2I-03_NC-01:** The Sloane's Froglet incident was identified on 19 November 2025 and initially notified to DPHI as an unexpected find on 21 November 2025. DPHI subsequently classified the event as a reportable incident via written directions, dated 19 December 2025. However, the formal incident notification was not submitted to DPHI until 16 January 2026. This	Non-Compliant

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				individuals reported on 21 November 2026 was classified as an unexpected find and constituted a reportable incident, with advice to notify the incident as soon as possible. Sighted incident notification from IRPL, dated 15 January 2026, with the details of the incident. Incident was notified to DPHI on 16 January 2026. Sighted post approval receipt ref. SSI-10055-PA-148, dated 16 January 2026. DCCEEW was notified on 21 November 2025 via Aconex ref. IR2140-RECCO-000129.	exceeds the required 7-day timeframe and therefore does not comply with Condition A37 and Appendix A requirements. DPHI letter, dated 25 March 2026, also noted the delay in submitting the incident notification. It is recommended that IRPL established a process to ensure timely submission of incident notification in accordance with Condition A37 and Appendix A.	
NON-COMPLIANCE NOTIFICATION						
38	A	A38	The Planning Secretary must be notified via the Major Projects website within seven days after the Proponent becomes aware of any non-compliance. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one), identify the condition/s against which the CSSI is non-compliant, the nature of the non-compliance; the reason for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	**C8 – Albury Yard Gate 6 entry Non-Compliance:** On the 6 May 2026, Gate A6 in Albury Yard (included in the Precinct Traffic Management Plan (PTMP) as an exit gate) was used as a site entry for an 8000L vac truck and two light vehicles, to escort the truck and open gate. The	**Non-Compliance** **A2I-03_NC-02:** A self-reported non-compliance was identified relating to the failure to implement the Construction Cultural Heritage Management	Non-Compliant

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				PTMP entry gate (Gate A4) requires track protection to be in place prior to access. At the time of the event, track protection was not in in place and vehicles were prohibited from entering the site via Gate A4. The non-compliance was identified following the notification from the IRPL Construction Supervisor. IRPL became aware of the non-compliance on 7 May 2026 following reporting of the event by the IRPL Construction Supervisor and review of the access arrangements within the PTMP. The non-compliance was further confirmed with Martinus Rail and the Environmental Representative on 7 May 2026. Sighted non-compliance notification, dated 14 May 2026, within 7 days after becoming aware of non-compliance (7 May 2026). Sighted post-approval receipt ref. SSI-10055-PA-188, dated 14 May 2026. **C15 – Traffic Access to Site Non-Compliance:** During the February possession period (28/02/2026 – 01/03/2026), site vehicles	Plan (CCHMP) prior to the removal of timber fencing at The Rock Station. IRPL became aware of the non-compliance on 8 April 2026 following investigation and review of the CCHMP requirements. However, the non-compliance notification, dated 16 April 2026 and submitted to DPHI on 17 April 2026 (SSI-10055-PA-181), was not provided within the 7 day timeframe; therefore, a non-compliance was identified. It is recommended that IRPL established a process to ensure timely submission are met.	

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				were redirected to Kiewa Street as a safety precaution due to high-rail vehicles utilising the Olive Street access point for works. However, the approved PTMP was not updated to reflect this change in access arrangements prior to implementation, resulting in non-compliance with the approved traffic management requirements. The non-compliance was identified by Martinus Rail during a post-possession review of the PTMP, where it was noted that the access route used had not been incorporated into the plan. IRPL was subsequently made aware of the non-compliance on Tuesday, 17/03/2026, following advice from Martinus Rail. Sighted non-compliance notification, dated 24 March 2026, within 7 days after becoming aware of non-compliance (dated 17 March 2026). Sighted post approval receipt SSI-10055-PA-174, dated 24 March 2026. Sighted DPHI letter ref. SSI-10055-PA-174, dated 27 April 2026, acknowledging the non-compliance		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				notification generally satisfy the reporting requirements. **E1: Dust & Air Quality Non-Compliance:** Dust emissions generated during loading of excavated spoil at the Wagga Wagga Yard site on 16 March 2026 were observed to leave the site boundary and impact nearby receivers, resulting in a community complaint. Dust suppression measures, including active watering, were not adequately implemented during the activity, contrary to the Construction Air Quality Management Plan requirements. The non-compliance was identified following a community complaint received on 16 March 2026 and subsequent investigation by Martinus Rail, with IRPL becoming aware of the issue on 17 March 2026. Sighted non-compliance notification, dated 24 March 2026, within 7 days after becoming aware of non-compliance (dated 17 March 2026).		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Sighted post approval receipt SSI-10055-PA-175, dated 24 March 2026. **C15 – Construction Cultural Heritage Management Plan non-compliance:** A section of timber fencing identified in the Construction Cultural Heritage Management Plan (CCHMP) as a control to demarcate the heritage exclusion zone at The Rock Station was partially removed during construction works, without authorisation or assessment of impacts within the SHR curtilage. This represents a potential failure to implement the approved CCHMP. The issue was identified during the project completion and handover process, with IRPL becoming aware of the potential non-compliance on 8 April 2026 following investigation and review of CCHMP requirements. Sighted non-compliance notification, dated 16 April 2026. The notification was submitted to DPHI on 17 April 2026 as post approval receipt SSI-10055-PA-181 sighted.		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				The non-compliance notification exceeds the required 7-day timeframe and therefore does not comply with Condition A38. **E74 - Vibration works non-compliance:** Vibration-generating works using an 8-tonne roller in vibratory mode were undertaken at the Cassidy Footbridge site on 7 February 2026 without implementing required mitigation measures (e.g. stakeholder notification and attended vibration monitoring) for nearby sensitive receivers, resulting in community complaints. This represents a non-compliance with the Construction Noise and Vibration Management Plan requirements. The non-compliance was identified following community complaints raised at the time of works and subsequently reported to IRPL on 12 February 2026 after investigation by Martinus Rail. Sighted non-compliance notification, dated 18 February 2026, within 7 days after becoming aware of non-compliance (dated 12 February 2026).		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Sighted post approval receipt SSI-10055-PA-159, dated 18 February 2026. The previous audit non-compliances were submitted along with the previous audit report. Sighted submission of IEA #2 Report and proponent response to audit findings to DPHI, dated 16 January 2026. Sighted post approval receipt SSI-10055-PA-149, dated 16 January 2026. The previous audit non-compliance submission exceeded the required 7-day timeframe. The IRPL project team consulted with DPHI on 23 April 2026 regarding the non-compliance notification to avoid duplication. Following the meeting, IRPL confirmed during the audit interview that as per DPHI instructions, non-compliances identified and discussed at the closing meeting, must be initially reported to DPHI, with detailed information to be subsequently submitted along with the audit report.		
39	A	A39	A non-compliance which has been notified as an incident under Condition A36 does not need to be notified as a non-compliance.	Based on the evidence presented, non-compliances have not been notified as an incident.		Not Triggered
PART B COMMUNITY INFORMATION AND REPORTING						

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT						
40	B	B1	A Community Communication Strategy must be prepared to provide mechanisms to facilitate communication about construction and operation of the CSSI with: a) the community (including adjoining affected landowners and businesses, LALC, RAPs, community representatives and others directly impacted by the CSSI); and b) the relevant councils and relevant agencies.	The Community Communication Strategy – A2I Rev. 4 (5-0000-210-PCS-00-ST-0001) dated 2 December 2024, as presented as evidence, provides comprehensive framework to facilitate communication about construction and operation of the CSSI with both the community and relevant authorities. The strategy identifies and engages stakeholders including directly affected landowners, businesses, Registered Aboriginal Parties (RAPs), Local Aboriginal Land Councils (LALCs), Traditional Owners, and the wider community (Section 5.2, Table 6). In addition, the strategy defines procedures and mechanisms for consultation with relevant state agencies and local councils, including structured consultation processes for approval documents and monitoring programs (Section 7.2, Table 9).		Compliant
41	B	B2	The Community Communication Strategy must: a) identify people, organisations, councils and agencies to be consulted during the design and work phases of the CSSI;	The Community Communications Strategy addresses each of these condition items in the following sections:		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			b) identify details of the community and its demographics; c) identify timing of consultation; d) set out procedures and mechanisms for the regular distribution of accessible information including to CALD and vulnerable communities about or relevant to the CSSI; e) identify opportunities for education within the community about construction sites; f) detail the measures for advising the community in advance of upcoming construction including upcoming track authorisations and possessions and out-of-hours work as required by Condition E72; g) 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; h) set out procedures and mechanisms: i. through which the community can discuss or provide feedback to the Proponent; ii. (through which the Proponent will respond to enquiries or feedback from the community; i) to resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of the CSSI, including timing for mediation to be undertaken once it has been escalated to the dispute resolution process; j) address who will engage with the relevant stakeholders; and	a) Section 5.2 'Key stakeholders to be consulted during design and work phases' and table 6 'A2I Key Stakeholders' b) Section 5 'Stakeholders and Community' and table 5 'Community demographics' c) Section 5.2 'Key stakeholders to be consulted during design and work phases' and table 6 'A2I Key Stakeholders' d) Section 6 'Accessibility mechanisms and procedures', table 7 'Accessibility mechanisms and procedures' and table 8 'Communication tools and engagement methods' e) Section 7 'Communication tools and engagement methods' and table 8 'Communication tools and engagement methods' f) Section 7 'Accessibility mechanisms and procedures' g) Section 7 'Accessibility mechanisms and procedures' and table 8 'Communication tools and engagement methods'		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			k) detail the roles and responsibilities of the Public Liaison Officer(s) engaged under Condition B6. The Proponent must continue the operation of the existing Community Consultative Committee as part of its Communication Strategy. The Community Consultative Committee must continue to be operated in accordance with the Department's Community Consultative Committee Guideline. Continuing the Community Consultative Committee must not be the only form of community consultation in the Communication Strategy.	h) Section 8 'Feedback channels and complaints management' and table 11 'Feedback channels' i) Section 8 'Feedback channels and complaints management', table 12 'Complaints Management Process' and table 13 'Complaints escalation and mediation process' j) Section 5.2 'Key stakeholders to be consulted during design and work phases' and table 6 "'A2I Key Stakeholders' k) Section 4.1 'Public Liaison Officers' and table 4 'Position and responsibilities for the A2I project' Section 7 "*Communication tools and engagement methods" of CCS states that "The CCC will be used as a communication method throughout the delivery of the A2I project. The A2I CCC will be operated in accordance with the Department's CCC Guideline".* Community Consultative Committee (CCC) is being held quarterly. CCC meeting minutes sighted for the 4 February 2026 with previous meeting held on 5 November 2025.		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
42	B	B3	The Community Communication Strategy must be submitted to the Planning Secretary for approval no later than one (1) month before the commencement of any Work.	Prior to commencement condition was reviewed as compliant during initial audit. This condition is no longer triggered.		Not Triggered
43	B	B4	Work for the purposes of the CSSI must not commence until the Community Communication Strategy has been approved by the Planning Secretary.	Prior to commencement condition was reviewed as compliant during initial audit. This condition is no longer triggered.		Not Triggered
44	B	B5	The Community Communication Strategy, as approved by the Planning Secretary, must be implemented for the duration of the work and for 12 months following the completion of construction.	The Community Communication Strategy is in place for construction works. Revision 4 (02/12/24) is the current approved version as evidenced during the initial audit. Section 7 “*Communication tools and engagement methods” of CCS states that “The CCC will be used as a communication method throughout the delivery of the A2I project. The A2I CCC will be operated in accordance with the Department’s CCC Guideline”.* Community Consultative Committee (CCC) is being held quarterly. CCC meeting minutes sighted for the 4 February 2026 with previous meeting held on 5 November 2025.		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Sighted consultation of Level Crossing Treatment Report Olympic Highway (LX603) Rev. C, dated 8 May 2026, with TfNSW. Sighted letter from TfNSW ref. WST24/00003/162 | SF2024/002449, dated 8 May 2026, providing the comments. Sighted comment sheet 5-0052-210-CXR-J7-CS-0001-TW, including comments from TfNSW. IRPL actioned the comments and submitted the Report along with comment sheet to TfNSW on 12 May 2026 via Aconex IR2140-TRANSMIT-005725. Sighted consultation records for Level Crossing Treatment Report Sladen Street (LC625) with TfNSW and Great Hume Shire Council (GHSC). Sighted submission of report to TfNSW on 24 June 2025 via Aconex ref. MARTINUS-TRANSMIT-003232. Sighted response from TfNSW, dated 25 July 2025, VIA Aconex ref. TFNSW123-EMAIL-000039, providing the comments. Sighted submission of report to GHSC via		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Aconex ref. IR2140-TRANSMIT-004576, dated 8 January 2026. Sighted Social Impact Management Plan Quarterly Progress Report January to March 2026, document no. 6-0052-210-PCS-00-RP-0003, Rev. 0, dated 24 April 2026. The quarterly report includes the details of community engagement activities and complaints management. Following engagement undertaken in this Q1 2026: • A total of 565 engagement records were logged in Consultation Manager during the January – March 2026 reporting period, representing interactions with stakeholders across multiple precincts, including Wagga Wagga, Junee, Albury, and Greater Hume/Lockhart. Engagement activities focused on ensuring stakeholders were informed, supported, and involved in the planning and delivery of works,		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				particularly where construction activities could affect access, amenity, traffic conditions, or business operations. • During the reporting period, 33 complaints, feedback, and enquiries were recorded, with the majority relating to construction dust and air quality, followed closely by traffic impacts and management issues. All complaints were acknowledged and managed within the required timeframes, and no mediation was required. All matters were closed during the reporting period, and no open complaints remain.		
45	B	B6	**Public Liaison Officer** A Public Liaison Officer must be appointed to assist the public with questions and complaints they may have at any time during Work. The Public Liaison Officer must be available at all times that Work is occurring.	IRPL confirmed during the audit interview that a Public Liaison Officer has been appointed by Martinus. The 1800 hotline is directed to the Public Liaison Officer and is monitored 24/7.		Compliant
COMPLAINTS MANAGEMENT SYSTEM						

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
46	B	B7	A Complaints Management System must be prepared and implemented before the commencement of any Work and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI. Note: In the situation where there are different entities constructing and operating the CSSI, continuity of access to the Complaints Management System must be maintained.	The Community Communication Strategy includes a Complaints Management System under section 8 ‘Feedback Channels and Complaints Management’. The CEMP also outlined the Complaints Management System under section 6.4.4 ‘Complaints Management System’.		Compliant
47	B	B8	The following information must be available to facilitate community enquiries and manage complaints one (1) month before the commencement of work and for 12 months following the completion of construction: a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI; b) a postal address to which written complaints and enquires may be sent; c) an email address to which electronic complaints and enquiries may be transmitted; and d) a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.	The Community Communication Strategy covers the following: a) 24 hour telephone number details included under section 8.2 ‘Feedback Channels’ – 1800 732 761 b) Postal address details included under section 8.2 ‘Feedback Channels’ - Inland Rail Engagement Team GPO Box 14 Sydney NSW 2000, Reply Paid 89629, SYDNEY NSW 2001 c) Email address details included under section 8.2 ‘Feedback Channels’ - inlandrailnsw@inlandrail.com.au d) Mediation system details included under section 8.4 ‘Complaints Management Process’		Compliant

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				The Community Communication Strategy is available on Project's website.		
48	B	B9	A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the: a) number of complaints received; b) the date and time of the complaint; c) the method by which the complaint was made; d) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; e) nature of the complaint; f) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and g) if no action was taken, the reason(s) why no action was taken.	Complaints Register Rev. 64 (*6-0052-210-PCS-00-RG-0001_64)* was presented as evidence and was verified to include the following: a) A total of 101 Complaints received to date (80 complaints for the audit period). b) Date and time of complaints are listed e.g. noise complaint received at 10.15pm on 5/02/2026. c) Methods of complaints included e.g. email, phone call, in-person and hotline. d) CM Unique identifier of the complainant listed e.g. noise complaint ID is 8731 (no personal details are recorded) e) Nature of the complaints included e.g. Dust, Staff Behaviour, Property Access, noise etc. f) The details of the complaint and how it was addressed is included e.g. noise complaint was received on 2 May 2026 at 10:15 PM (UQI		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				8731) followed up by phone call within 2 hours advising that the noise limits are within OOHW requirements. All complaints were addressed and closed out within the timeframe of 5 days. g) Actions were taken for all the complaints. Sighted Consultation Manager records for complaint (UQI 8644) regarding dust generation near the Wagga Wagga Rail Museum on 16 March 2026. The dust was generated during the removal of stockpiles, with the complainant providing video evidence. Following the complaint, site actions were reviewed. The stockpiles were identified as clean fill and had been previously covered with geofabric. During removal, a water cart was operating between stockpiles to control dust; however, a subsequent review and site inspection determined that the existing controls were insufficient in accordance with Construction Air Quality Management Plan requirements. As a result, a non-compliance was raised.		

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				Martinus confirmed during the audit interview that additional dust suppression measures were implemented on site. A water trailer were utilised to wet down materials during loading activities. A review was also undertaken to ensure that all trucks transporting spoil were appropriately covered and that all site traffic adhered to designated speed limits. A toolbox talk on dust mitigation controls was conducted on 17 March 2026 as reviewed. The presentation covered key control measures, including the use of water carts, stabilisation of stockpiles and exposed surfaces, dust cannons, revegetation practices, reduction of vehicle speeds, cessation of work during high wind conditions, and the use of equipment fitted with dust suppression systems. The toolbox attendance record was sighted, with participant signatures recorded. The team door-knocked the complainant on 17 March 2026 and provided details of the mitigation measures. The complainant was noted to be satisfied with the prompt response.		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
49	B	B10	Personal details of any complainant are not to be provided to the ER unless otherwise agreed to or requested by the complainant.	A complaints register submission to the ER, dated 13 May 2026, was sighted. Personal details are not included in the Complaints Register as sighted.		Compliant
50	B	B11	Complainants must be advised of the following information before, or as soon as practicable after, providing personal information: a) the Complaints Register may be forwarded to government agencies, including the Department (Department of Planning, Housing and Infrastructure, 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150), to allow them to undertake their regulatory duties; b) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies; c) the supply of personal information by the complainant is voluntary; and d) the complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement). The Collection Statement must be included on the Proponent or development website to make prospective complainants aware of their rights under the Privacy and Personal Information Protection Act 1998 (NSW). For any complaints made in	The Collection Statement is available on the Inland Rail website as sighted and includes key provisions addressing the management of personal information associated with enquiries and complaints. Specifically, the statement confirms that information recorded in the Complaints Register may be shared with relevant state agencies, including the Department, to enable regulatory functions; that by providing personal information, the complainant authorises its disclosure to these agencies; that provision of personal information is voluntary; and that complainants have the right to access, correct or amend their personal information through the relevant agencies. In addition, a copy of the Inland Rail Albury to Illabo Enquiries and Complaints Management information leaflet was sighted, which outlines how complaints are received, recorded, managed and escalated.		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			person, the complainant must be made aware of the Collection Statement.			
51	B	B12	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.	This is available upon request; however, this has not been requested by the Planning Secretary to date.		Not Triggered
52	B	B13	**Community Complaints Mediator** A Community Complaints Mediator(s) that is independent of the design and construction personnel must be nominated by the Proponent, approved by the Planning Secretary and engaged during work associated with the CSSI. The Community Complaints Mediator(s) must be accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board. The nomination of the Community Complaints Mediator(s) must be submitted to the Planning Secretary for approval within one (1) month before the commencement of Work.	Jack Ellis is appointed as Community Complaints Mediator as evidenced during the initial audit: DPHI approval letter, dated 25 October 2024, confirming Jack Ellis as the Community Complaints Mediator.		Compliant
53	B	B14	The role of the Community Complaints Mediator(s) is to address any complaint where a member of the public is not satisfied by the Proponent's response. Any member of the public that has lodged a complaint which is registered in the Complaints Management System identified in Condition B7 may ask the Community Complaints Mediator(s) to review the Proponent's response. The application must be submitted in writing and the Community Complaints Mediator(s) must respond within 28 days of the request being made or other specified timeframe agreed between the Community Complaints Mediator(s) and the member of the public.	The role of community complaints mediator is included in CCS under section 4 'Structure and Accountabilities' and mediation system details are included under section 8.4 'Complaints Management Process'. IRPL and MR advised during the audit interview that no mediation has been		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				required for any of the complaints to date.		
54	B	B15	The Community Complaints Mediator(s) will: a) review unresolved disputes if the procedures and mechanisms under Condition B2(h) and B2(i) do not satisfactorily address complaints; b) make recommendations to the Proponent to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes; and c) provide a copy of the recommendations, and the Proponent's response to the recommendations, to the Planning Secretary within one (1) month of the recommendations being made.	IRPL and MR advised during the audit interview that no mediation has been required for any of the complaints to date.		Not Triggered
55	B	B16	The Proponent must implement the recommendations made by the Community Complaints Mediator(s) in accordance with Condition B15 and be within a timeframe agreed with the Community Complaints Mediator(s), unless otherwise agreed with the Planning Secretary.	IRPL and MR advised during the audit interview that no mediation has been required for any of the complaints to date.		Not Triggered
56	B	B17	The Community Complaints Mediator(s) will not act before the Complaints Management System required by Condition B7 has been executed for a complaint and will not consider issues such as property acquisition, where other dispute processes are provided for in this approval or clear government policy and resolution processes are available, or matters which are not within the scope of this CSSI.	IRPL and MR advised during the audit interview that no mediation has been required for any of the complaints to date.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
PROVISION OF ELECTRONIC INFORMATION						
57	B	B18	A website or webpage providing information in relation to the CSSI must be established before commencement of work and be maintained for the duration of construction, and for a minimum of 24 months following the completion of construction. The following up-to-date information (excluding confidential, private, commercial information or any other information that the Planning Secretary has approved to be excluded) must be published before the relevant work commences and maintained on the website or dedicated pages including: a) information on the current implementation status of the CSSI; b) a copy of the documents listed in Condition A1, and any documentation relating to any modifications made to the CSSI or the terms of this approval; c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; e) a copy of the current version of each document required under the terms of this approval; and f) a copy of the audit reports required under this approval. Where the information / document relates to a particular work or is required to be implemented, it must be published before the	Project website: Inland Rail in NSW: Illabo to Stockinbingal Section - Inland Rail Information is included under tab 'status' All the required documents are included under tab 'Resources' and then tab 'Approval & Compliance'. (a) Implementation status under tab 'Progress' (b) Project documentation includes the EIS, Amendment Report, Submissions Report + Amendments under tab 'Approval & Compliance' (c) SSI consent under tab 'Approval & Compliance" (d) An EPL 21984 has been issued to John Holland and is included on the website under tab 'Approval & Compliance' (e) Post approval documents including CEMP and Sub-Plan under tab 'Approval & Compliance'	**Opportunity for Improvement** **A2I-03_OFI-01:** The project website did not contain up to date documentation e.g., Construction Environmental Management Framework (CEMF) rev.7, Construction Biodiversity Management Plan (CBMP) – Stage C Rev. 2, and Sloane's Froglet Management Plan (SFMP) – Stage C Rev.1 and Martinus Employee Code of Conduct Rev. B. Following the audit, it was noted that the recent revision of CEMF, CBMP and SFMP was	Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			commencement of the relevant work to which it relates or before its implementation. All information required in this condition must be provided on the Proponent's website, ordered in a logical sequence and which is easy to navigate. ***Note:*** *The intention of this condition is to increase transparency and for information/documents required as part of the approval to be provided proactively and publicly in an easily accessible manner. Where information is excepted by this condition, it is intended that these documents are provided in their redacted form.* *The Planning Secretary may instruct the Proponent to finalise and upload any report or documents to the Project's website in accordance with Condition A4.* *The publishing of documents should occur a minimum of a week before the relevant Work / activity is going to commence.* *In determining what information should be published under this condition, the proponent should have regard to the principles in Division 2 of Part 2 of the Government Information (Public Access) Act 2009.* *Documents should be named to be consistent with the conditions of approval where possible. The name should also give an overall impression of what the document is about. The names should be simple and concise (no more than 50 characters) without any unnecessary punctuation or under scoring in the title.*	(f) Independent audit report no. 2 included under tab 'Approval & Compliance'	subsequently uploaded to the website. It is recommended that the project website is to be updated and continually maintained with current information and documentation.	
PART C CONSTRUCTION ENVIRONMENTAL MANAGEMENT						
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN						

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
58	C	C1	Except as provided by Condition C16, a Construction Environmental Management Plan (CEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020).	The Construction Environmental Management Plan (CEMP) Stage C Albury to Illabo Rev. 0, document no. 6-0052-210-PMA-00-PL-00025, dated 29 September 2025, has been prepared and was provided to the auditor as evidence.		Compliant
59	C	C2	The CEMP must provide: a) a description of activities to be undertaken during construction (including the scheduling of construction); b) details of environmental and social policies, guidelines and principles to be followed in the construction of the CSSI; c) a program for ongoing analysis of the key environmental and social impact 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 CSSI. The initial risk assessment may be undertaken as part of the CEMF pursuant to Condition C16; d) details of how the activities described in subsection (a) of this condition will be carried out to: i. meet the performance outcomes stated in the documents listed in Condition A1 and as required by this approval; and ii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition;	The CEMP satisfies this condition by addressing these items in the following sections of the plan: a) Section 4.2 ‘Project Stages’ includes pre-construction and construction activities for Stage B and B2. b) Section 2.2 ‘Environmental requirements’ and section 3 ‘Environmental Management System Overview’ details the legislative requirements and approval requirements c) Section 5 ‘Development of this CEMP’ and section 6 ‘Implementation and Operation’ determines key environmental aspects, and the potential impacts and risks posed to each of them d) Section 5.3 ‘Ongoing risk analysis’ and section 7 ‘Monitoring and		Compliant

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			e) an inspection program detailing the activities to be inspected and frequency of inspections; f) a protocol for managing and reporting, including to the relevant roads authority, asset owner(s) and in the case of a classified road, TfNSW, where relevant to traffic, transport and access management any: i. incidents; and ii. non-compliances with this approval or statutory requirements; g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction; h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C6. Where staged construction of the CSSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction; i) an organisational chart including description of the roles and environmental responsibilities for relevant employees and any independent appointments; j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental, social and compliance obligations under the terms of this approval; and k) for periodic review and update of the CEMP and all associated plans and programs ***Note:** CEMP(s) may reflect the construction of the project through geographical activities, temporal activities or activity-based staging.*	Review' set the minimum requirements for addressing and re-evaluating environmental risk on the project e) Section 7.1 'Environmental inspections' – Table 16 establishes the inspection frequency requirements f) Section 8 'Incident Planning, Management and Reporting' provides detail on the reporting of incidents and non-conformances g) Section 8.5 'Corrective and preventative action' and Appendix A5 'Environmental objectives and targets' provides the process of reporting non-compliances h) Section 3.3.2 'CEMP Sub-plans and monitoring programs' lists all sub-plans as required under this consent. i) Section 6.1 'Roles and responsibilities' provides detail responsibilities for key project personnel and also provides a high-level organisational chart j) Section 6.2 'Training and Competency' provides details of training delivered on site, including		

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				inductions, pre-start meetings and toolboxes k) Section 10.4 'Revision, review and improvement' provides the framework for continuous improvement and review.		
60	C	C3	CEMP(s) (and relevant CEMP Sub-plans) must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C16.	The CEMP and Sub-Plans were updated from Stage B to Stage C, with only minor revisions, as confirmed by the MR. Accordingly, ER endorsement was required. The plans were provided to DPHI for information, as evidenced by the following: Sighted submission letter to DPHI, dated 7 October 2025, confirming the submission of Stage C CEMP and Sub-Plans. Sighted post approval receipt SSI-10055-PA-106, dated 7 October 2025.		Not Triggered
61	C	C4	Where a CEMP (and relevant CEMP Sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP Sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where	The CEMP and Sub-Plans were updated from Stage B to Stage C, with only minor revisions, as confirmed by the MR. Accordingly, ER endorsement was required.		Not Triggered

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			construction is staged, no later than one (1) month before the commencement of each stage.	The plans were provided to DPHI for information, as evidenced by the following: Sighted submission letter to DPHI, dated 7 October 2025, confirming the submission of Stage C CEMP and Sub-Plans. Sighted post approval receipt SSI-10055-PA-106, dated 7 October 2025.		
62	C	C5	CEMP(s) (and relevant CEMP Sub-plans) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER 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. The CEMPs (and relevant CEMP Sub-plans) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	The endorsement from ER was evidenced as follows: - CEMP – Stage C, Rev. 0, dated 29 September 2025, was endorsed by ER on 3 October 2025 as sighted. - Construction Air Quality Management Plan – Stage C Rev. 0, dated 29 September 2025, was endorsed by ER on 3 October 2025 as sighted. - Construction Biodiversity Management Plan – Stage C, Rev. 0, dated 23 September 2025, was endorsed by ER on 25 September 2025 as sighted. - Construction Cultural Heritage Management Plan – Stage C,		Compliant

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				Rev. 0, dated 24 September 2025, was endorsed by ER on 3 October 2025 as sighted. - Construction flood and bushfire Emergency Management Plan – Stage C, Rev. 0, dated 23 September 2025, was endorsed by ER on 25 September 2025 as sighted. - Construction Noise and Vibration Management Plan – Stage C, Rev. 0, dated 25 September 2025, was endorsed by ER on 29 September 2025 as sighted. - Construction Soil and Water Management Plan – Stage C, Rev. 0, dated 24 September 2025, was endorsed by ER on 29 September 2025 as sighted. - Construction Traffic, Transport, and Access Management Plan – Stage C, Rev. 0, dated 29 September 2025, was endorsed by ER on 30 September 2025 as sighted. - Construction Waste Contamination and Hazardous Materials Management Plan –		

<table>
<tr><th>ID No.</th><th>CSSI Part</th><th>Req. No.</th><th>SSI-10055 Requirement</th><th>Audit Evidence</th><th>Audit Findings / Recommendations</th><th>Compliance Rating</th></tr>
<tr><td></td><td></td><td></td><td></td><td>Stage C, Rev. 0, dated 23 September 2025, was endorsed by ER on 25 September 2025 as sighted.

The Stage C CEMP and Sub-Plans were endorsed by ER no later than 1 month before the commencement of Stage C construction (notified as 8 December 2025).</td><td></td><td></td></tr>
<tr><td>63</td><td>C</td><td>C6</td><td>Except as provided by Condition C16, the following CEMP Sub-plans must be prepared and implemented in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A8.

<table><tr><th></th><th>Required CEMP Sub-plan</th><th>Relevant government agencies to be consulted for each CEMP Sub-plan</th></tr><tr><td>(a)</td><td>Traffic, transport and access</td><td>TfNSW and relevant councils</td></tr></table></td><td>The following sub-plans have been prepared and implemented in consultation with the relevant government agencies and consultation details has been provided to the DPHI as part of the CEMP Plan as above.

Stage C Sub-Plans section 1.6 “Consultation” states that “No further consultation was undertaken during the development of the Stage C CSWMP as the demolition of the Edmondson Street bridge was originally included in the scope of the Stage B CSWMP when the plan was provided to stakeholders.” The summary for consultation during Stage A and Stage B is included as reviewed.

Construction Traffic, Transport, and Access Management Plan Rev. 0,</td><td></td><td>Compliant</td></tr>
</table>

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(b) Soil and Water — BCS, NSW EPA, and relevant councils (c) Noise and vibration — Relevant councils (d) Biodiversity — DPI Fisheries, BCS, and relevant councils (e) Non-Aboriginal heritage — Heritage NSW and relevant councils (f) Aboriginal heritage — Heritage NSW, RAPs and relevant councils (g) Flood and bush fire emergency management — SES, Hume Zone and Riverina Zone Bush Fire Management Committees, DCCEEW and relevant councils (h) Salinity management plan — Relevant councils (i) Contamination and hazardous materials plan — DPHI and relevant councils (j) Waste management plan — Relevant councils (k) Groundwater management plan — DCCEEW Water Group and relevant Councils (l) Social impact management plan — DPHI and relevant councils ***Note:*** *CEMP Sub-plan(s) may reflect the construction of the project through geographical activities, temporal activities or activity-based*	document no. 6-0052-210-PMA-00-PL-0026, dated 29 September 2025. Consultation included in the plan under section 1.6. Precinct Traffic Management Plan Wagga Wagga Rev. 2, doc no. 5-0052-210-PMA-W0-PL-0003, dated 27 March 2026. Construction Soil and Water Management Plan Rev. 0, document no. 6-0052-210-PMA-00-PL-0027, dated 24 September 2025. Consultation included in the plan under section 1.6 'Consultation'. Construction Noise and Vibration Management Plan Rev. 0, document no. 6-0052-210-PMA-00-PL-0028, dated 25 September 2025. Consultation included in the plan under section 1.6 'Consultation'. Construction Biodiversity Management Plan Rev. 0, document no. 6-0052-210-PMA-00-PL-0029, dated 23 September 2025. Consultation included in the plan under section 1.6 'Consultation'. The plan was updated as per the directions of DPHI in relation to the Sloane's		

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			staging. Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans.	Froglet incident. Sighted Construction Biodiversity Management Plan – Stage C, document no. 6-0052-210-PMA-00-PL-0029, Rev. 2, dated 8 April 2026. Construction Cultural Heritage Management Plan Rev. 0, document no. 6-0052-210-PMA-00-PL-00030, dated 24 September 2025. Non-Aboriginal heritage is included under section 6.2 'Non-Aboriginal Heritage'. Consultation included in the plan under section 1.6 'Consultation'. Construction flood and bushfire Emergency Management Plan Rev. 0, document no. 6-0052-210-PMA-00-PL-00031, dated 23 September 2025. Consultation included in the plan under section 1.6 'Consultation'. Construction Waste Contamination and Hazardous Materials Management Plan Rev. 0, document no. 6-0052-210-PMA-00-PL-0032, dated 23 September 2025. Consultation included in the plan under section 1.6 'Consultation'. Social Impact Management Plan Rev. 6, document no. 6-0052-210-PMA-00-PL-0001, dated 20 August 2025.		

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				Consultation is included in the plan under section 5 'Consultation'.		
64	C	C7	The CEMP Sub-plans must state how: a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; b) the mitigation measures identified in the documents listed in Condition A1 will be monitored and implemented; c) the relevant terms of this approval will be complied with; and d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	Condition C7 verified as follows: a) as per section 2.4 of CTTAMP; section 2.4 of CCHMP b) as per section 6 and 7.2 of CTTAMP; section 6 of CCHMP c) as per section 2, 7 and appendix A of CTTAMP; Table 3 and appendix A of CCHMP d) as per section 2.5, 6.1 and 8 of CTTAMP; section 2.5 and section 5 of CCHMP		Compliant
65	C	C8	The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority about the use and management of roads and include measures to: a) minimise impacts on seasonal traffic and public transport, including harvest-related vehicles, school buses, bus stops and freight operators; b) consult and advise of changes that impact Wagga Wagga Health precinct and emergency services; c) minimise impacts to pedestrian and active transport routes consistent with Conditions E133, E134 and E135;	Construction Traffic, Transport, and Access Management Plan – Stage C Rev. 0, document no. 6-0052-210-PMA-00-PL-0026, dated 29 September 2025. Compliance with this condition demonstrated below: a) Section 6.1 'Precinct Traffic Management Plans, section 6.2 'Traffic Management Plans' and section 6.5.1 'Public Transport' b) Section 6.9.2 'Traffic and Transport Liaison Group' and section 6.9.3 'Emergency Services'	**Non-Compliance A2I-03_NC-03:** The non-compliance was self-reported by IRPL to DPHI via non-compliance notification, dated 14 May 2026, relating to the Gate 6 at Albury Yard used as site entry for three construction vehicles on 6 May 2026. At the	Non-Compliant

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			d) minimise noise and amenity impacts of heavy vehicles entering and exiting construction compounds, borrow sites and other ancillary sites, and driving through populated areas, including school zones at speed limited times; e) minimise impacts to vulnerable road users and sensitive land uses, including but not limited to avoiding, where possible, schools, child care facilities and aged care facilities; f) avoid heavy vehicle movements on public roads outside the construction hours detailed in Condition E69; g) repair roads damaged during construction to ensure the safety or road users; h) all mitigation measures identified in accordance with the Wagga Wagga Construction Traffic, Transport and Access Mitigation Options Report in accordance with Condition E137; i) inform road users, freight operators and pedestrians and active transport users of changes to traffic conditions, detours and parking; j) implement and comply with Condition E135; k) maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and ensure measures are implemented prior to any access disruption; l) identify construction vehicle routes not identified in the documents listed in Condition A1 and in accordance with Condition E138;	c) Section 4.4 'Heavy Vehicle Route Restrictions' and section 6.5 'Vulnerable Road Users' d) Section 6.10 'Driver Code of Conduct' and 6.12 'Management and Mitigation Measures' e) Section 6.5 'Vulnerable Road Users', 6.8 'Access' and 6.9 'Community and Stakeholder Engagement' f) Section 6.3 'Construction Vehicle Moments' and 7.2 'Monitoring Program' g) Section 6.6 'Road Maintenance' h) Section 6.1 "Precinct Traffic Management Plans" i) Section 6.9 'Community and Stakeholders Engagement' j) Section 6.6 'Road Maintenance' k) Section 6.8 'Access' and section 6.9 'Community and Stakeholders Engagement' l) Section 6.3 'Construction Vehicles Movement'. m) Sighted Maritime Traffic Management Plan Rev. 0, dated 15 February 2026. Sighted approval from DPHI ref. SSI-10055-PA-164,	time of the event, track protection was not in in place and vehicles were prohibited from entering the site via Gate A4 as advised by MR. IRPL became aware of the non-compliance on 7 May 2026.	

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			m) managing maritime traffic impacts through a Maritime Traffic Management Plan; n) periodically review mitigation measures to further minimise impacts to road users, pedestrians and active transport users including adaptive management measures addressing traffic impacts associated with construction of Edmondson Street Bridge; and o) regularly consult with councils and TfNSW regarding changes to traffic and pedestrian impacts and mitigation measures.	dated 16 March 2026, confirming the approval of the plan. n) Section 8 'Review and Improvement' o) Section 1.6 'Consultation' and section 6.9 'Community and Stakeholders Engagement' Precinct Traffic Management Plan Wagga Wagga – Stage C Rev. 2, doc no. 5-0052-210-PMA-W0-PL-0003, dated 27 March 2026. Precinct Traffic Management Plan Stage B – Albury Rev. 1, document no. 5-0052-210-PMA-B0-PL-0001, dated 17 April 2026. **Albury Yard Gate 6 Entry Non-Compliance:** On the 6 May 2026, Gate A6 in Albury Yard (included in the Precinct Traffic Management Plan (PTMP) as an exit gate) was used as a site entry for an 8000L vac truck and two light vehicles, to escort the truck and open gate. The PTMP entry gate (Gate A4) requires track protection to be in place prior to access. At the time of the event, track protection was not in in place and		

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				vehicles were prohibited from entering the site via Gate A4. The non-compliance was identified following the notification from the IRPL Construction Supervisor. IRPL became aware of the non-compliance on 7 May 2026 following reporting of the event by the IRPL Construction Supervisor and review of the access arrangements within the PTMP. The non-compliance was further confirmed with Martinus Rail and the Environmental Representative on 7 May 2026. MR and IRPL confirmed during the audit interview that the use of Gate 4 (entry only) and Gate 6 (exit only) is communicated to staff daily through pre-start briefings. During the site inspection on 20 May 2026, the auditor attended the pre-start meeting at Albury Yard at 7:00 am and observed that gate usage requirements were clearly communicated to personnel. During the inspection, “Entry Only” and “No Exit” signage was appropriately displayed at Gate 4. However, a “No Exit” sign was also observed at Gate 6 (refer OBS-03), which is designated as		

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				the site exit. This issue was raised with the MR team, and a close-out photo was provided on the same day confirming that the "No Exit" signage had been removed from Gate 6. Refer to site inspection photos in Appendix G.		
66	C	C9	The Construction Noise and Vibration Sub-plan must include, but not limited to: a) measures to reduce construction to standard ICNG hours where sensitive land uses are likely to be noise affected for more than 3 months; b) an approach to assess and manage construction fatigue from noise impacts on sensitive receivers on an ongoing basis; c) noise sensitive periods identified by the community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas and measures to ensure noise levels above the NMLs do not occur during sensitive periods in accordance with Condition E76; d) mitigation for construction traffic noise impacts from additional construction traffic and road diversions; e) the location of all heritage items, non-heritage structures and infrastructure likely to be impacted by vibration and measures to manage vibration impacts at those items and structures; and f) vibration levels at a range of distances from vibration intensive equipment such as excavators and vibratory	Construction Noise and Vibration Management Plan – Stage C Rev. 0, document no. 6-0052-210-PMA-00-PL-0028, dated 25 September 2025. Compliance with this condition demonstrated below: a) Section 5.3.4 'timetabling of work activities' , section 7.10 'Cumulative Impacts, respite and construction fatigue' and Table 27 'Noise and vibration management and mitigation measures' b) Section 7 'Management and Mitigation' , section 8.2 'Complaints Management' and Table 27 'Noise and vibration management and mitigation measures' c) Section 1.6 'Consultation', section 8.2 'Complaints Management' and Table 27 'Noise and vibration management and mitigation measures'		Compliant

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			rollers before undertaking works with the specific type and size of equipment.	d) As per Table 27 'Noise and vibration management and mitigation measures' e) As per Appendix E 'Properties at risk of triggering cosmetic damage' f) As per section 7 'Management and Mitigation'		
67	C	C10	The Biodiversity Management Sub-plan must include, but not limited to details of the: a) measures to avoid and minimise disturbance and impacts to terrestrial and aquatic threatened species and their habitat; b) measures to protect riparian corridors and erosion and sediment control measures to be implemented in accordance with Condition E173 and E174; and c) riparian and watercourse rehabilitation measures to be implemented in accordance with Condition E34.	Construction Biodiversity Management Plan – Stage C Rev. 0, document no. 6-0052-210-PMA-00-PL-0029, dated 23 September 2025. The plan was updated as per the directions of DPHI in relation to the Sloane's Froglet incident. Sighted Construction Biodiversity Management Plan – Stage C, document no. 6-0052-210-PMA-00-PL-0029, Rev. 2, dated 8 April 2026. Compliance with this condition demonstrated below: a) Section 6.11 'Management and Mitigation Measures' b) Section 5.2.2 'Clearing of non-native vegetation', 6.3 'Aquatic and riparian habitat' and 6.11 'Management and Mitigation Measures' c) Section 6.7 'Vegetation Rehabilitation' and 5.2.3 'Impacts to aquatic biodiversity'.		Compliant

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68	C	C11	The Non-Aboriginal Heritage Management Sub-plan must be prepared by a suitably qualified and experienced heritage expert and include: a) all exclusion zones, archival recording requirements, baseline, and periodic monitoring protocols (including before and during construction; b) measures to avoid or minimise impacts to the broad gauge track in Albury Station and Yard Group identified in accordance with Condition E52 to the greatest extent practicable; and c) items to be salvaged, relocated or reused, including Signal Box 1A at Albury and any items identified in the documents listed in Condition A1, Condition E51 and Condition E52.	Construction Cultural Heritage Management Plan – Stage C Rev. 0, document no. 6-0052-210-PMA-00-PL-00030, dated 24 September 2025. Non-Aboriginal heritage is included under section 6.2 'Non-Aboriginal Heritage'. The plan was prepared in consultation with a suitably qualified and experienced heritage expert – Dr Jodie Benton (Director, OzArk) and reviewed by Dr Bernadette Drabsch (Senior Heritage Consultant, OzArk) and Ben Churcher (Director, OzArk). a) Section 6 'Management and Mitigation – Stage A' and Appendix C "Site Specific Protection Plans" b) Section 6.2.1 "Specific Management Strategies" c) Section 6.2.1 "Specific Management Strategies" and Appendix C "Site Specific Protection Plans".		Compliant
69	C	C12	The Aboriginal Cultural Heritage Management Sub-plan must be prepared by a suitably qualified and experienced person and include:	Construction Cultural Heritage Management Plan – Stage C Rev. 0, document no. 6-0052-210-PMA-00-PL-00030, dated 24 September 2025. The		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			a) measures to avoid and protect the Aboriginal objects, sites and Potential Archaeological Deposits identified within or adjacent to the project footprint, including fencing of areas to be avoided prior to Work commencing; b) updated mapping of all areas that have been, or will be, subject to monitoring and salvage excavations; c) procedures for monitoring, salvaging and relocating the Aboriginal objects and sites located within the approved development footprint; d) procedures to ensure RAPs and LALC are consulted on Aboriginal cultural heritage management throughout construction; e) procedures for short and long term management of any salvaged Aboriginal objects in consultation with the RAPs and LALC; f) a contingency plan and reporting procedure for the management of Unexpected Heritage Finds and Human Remains that is prepared by suitably qualified and experienced heritage specialist in relation to Aboriginal cultural heritage, in consultation with the RAPs, LALCs and in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW, 2010); and g) heritage induction and training for construction personnel.	plan was prepared in consultation with a suitably qualified and experienced heritage expert – Dr Jodie Benton (Director, OzArk) and reviewed by Dr Bernadette Drabsch (Senior Heritage Consultant, OzArk) and Ben Churcher (Director, OzArk).Compliance with this condition demonstrated below: a) Section 6.4 'Management and Mitigation Measures' b) Section 6.3.5 'Updated mapping of monitoring and salvage areas' c) Section 6.1 'Aboriginal heritage' d) Section 1.6 'Consultation' and Community Communication Strategy e) Section 6.1 'Aboriginal heritage' f) As per Appendix B 'Unexpected Heritage Finds and Human Remains Procedures' g) Section 6.1.1 'Specific Management Strategies' and section 7.2 'Training'		
70	C	C13	The Soil and Water Management Sub-plan must include:	Construction Soil and Water Management Plan – Stage C Rev. 0,		Compliant

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			a) measures to avoid and minimise erosion and sedimentation impacts including to agricultural and forested land, and areas of high salinity and high erosion potential; b) information demonstrating that the required construction water resources are legally and physically available; c) procedures and protocols for the appropriate supply, transport and storage of water across the CSSI; d) mitigation measures to address construction water resource shortages that arise; e) a Construction Groundwater Management Plan (CGMP) that includes a protocol for avoiding, minimising and mitigating impacts; f) a surface water monitoring framework; g) a dam dewatering protocol; and h) a spill response procedure.	document no. 6-0052-210-PMA-00-PL-0027, dated 24 September 2025. Compliance with this condition is demonstrated in the following sections outlined below: a) Section 6.1 ‘Erosion and Sediment Control’, section 6.3 ‘Saline Soils’ and section 6.10 ‘Management Measures’ b) Section 6.5 ‘Water Use’ c) Section 6.5 ‘Water Use’ d) Section 6.5 ‘Water Use’ e) Section 6.9 ‘Groundwater’ f) As per Appendix B ‘Construction Surface Water Monitoring Program’ g) As per Appendix C ‘Dam Dewatering Protocol’ h) As per Appendix D ‘Spill Response Procedure’		
71	C	C14	The Flood and Bush Fire Emergency Management Sub-plan must include: a) measures for managing flood and bush fire risks including access and egress for emergency vehicles and subsequent recovery; b) consideration of flood and bush fire risks associated with construction works;	Construction Flood and Bushfire Emergency Management Plan – Stage C Rev. 0, document no. 6-0052-210-PMA-00-PL-00031, dated 23 September 2025. Compliance with this condition demonstrated below: a) Section 6 ‘Management and Mitigation’		Compliant

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			c) details of the management and maintenance of flood and bush fire mitigation measures including first-response capabilities, any temporary and permanent fencing and drainage structures.	b) Section 5 'Aspects and Impacts – Stage A' c) Section 6.4 'Mitigation Measures'		
72	C	C15	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning 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 Planning Secretary or ER.	**Traffic Access to Site non-compliance:** During the February possession period (28/02/2026 – 01/03/2026), site vehicles were redirected to Kiewa Street as a safety precaution due to high-rail vehicles utilising the Olive Street access point for works. However, the approved PTMP was not updated to reflect this change in access arrangements prior to implementation, resulting in non-compliance with the approved traffic management requirements. The non-compliance was identified by MR during a post-possession review of the PTMP, where it was noted that the access route used had not been incorporated into the plan. IRPL was subsequently made aware of the non-compliance on Tuesday, 17 March 2026. An incident #167 was raised in MR System on 16 March 2026 with the	**Non-Compliance** **A2I-03_NC-04:** The non-compliance was self-reported by IRPL to DPHI via non-compliance notification, dated 24 March 2026, relating to a change in site access not reflected in the approved Albury Precinct Traffic Management Plan (PTMP) – Stage B Rev. 0. During the February 2026 possession period, site vehicles were redirected to Kiewa Street as a safety precaution due to high-rail vehicles utilising the Olive Street access point; however, the approved PTMP	Non-Compliant

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				event date of 28 February 2026. The immediate actions taken by MR as listed in the report as follows: • *The breach was immediately communicated with relevant project staff by email reminding all personnel that Olive Street is the approved access in the PTMP.* • *A review of the Albury PTMP has been initiated to assess and implement the use of Kiewa St as a Light Vehicle access and egress in preparation of May possession.* • *The access plan for Murray River Bridge will be toolboxed prior to upcoming May possession.* Sighted toolbox talk regarding Murray River Bridge – Access & Parking, dated 3 May 2026. The toolbox talk was noted to be incomplete, as attendees signatures were not recorded.	was not updated to reflect this change in access arrangements prior to implementation. IRPL became aware of the non-compliance on 17 March 2026 following a post-possession review by Martinus Rail. **Non-Compliance A2I-03_NC-05:** The non-compliance was self-reported by IRPL to DPHI, dated 17 April 2026, relating to the partial removal of a section of timber fencing at The Rock Station. The fencing, identified in the Construction Cultural Heritage Management Plan (CCHMP) as a control demarcating the heritage exclusion	

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				Approval from DPHI for PTMP Stage B (Ref. SSI-10055-PA-183) was sighted, dated 29 April 2026. **Construction Cultural Heritage Management Plan non-compliance:** A section of timber fencing identified in the Construction Cultural Heritage Management Plan (CCHMP) as a control to demarcate the heritage exclusion zone at The Rock Station was partially removed during construction works, without authorisation or assessment of impacts within the SHR curtilage. This represents a potential failure to implement the approved CCHMP. The issue was identified during the project completion and handover process, with IRPL becoming aware of the potential non-compliance on 8 April 2026 following investigation and review of CCHMP requirements. Sighted incident report EVT-0041293, dated 8 April 2026, confirming that the heritage significance of the fence and potential impact on the heritage curtilage of SHR#01269 (The Rock Station and	zone, was removed during construction works without authorisation or assessment of impacts within the State Heritage Register (SHR) curtilage, representing a failure to implement the approved CCHMP. IRPL became aware of the non-compliance on 8 April 2026. **Opportunity for Improvement** **A2I-03_OFI-02:** The toolbox talk form for Murray River Bridge – Access & Parking, dated 3 May 2026, was identified as incomplete due to the absence of host and attendee signatures.	

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				Yard Group) were reviewed by IRPL's Senior Cultural Heritage Advisor who advised that the unauthorised removal of the fence does not impact to the overall significance of heritage asset 01269 (The Rock Station and Yard Group), as the fence does not relate directly to the station building or platform, Station Master's residence, gantry crane or movable relics which are the key state significant components of the site. Moreover, the fence appears to have been constructed post-1969 and, as the significance of the station precinct is primarily based on the historical rarity of the buildings and archaeology being from 1880, this further indicates that the fence is not associated with the value of the site. It can also be noted that the fence does not impact the significance of asset C2 (The Rock Urban Conservation Area), which also overlaps the site, because it does not relate to the nineteenth and early twentieth century buildings associated with the township. Heritage NSW was notified on 16/04/26 via email as sighted.	It is recommended that all toolbox talk forms are fully completed and maintained for traceability purposes. **Opportunity for Improvement** **A2I-03_OFI-03:** Post-rainfall inspections and associated observations in Procore were not consistently closed out within required timeframes. Inspection #121 (dated 10 April 2026) remains open, with Observation 2251 still pending review despite a close-out due date of 22 April 2026. While the status was updated to "ready for review" on 5 May 2026, no supporting evidence was attached. Additionally, inspection	

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				Sighted email from Heritage NSW, dated 13 May 2026, concluding that the impacted timber fence has negligible heritage significance and no works were undertaken outside of the CIZ, or within identified heritage exclusion zones. Heritage NSW recommended that the impacted timber fence is repaired or replaced like-for-like, as soon as reasonably possible. IRPL is currently requesting the meeting with DPHI to discuss the reinstatement of the timber fence. **Environmental Inspections:** Sighted IRPL environmental inspection INS-0016426, dated 18 April 2026, covering topics contamination, waste, fauna and flora, heritage, erosion and sediment controls, dust etc. Action ACT-0006818 was raised regarding the removal of accumulated sediments captured by sandbags check at Railway St. Sighted close-out of action on Horizon 360 system with supporting photos evidence, dated 18 April 2026. Sighted MR environmental inspection # 126, dated 18 April 2026, on Procore	#94 (dated 3 March 2026) also remains open. It is recommended that inspections and observations are tracked and closed out in a timely manner, with appropriate evidence attached for traceability purposes.	

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				system. Five observations were raised regarding the erosion and sediment control. Sighted close-out of observation no. 2277 regarding the installation of erosion and sediment control on downslope perimeter of stockpile on Eastern laydown area at Billy Hughes site. The sediment fence installed on 22 April 2026 with photo evidence attached. Sighted post-rainfall inspection #121, dated 10 April 2026, which remains open. Observation 2251, raised on 10 April 2026 regarding Item 2 (sediment controls not adequately maintained, with silt build-up and not in a good state of repair), is still open and pending review. The close-out due date was 22 April 2026. The status was updated to “ready for review” on 5 May 2026; however, no supporting evidence was attached in Procore system. Additionally, post-rainfall inspection #94, dated 3 March 2026, also remains open in Procore system. **Risk Register:** Sighted the Risk Register for CEMP Stage C, dated 15 May 2026, with no		

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				changes. This review formed part of the periodic CEMP review process. **Monthly Progress Report:** Monthly progress report are being prepared and provided by MR and provided to IRPL regularly. Sighted Monthly Progress Report for April 2026, document no. 5-0052-210-PCM-00-MR-1019, Rev. 0, dated 13 May 2026. Section 4 'Environmental, Sustainability, Cultural Heritage" includes the progress on environmental approvals, heritage, status of compliance, environmental monitoring, environmental events and complaints etc.		
73	C	C16	**Construction Environmental Management Framework** A Construction Environmental Management Framework (CEMF) may be prepared to facilitate the preparation and approval of construction environmental management and monitoring plans required under Part C of this approval. The CEMF must: a) identify the Construction Environmental Management Plans (CEMPs), CEMP Sub- plans and Construction Monitoring Programs (CMP) required for each stage of construction consistent with the Staging Report prepared under Condition A9;	Construction Environmental Management Framework Rev. 7, document no. 6-0052-210-PES-00-PJ-0001, dated 8 October 2025. Compliance with this condition demonstrated below: a) Section 4 'Environmental Management Framework' and section 5 'CEMP, SUB-PLAN and CMP Structure' b) Section 5 'CEMP, SUB-PLAN and CMP Structure'		Compliant

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			b) document the proposed structure of the CEMPs, CEMP Sub-plans and CMPs for the relevant stage of construction; c) provide, by way of a Risk Matrix, an assessment of the predicted level of environmental and social risk, including the potential level of community concerns posed by each construction stage. This must use a process consistent with AS/NZS ISO 31000: 2018;Risk Management – Guidelines; and d) nominate the consultation and endorsement level for the CEMPs, CEMP Sub-plans and CMPs required for each construction stage. The endorsement level being one of the following: i. Low Risk Stage – to be self-endorsed and consultation with agency and council stakeholders is not mandatory, ii. Medium Risk Stage – to be endorsed by the ER and consultation with agency and council stakeholders required, and iii. High Risk Stage– to be endorsed by the Planning Secretary and consultation with agency and council stakeholders required. For a Low Risk Stage(s) the requirements of Part C of this approval do not apply. In these circumstances, a CEMP, CEMP sub-plan and CMP, may be substituted with an alternate process such as a Construction Method Statement or the like.	c) As per Appendix A ‘Risk Matrix’ and Appendix C ‘Risk Assessment’ d) Section 3.2 ‘Risk Levels’ and section 4.3 ‘Consultation and endorsement’ As reviewed during the previous audit, the CEMF Rev. 7, dated 8 October 2025 was submitted to DPHI on 10 October 2025. Post approval receipt SSI-10055-PA-113, dated 10 October 2025, was sighted. Letter of endorsement of CEMF Rev. 7 from ER, dated 9 October 2025, was presented. It was noted that the CEMF and the Staging Report were submitted to DPHI more than one month later than required. The delay was attributed to the postponed closure of Edmondson Street Bridge, the introduction of Stage B2, and a new modification for Kemp Street. An email from DPHI dated 13 November 2024 confirmed that the department would consider the continual informal communication regarding the development of the CEMF as satisfying the relevant condition. Supporting documentation was presented, including		

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			The CEMF must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the lodgement of any CEMP, CEMP sub plan or CMP. The approved CEMF must be implemented for the duration of construction. ***Note:*** *The Planning Secretary may vary the CEMF in relation to the endorsement authority for the CEMPs, CEMP Sub-plans and CMPs.*	the Fortnightly IR/DPHI Post-Approvals Meeting Minutes dated 30 September 2025, which confirmed discussions about a potential update to the staging report to enable traffic works at Wagga Wagga. Additionally, DPHI meeting minutes dated 22 August 2025 were presented, confirming earlier discussions regarding the staging report.		
74	C	C17	Where changes are proposed to the staging of construction, a revised CEMF must be prepared, endorsed by the ER and submitted to the Planning Secretary for approval no later than one (1) month prior to the proposed change in the staging.	As evidenced during the previous audit - the CEMF Rev. 7, dated 8 October 2025 was submitted to DPHI on 10 October 2025. Post approval receipt SSI-10055-PA-113, dated 10 October 2025, was sighted. Letter of endorsement of CEMF Rev. 7 from ER, dated 9 October 2025, was presented. This condition is not triggered for this audit period.		Not Triggered
SITE ESTABLISHMENT WORK						
75	C	C18	**Ancillary Facility - Site Establishment Management Plan** Before the establishment of an ancillary facility that is required prior to the approval of a CEMP (excluding minor ancillary facilities determined by the ER to have minimal environmental impact and those established under Condition C23), an Ancillary Site Establishment Management Plan must be	IRPL and MR confirmed during the audit interview that no Site Establishment Management Plan was developed for the project.		Not Triggered

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			prepared which outlines the environmental management practices and procedures to be implemented for the establishment of the ancillary facilities. The Ancillary Site Establishment Management Plan must be prepared in consultation with the relevant council and government agencies. The Plan must be submitted to the Planning Secretary for approval one (1) month before the establishment of any ancillary facilities. The Ancillary Site Establishment Management Plan must detail the management of the ancillary facilities and include: a) a description of activities to be undertaken during establishment of the ancillary facility (including scheduling and duration of work to be undertaken at the site); b) figures illustrating the proposed operational site layout and the location of the closest sensitive land use(s); c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment work; d) details of how the site establishment activities described in subsection (a) of this condition will be carried out to: i. meet the performance outcomes stated in the documents listed in Condition A1, and ii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; and			

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			e) a program for monitoring the performance outcomes, including a program for construction noise monitoring. f) Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each ancillary facility, or one Site Establishment Management Plan for all ancillary facilities. The approved Site Establishment Management Plan(s) must be implemented. ***Note:** This plan is only needed before a CEMP is approved. Once a CEMP is approved an Ancillary Site Establishment Management Plan(s) is not required.*			
76	C	C19	**Use of an Ancillary Facility** The use of an ancillary facility for construction must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C6 and relevant Construction Monitoring Programs required by Condition C26 have been approved by the Planning Secretary.	IRPL and MR confirmed during the audit interview that no ancillary facilities were commenced under Stage C or during the audit period.		Not Triggered
77	C	C20	This condition does not apply to the use of minor Ancillary Facilities established under Condition C23. Note: The operation of an ancillary facility can commence if the ER has determined the operational activities are Low Impact work as defined in Table 1 of this approval.	IRPL and MR confirmed during the audit interview that no ancillary facilities were commenced under Stage C or during the audit period.		Not Triggered
78	C	C21	**Access to Ancillary Facilities** Where possible, ancillary facilities must be accessed via existing public roads and/or the existing rail corridor. Where access via existing roads or the rail corridor is not possible, the	During site inspection, it was noted that the access to the Edmondson Street ancillary facility was accessed through public road (Railway Street). MR confirmed during the audit interview that		Compliant

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			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 C18.	no private access required to access the ancillary facilities.		
79	C	C22	The Proponent must ensure that all roads / tracks that will be used to access ancillary facilities are to the standard necessary to provide access as agreed with landowners, asset owner(s) , the roads authority, and both TfNSW and the roads authority for Classified Roads, including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	The CTTAMR – Stage C Wagga Wagga, Rev. 1, dated 24 February 2026, section 4.3.1 confirms connections to public roads are designed to appropriate standard with construction routes (table 8) developed in consultation with the roads authority, Council and TfNSW as evidenced within CTTAMR. The PTMP – Stage C, Rev. 2, dated 27 March 2026, provides gate by gate site access management with distance assessments and swept path analysis undertaken in accordance with the relevant standards and guidelines with gate access approved by Council as evidenced in PTMP.		Compliant
80	C	C23	**Minor Ancillary Facilities**	As evidenced during the previous audit, two minor ancillary facilities been		Compliant

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			The minor ancillary Facilities can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria: a) are located within or immediately adjacent to the construction boundary; and b) have been assessed by the ER to have: i. minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009) (ICNG), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts; and ii. minimal environmental impact with respect to waste management and flooding; and iii. no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.	assessed by ER are on the project website: • Minor Ancillary Facility Assessment – Junee to Illabo (J2I) Clearances *6-0052-210-EEC-J7-AS-0001, Rev. 0, dated 6 March 2025.* • Minor Ancillary Facility Assessment – Edmondson Street Bridge *6-0052-210-EEC-W5-AS-0001, rev. 0, dated 7 February 2025.*		
81	C	C24	**Boundary screening** Boundary screening must be erected at any ancillary facilities (excluding minor ancillary facilities) that is adjacent to sensitive land use(s) for the duration of the time that the ancillary facility is in use, unless otherwise agreed with the owner and occupier of the adjacent sensitive land use(s). Boundary screening must minimise visual impacts on adjacent sensitive land use(s).	As evidenced during the site inspection, boundary screening was installed around compounds at Junee to Illabo and Edmondson Street Compound.		Compliant

<table>
<tr><th>ID No.</th><th>CSSI Part</th><th>Req. No.</th><th>SSI-10055 Requirement</th><th>Audit Evidence</th><th>Audit Findings / Recommendations</th><th>Compliance Rating</th></tr>
<tr><td>82</td><td>C</td><td>C25</td><td>Decommissioning of Ancillary Facilities

Any agreements between the Proponent and landowner 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.</td><td>IRPL and MR confirmed during the audit interview that no decommissioning having occurred.</td><td></td><td>Not Triggered</td></tr>
<tr><td colspan="7">CONSTRUCTION MONITORING PROGRAMS</td></tr>
<tr><td>83</td><td>C</td><td>C26</td><td>Except as provided by Condition C16, the following Construction Monitoring Programs must be prepared and implemented in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP:

<table><tr><th></th><th>Required Construction Monitoring Programs</th><th>Relevant government agencies to be consulted for each Construction Monitoring Program</th></tr><tr><td>a)</td><td>Traffic, transport and access</td><td>Relevant councils and TfNSW</td></tr><tr><td>b)</td><td>Noise and vibration</td><td>Relevant councils</td></tr><tr><td>c)</td><td>Biodiversity</td><td>BCS (NSW DCCEEW)</td></tr><tr><td>d)</td><td>Surface water</td><td>DCCEEW Water Group, and relevant councils</td></tr></table></td><td>The following construction programs have been prepared and implemented in consultation with relevant stakeholders:
a) Traffic, transport and access monitoring program – incorporated as section 7.2 within the Construction Traffic, Transport, and Access Management Plan.
b) Construction Noise and Vibration Monitoring Program – incorporated as Appendix B within Construction Noise and Vibration Management Plan.
c) Construction Biodiversity Monitoring Program – incorporated as Section 7.3 within Biodiversity Management Plan and Appendix G.</td><td></td><td>Compliant</td></tr>
</table>

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				d) Surface Water Monitoring Program – incorporated as Appendix B within Construction Soil and Water Management Plan.		
84	C	C27	Each Construction Monitoring Program (CMP) must have consideration of SMART principles and provide: a) details of baseline data available; b) details of baseline data to be obtained and when; c) details of all monitoring of the project to be undertaken; d) the parameters of the project to be monitored; e) the frequency of monitoring to be undertaken; f) the location and justification of monitoring locations; g) the reporting of monitoring results and analysis results against relevant criteria; h) details of the methods that will be used to analyse the monitoring data; i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts; and j) any consultation to be undertaken in relation to the monitoring programs.	Construction Monitoring Programs provide: a) As per CTTAMP section 4; CNVMP section 2; CBMP section 4; CSWMP section 2; b) As per CTTAMP section 4; CNVMP section 2; CBMP section 4; CSWMP section 2 c) As per CTTAMP section 7.2; CNVMP section 4; CBMP section 7.3; CSWMP section 3; d) As per CTTAMP section 7.2; CNVMP section 3; CBMP section 7.3; CSWMP section 3.3; e) As per CTTAMP section 7.2; CNVMP section 4; CBMP section 7.3; CSWMP section 3; f) As per CTTAMP section 7.2; CNVMP section 4.4; CBMP section 7.3; CSWMP section 3.2; g) As per CTTAMP section 7.2; CNVMP section 5; CBMP section 7.3; CSWMP section 5.5;		Compliant

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				h) As per CTTAMP section 7.2; CNVMP section 4.1 & 4.2; CBMP section 7.6; CSWMP section 4; i) As per CTTAMP section 8.1; CNVMP section 4.5; CBMP section 8.1; CSWMP section 6; j) As per CTTAMP section 8.1 & 8.2; CNVMP section 1.4; CBMP section 1.6; CSWMP section 1.4.		
85	C	C28	The Noise and Vibration Monitoring Program must be prepared in accordance with the requirements of Approved Methods for the Measurement and Analysis of Environmental Noise (EPA).	As per section 1.6.1 “Guidelines and Standards” within the Construction and Noise and Vibration Management Plan – The Noise and Vibration Monitoring Program was prepared in accordance with the requirements of Approved Methods for the Measurement and Analysis of Environmental Noise (EPA).		Compliant
86	C	C29	CMP(s) must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C16.	The CMPs are included within their CEMP Sub-Plans as evidenced under condition C26. The CMPs were updated from Stage B to Stage C, with only minor changes, as confirmed by the MR. Accordingly, ER endorsement was required. The plans were provided to DPHI for information, as evidenced by the following:		Not Triggered

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				Sighted submission letter to DPHI, dated 7 October 2025, confirming the submission of Stage C CEMP and Sub-Plans. Sighted post approval receipt SSI-10055-PA-106, dated 7 October 2025.		
87	C	C30	Where a CMP requires Planning Secretary's approval, the CMP must be endorsed by the ER and then submitted to the Planning 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 each stage.	The CMPs are included within their CEMP Sub-Plans as evidenced under condition C26. The CMPs were updated from Stage B to Stage C, with only minor changes, as confirmed by the MR. Accordingly, ER endorsement was required. The plans were provided to DPHI for information, as evidenced by the following: Sighted submission letter to DPHI, dated 7 October 2025, confirming the submission of Stage C CEMP and Sub-Plans. Sighted post approval receipt SSI-10055-PA-106, dated 7 October 2025.		Not Triggered
88	C	C31	CMP(s) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER no later than one (1) month before the commencement of construction or where construction is staged no later than one	The CMPs are included within their CEMP Sub-Plans as evidenced under condition C26.		Compliant

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			(1) month before the commencement of that stage. The CMP(s) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	The endorsement from ER was evidenced as follows: - Construction Noise and Vibration Management Plan – Stage C, Rev. 0, dated 25 September 2025, was endorsed by ER on 29 September 2025 as sighted. - Construction Soil and Water Management Plan – Stage C, Rev. 0, dated 24 September 2025, was endorsed by ER on 29 September 2025 as sighted. - Construction Traffic, Transport, and Access Management Plan – Stage C, Rev. 0, dated 29 September 2025, was endorsed by ER on 30 September 2025 as sighted. - Construction Biodiversity Management Plan – Stage C, Rev. 0, dated 23 September 2025, was endorsed by ER on 25 September 2025 as sighted.		
89	C	C32	Construction must not commence until the relevant CMP(s) have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved	The CMPs were endorsed by ER before the commencement of construction Stage C (notified as 8 December 2025)		Compliant

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			under Condition C16), and all relevant baseline data for the specific construction activity has been collected.	- Construction Noise and Vibration Management Plan – Stage C, Rev. 0, dated 25 September 2025, was endorsed by ER on 29 September 2025 as sighted. The CNVMP was approved by DPHI on 10 October 2025 (ref. SSI-10055-PA-105), as sighted. - Construction Soil and Water Management Plan – Stage C, Rev. 0, dated 24 September 2025, was endorsed by ER on 29 September 2025 as sighted. - Construction Traffic, Transport, and Access Management Plan – Stage C, Rev. 0, dated 29 September 2025, was endorsed by ER on 30 September 2025 as sighted. The CTTAMP was approved by DPHI on 20 October 2025 (ref. SSI-10055-PA-104), as sighted. - Construction Biodiversity Management Plan – Stage C, Rev. 0, dated 23 September 2025, was endorsed by ER on 25 September 2025 as sighted.		

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90	C	C33	The CMP(s), as approved or endorsed (as relevant), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	Sighted Quarterly Environmental Monitoring Report – October to December 2025, document no. 6-0052-210-EEC-00-RP-1003, Rev. 1, dated 18 February 2026. The conclusion of the monitoring results are as follows: **Traffic:** Traffic, transport and access monitoring was undertaken in accordance with the Construction Monitoring Programs and no significant adverse impacts or non-compliances were identified during the reporting period. Project traffic activities were generally managed effectively, with monitoring and mitigation measures implemented as required. **Noise and Vibration:** Noise and vibration monitoring results indicate that construction activities were generally compliant with the relevant criteria and management plan requirements. All measured noise and vibration levels were within acceptable limits, with no noise complaints recorded during the reporting period and only minor, short-term vibration events		Compliant

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				observed, which were assessed as compliant. **Biodiversity:** Biodiversity monitoring confirmed that vegetation clearing and habitat disturbance were undertaken in accordance with approved limits and management measures, with no impacts to threatened ecological communities identified. Monitoring validated predicted impacts, and while a minor incident involving threatened fauna was recorded, appropriate management actions were implemented in accordance with the project plans. **Surface Water:** Surface water monitoring identified several exceedances of water quality parameters; however, these were consistent with baseline conditions and historical catchment characteristics. Based on the available data and absence of nearby construction activities at most sites, the exceedances were not attributable to project works and are considered reflective of natural		

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				variability and existing environmental conditions. In addition, sighted Quarterly Environmental Monitoring Report - January to March 2026, document no. 6-0052-210-EEC-00-RP-1004, Rev. 0, dated 30 April 2026.		
91	C	C34	The results of the CMP(s) 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 CMP. ***Note:*** *Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.*	Sighted submission of Sighted Quarterly Environmental Monitoring Report – October to December 2025 to DPHI via Aconex ref. IR210-RECCO-000154, dated 20 February 2026, within 60 days timeframe. Sighted submission of Sighted Quarterly Environmental Monitoring Report – January to March 2026 to DPHI via Aconex ref. IR210-RECCO-000185, dated 18 May 2026, within 60 days timeframe.	**Non-Compliance** **A2I-03_NC-06:** Quarterly Monitoring Reports have not been submitted to CPHR and DCCEEW as required. As a result, a non-compliance has been identified. It is recommended that all outstanding Quarterly Monitoring Reports be submitted to CPHR and DCCEEW as soon as practicable. Additionally, a process should be established to ensure the timely submission of future	Non-Compliant

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					reports in compliance with condition C34.	
PART D OPERATIONAL ENVIRONMENTAL MANAGEMENT						
OPERATIONAL ENVIRONMENTAL MANAGEMENT						
92	D	D1	An Operational Environmental Management Plan (OEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020). The OEMP must 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. Condition D1 does not apply if Condition D2 of this approval applies.	The project is still in construction phase. This condition is not yet triggered.		Not Triggered
93	D	D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Planning Secretary, and demonstrates, to the satisfaction of the Planning Secretary, that through the EMS or equivalent: a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in Condition A1, and specified relevant terms of this approval can be achieved; b) issues identified through ongoing risk analysis can be managed; c) procedures are in place for rectifying any non-compliance with this approval identified during	The project is still in construction phase. This condition is not yet triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			compliance auditing, incident management or any other time during operation; d) procedures and mechanisms are in place: i. for the community to discuss or provide feedback to the Proponent; ii. through which the Proponent will respond to enquiries or feedback from the community; and iii. resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of the CSSI, including disputes regarding rectification or compensation. At a minimum, the EMS must address fencing provision, failure compensation mechanisms and repair, maintenance of fences and culverts, with strict observance of biosecurity protocols, consistent with the Biosecurity Act 2015 (NSW).			
94	D	D3	The OEMP or EMS or equivalent as agreed with the Planning Secretary, must be submitted to the Planning Secretary for information no later than one (1) month before the commencement of operation, or where operation is staged, no later than one (1) month before the commencement of operation of that stage.	The project is still in construction phase. This condition is not yet triggered.		Not Triggered
95	D	D4	The OEMP or EMS or equivalent as agreed with the Planning Secretary, as submitted to the Planning Secretary and amended from time to time, must be implemented for the duration of operation and the OEMP or EMS or equivalent must be made publicly available before the commencement of operation.	The project is still in construction phase. This condition is not yet triggered.		Not Triggered

<table>
<tr><th>ID No.</th><th>CSSI Part</th><th>Req. No.</th><th>SSI-10055 Requirement</th><th>Audit Evidence</th><th>Audit Findings / Recommendations</th><th>Compliance Rating</th></tr>
<tr><td colspan="7">OPERATIONAL MONITORING PROGRAM</td></tr>
<tr><td>96</td><td>D</td><td>D5</td><td>The following Operational Monitoring Programs must be prepared in consultation with the relevant authorities identified for each Operational Monitoring Program to compare actual operational performance against predicted performance. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant Operational Monitoring Program, including copies of all correspondence from those agencies as required by Condition A8.<table><tr><th></th><th>Required Operational Monitoring Programs</th><th>Relevant authority(s) and council(s) to be consulted for each Operational Monitoring Program</th></tr><tr><td>(a)</td><td>Air quality</td><td>NSW EPA, relevant councils</td></tr><tr><td>(b)</td><td>Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program</td><td>BCS</td></tr></table></td><td>The project is still in construction phase. This condition is not yet triggered.</td><td></td><td>Not Triggered</td></tr>
<tr><td>97</td><td>D</td><td>D6</td><td>Each operational monitoring program must include:
a) details of baseline data;
b) details of all monitoring of the project to be undertaken;
c) the parameters of the project to be monitored;
d) the frequency and lifespan of monitoring to be undertaken;
e) the location and justification of monitoring locations;</td><td>The project is still in construction phase. This condition is not yet triggered.</td><td></td><td>Not Triggered</td></tr>
</table>

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			f) the reporting of monitoring and analysis results against relevant criteria; g) details of the methods that will be employed to analyse the monitoring data; h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and i) any consultation to be undertaken in relation to the monitoring programs. ***Note:*** *Operational Monitoring Program requirements will be included in approvals on a project specific basis in consideration of the need for continuous improvement of environmental performance.*			
98	D	D7	The Operational Monitoring Program(s) must be submitted to the Planning Secretary for approval at least three (3) months prior to the commencement of operation.	The project is still in construction phase. This condition is not yet triggered.		Not Triggered
99	D	D8	Operation must not commence until the Planning Secretary has approved all of the required Operational Monitoring Programs, and all relevant baseline data has been collected.	The project is still in construction phase. This condition is not yet triggered.		Not Triggered
100	D	D9	The Operational Monitoring Programs, as approved by the Planning Secretary, must be implemented for the duration identified in the terms of this approval. Where no duration is specified in this approval, they must be implemented for the duration specified in the relevant Operational Monitoring Program or as specified by the Planning Secretary.	The project is still in construction phase. This condition is not yet triggered.		Not Triggered
101	D	D10	The results of the Operational Monitoring Programs must be submitted to the Planning Secretary, and relevant regulatory authorities, for information in the form of an Operational	The project is still in construction phase. This condition is not yet triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Monitoring Report at the frequency identified in the in the terms of this approval. Where no frequency is identified in this approval, the results must be submitted at the frequency identified in the relevant Operational Monitoring Program.			
102	D	D11	Where a relevant OEMP Sub-plan exists, the relevant Operational Monitoring Program may be incorporated into that OEMP Sub-plan.	The project is still in construction phase. This condition is not yet triggered.		Not Triggered
103	D	D12	The Operational Air Quality Monitoring Program (OAQMP) must address the requirements of Conditions E8 to E18. The OAQMP must include: Management measures to mitigate air quality impacts to sensitive receivers where un- planned events or incidents result in idling in locations close to sensitive receivers.	The project is still in construction phase. This condition is not yet triggered.		Not Triggered
104	D	D13	An Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program must be implemented for a period of ten (10) years to evaluate the effectiveness of fauna connectivity measures, unless otherwise agreed with the Planning Secretary. The Program must be prepared by a suitably qualified and experienced ecologist(s) with experience in fauna connectivity and include regular seasonal ongoing monitoring for Squirrel Glider and Sloane's Froglet at Billy Hughes Bridge and Uranquinty Creek. The Program must include: a) existing fauna movements identified in accordance with Condition E29; b) monitoring methodology to evaluating the effectiveness of new and existing fauna connectivity measures and performance indicators;	The project is still in construction phase. This condition is not yet triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			c) visual inspections of fauna connectivity structures following a severe weather event and/or record of fauna mortality and rectification of any damaged structures; d) a process to identify adaptive mitigation measures following monitoring results obtained in accordance with Condition D13(b) and the timeframe for implementation. The results of the monitoring must be provided in an annual report and submitted to the Planning Secretary, to DCCEEW, and the relevant Council(s). Note: This condition is not meant to duplicate the monitoring requirements of the Sloane's Froglet Management Plan required in accordance with Condition E26.			
PART E KEY ISSUE CONDITIONS						
AIR QUALITY						
105	E	E1	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	**E1 Dust & Air Quality Non-Compliance:** Dust emissions generated during loading of excavated spoil at the Wagga Wagga Yard site on 16 March 2026 were observed to leave the site boundary and impact nearby receivers, resulting in a community complaint. Dust suppression measures, including active watering, were not adequately	**Non-Compliance A2I-03_NC-07:** The non-compliance was self-reported by IRPL to DPHI via non-compliance notification, dated 24 March 2026, relating to the dust emissions generated during loading of	Non-Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				implemented during the activity, contrary to the Construction Air Quality Management Plan requirements. The non-compliance was identified following a community complaint received on 16 March 2026 and subsequent investigation by Martinus Rail, with IRPL becoming aware of the issue on 17 March 2026. Following the complaint received, additional dust suppression measures were implemented on site. A water trailer and hose/misting systems were utilised to wet down materials during loading activities. A review was also undertaken to ensure that all trucks transporting spoil were appropriately covered and that all site traffic adhered to designated speed limits. A toolbox talk on dust mitigation controls was conducted on 17 March 2026 as reviewed. The presentation covered key control measures, including the use of water carts, stabilisation of stockpiles and exposed surfaces, dust cannons, revegetation practices, reduction of vehicle speeds, cessation of work during high wind conditions, and the use of	excavated spoil at the Wagga Wagga Yard site on 16 March 2026. At the time of the activity, dust suppression measures, including active watering, were not adequately implemented, contrary to the requirements of the Construction Air Quality Management Plan. The non-compliance was identified following a community complaint received on 16 March 2026 and subsequent investigation by Martinus Rail, with IRPL becoming aware of the issue on 17 March 2026.	

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				equipment fitted with dust suppression systems. The toolbox attendance record was sighted, with participant signatures recorded. The team door-knocked the complainant on 17 March 2026 and provided details of the mitigation measures. The complainant was noted to be satisfied with the prompt response. During the site inspection, appropriate dust mitigation controls including stockpile covered with geofab, stabilised exposed areas and water cart were observed – refer to photos		
106	E	E2	**Idling of locomotives** Idling of locomotives within 150 metres of sensitive land uses, during operation of the CSSI, can only occur where the project can determine compliance with National Environment Protection (Ambient Air Quality) Measure as listed in Table 4, or where agreed by the Planning Secretary following the approval of the Operational Air Quality Review Report required by Condition E6. **Table 4:** Air quality National Environment Protection (Ambient Air Quality) Measure Pollutant | Air quality NEPM criteria (µg/m-3) | Air quality NEPM criteria (ppm)	Operational Air Quality Review Report will be triggered upon completion of background monitoring. IRPL confirmed during the audit interview that background monitoring plan has not yet implemented. The project is currently exploring the locations for installing the monitors. This condition will be triggered upon commencement of operation.`		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			NO2 1-hour · 164 · 0.08 NO2 Annual · 31 · 0.02 PM2.5 24-hour · 25 · N/A			
107	E	E3	Determining compliance with Condition E2 must be based on at least 12 months of background monitoring and additional modelling completed in accordance with the Background Monitoring Plan required Condition E4 and the approved Operational Air Quality Review Report required by Condition E7.	Operational Air Quality Review Report will be triggered upon completion of background monitoring. IRPL confirmed during the audit interview that background monitoring plan has not yet implemented. The project is currently exploring the locations for installing the monitors. This condition will be triggered upon commencement of operation.`		Not Triggered
108	E	E4	**Ambient Air Quality — Monitoring** A Background Monitoring Plan must be prepared by an independent air quality specialist with appropriate skills and experience in air quality monitoring and modelling, approved in accordance with Condition A16, to monitor background air quality for at least 12 months at ground level locations for sensitive receivers within 150m of proposed idling locations. The Background Monitoring Plan must be prepared in consultation with the EPA and must include: a) monitoring at a representative number of ground level locations to proposed idling locations that are within 150m of sensitive receivers;	Sighted Background Monitoring Plan prepared by GHD, document no. 5-0072-210-EMN-00-PJ-0001, Rev. 0, dated 3 February 2026. The Plan was reviewed and approved by Evan Smith as approved by DPHI under condition A16. The Plan was developed in consultation with EPA – EPA consultation records are included under attachment A "EPA Engagement". The Plan includes:		Compliant

<table>
<tr><th>ID No.</th><th>CSSI Part</th><th>Req. No.</th><th>SSI-10055 Requirement</th><th>Audit Evidence</th><th>Audit Findings / Recommendations</th><th>Compliance Rating</th></tr>
<tr><td></td><td></td><td></td><td>
b) the pollutants and parameters to be monitored (by sampling and obtaining results by analysis) as specified in Table 5 and determined in consultation with the EPA.
c) monitoring and modelling methodologies to determine compliance with the National Environment Protection (Ambient Air Quality) Measure as listed in Table 4.
Table 5: Ambient Air Quality Monitoring Methodologies
<table>
<tr><th>Pollutant</th><th>Units of measurement[2]</th><th>Averaging Period</th><th>Frequency</th><th>Method1</th></tr>
<tr><td>NO</td><td>pphm</td><td>1-hour</td><td>Continuous</td><td>AM-12</td></tr>
<tr><td>NO2</td><td>pphm</td><td>1-hour</td><td>Continuous</td><td>AM-12</td></tr>
<tr><td>Nox</td><td>pphm</td><td>1-hour</td><td>Continuous</td><td>AM-12</td></tr>
<tr><td>PM2.5[3]</td><td>µg/m3</td><td>24-hour</td><td>Continuous</td><td>AS 3580.9.13:2024 or
as otherwise agreed by the Secretary in consultation with the EPA</td></tr>
</table>
<table>
<tr><th>Parameter[5]</th><th>Units of Measure</th><th>Averaging Period</th><th>Frequency</th><th>Method1</th></tr>
</table>
</td><td>
a) As per section 6.4 “Identified Monitoring Locations”
b) Addressed under section 5.2 “Monitoring parameters and duration”
c) As per section 5.3 “Monitoring Methods”
</td><td></td><td></td></tr>
</table>

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Wind Speed @ 10m | m/s | 1-hour | Continuous | AM-2 & AM-4 Wind Direction @ 10m | m/s | 1-hour | Continuous | AM-2 & AM-4 Sigma Theta @ 10m | | 1-hour | Continuous | AM-2 & AM-4 Temperature @ 2m | K | 1-hour | Continuous | AM-4 Temperature @ 10m | K | 1-hour | Continuous | AM-4 Other | | | | Method1 Siting | NA | NA | NA | AM-1 & AM-4 Notes: 1. Approved methods for the sampling and analysis of air pollutants in New South Wales (Environment Protection Authority, 2022), and supporting document Table of AM-coded methods for ambient air monitoring, or as otherwise agreed by EPA. 2. pphm: parts per hundred million. 3. Appropriately modified to include size selective inlet for PM2.5 or as otherwise approved by the EPA 4. AS 3580.9.13:2022, Methods for sampling and analysis of ambient air, Method 9.13: Determination of suspended particulate matter — PM2.5 continuous direct mass method using a tapered element oscillating microbalance monitor (Standards Australia, 2022).			

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			5. Location for meteorological monitoring station(s) to be representative of weather conditions likely to occur in the vicinity of Albury, Wagga Wagga, and Junee rail operational impact zones.			
109	E	E5	The Background Monitoring Plan must be implemented for at least 12 months and must be completed prior to the commencement of operations.	IRPL confirmed during the audit interview that background monitoring plan has not yet implemented. The project is currently exploring the locations for installing the monitors.		Not Triggered
110	E	E6	An Operational Air Quality Review Report must be prepared by an independent Air Quality specialist with appropriate skills and experience in air quality monitoring and modelling, in consultation with the EPA. The Operational Air Quality Review Report must include: a) the results of the background monitoring and modelling completed in accordance with the methodology in the Background Monitoring Plan in Condition E4; b) a health impact assessment for all locations that exceed the NEPM at the closest sensitive receiver that are proposed to remain in use; c) mitigation measures that seek to avoid, minimise and manage air quality impacts to ensure compliance with the NEPM and reduce human health impacts; d) management measures to avoid, minimise and manage air quality impacts during unplanned events; and e) operational air quality monitoring methodology and procedures to confirm compliance with the NEPM for all	Operational Air Quality Review Report will be triggered upon completion of background monitoring. IRPL confirmed during the audit interview that background monitoring plan has not yet implemented. The project is currently exploring the locations for installing the monitors.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			locations where an exceedance of the NEPM was identified in the modelling completed in accordance with Condition E4 and the effectiveness of the proposed mitigation measures identified at Condition E6©. The locations selected for air quality monitoring must be suitable for detecting any impact on air quality from idling trains at the closest sensitive receiver and near locomotive idling locations.			
111	E	E7	The Operational Air Quality Review Report must be submitted to the Planning Secretary and approved prior to operation. The Operational Air Quality Review Report must be implemented.	Operational Air Quality Review Report will be triggered upon completion of background monitoring. IRPL confirmed during the audit interview that background monitoring plan has not yet implemented. The project is currently exploring the locations for installing the monitors.		Not Triggered
112	E	E8	**Monitoring of Idling Locations** Air quality must be monitored at all idling locations identified in Condition E6(b) for 10 years, unless otherwise agreed by the Planning Secretary. Air quality monitoring must comply with the approved Operational Air Quality Review Report required by Condition E6.	Operational Air Quality Review Report will be triggered upon completion of background monitoring. IRPL confirmed during the audit interview that background monitoring plan has not yet implemented. The project is currently exploring the locations for installing the monitors.		Not Triggered
113	E	E9	At the conclusion of the 10-year operational monitoring period, the Proponent must review the need for the continued use of ambient monitoring stations in consultation with EPA and the	This condition is not yet triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Planning Secretary. Closure or discontinued use of a monitoring station will require the approval of the Planning Secretary.			
114	E	E10	The location of the monitoring stations or locations identified in Conditions E4 and E8 must be subject to landowner's and occupier's agreement and must be approved by the Planning Secretary one month prior to the commencement of monitoring.	IRPL confirmed during the audit interview that background monitoring plan has not yet implemented. The project is currently exploring the locations for installing the monitors.		Not Triggered
115	E	E11	The establishment and operation of the monitoring stations must be undertaken in accordance with recognised Australian standards and undertaken by an organisation accredited by NATA for this purpose and approved by the Planning Secretary. The quality of the monitoring results must be assured through a NATA accredited process prior to the data being considered as a basis for compliance and auditing purposes.	This condition is not yet triggered.		Not Triggered
116	E	E12	The Proponent must develop and implement a reporting system for air quality monitoring required by Condition E8. The reporting system must be approved by the Planning Secretary and be fully implemented and operational prior to monitoring in accordance with Condition E8. Minimum analytical reporting requirements for air pollution monitoring stations must be as specified in the Approved methods for the sampling and analysis of air pollutants in NSW (NSW EPA, 2022, or as updated).	This condition is not yet triggered.		Not Triggered
117	E	E13	**Air Quality — Public Access to Monitoring Results** Results of hourly updated real-time monitoring required by Condition E8, relevant meteorological data must be provided on a website in an easy to interpret format. This data may be	This condition is not yet triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			preliminary until a quality assurance check has been undertaken by a person or organisation, who is accredited by the National Association of Testing Authorities (NATA) for this purpose.			
118	E	E14	The availability of monitoring data must be conveyed to the local community by way of newsletter (including translation into common community languages in the area) and newspaper advertisement at least one month prior to the commencement of monitoring in accordance with Condition E8.***Note:*** *Data should be identified as 'DRAFT' until it has been verified as accurate.*	This condition is not yet triggered.		Not Triggered
119	E	E15	**Air Quality Auditing and Quality Assurance** All continuous emissions monitoring systems installed and operated as a requirement of Condition E8 must: a) undergo relative accuracy test audits at an interval not exceeding 12 months, or within another timeframe agreed with the Planning Secretary; b) be audited by a person independent from the design and construction of the CSSI, approved in accordance with Condition A16, at an interval not exceeding 12 months, or within another timeframe agreed with the Planning Secretary.	This condition is not yet triggered.		Not Triggered
120	E	E16	The auditor must ensure that the operating procedures and equipment to acquire air monitoring, meteorological data and emission monitoring data and monitoring reporting comply with NATA (or equivalent) requirements and sound laboratory practice.	This condition is not yet triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
121	E	E17	The Proponent must document the results of the audit and make available all audit data for inspection by the Planning Secretary upon request.	This condition is not yet triggered.		Not Triggered
122	E	E18	The Proponent must undertake appropriate quality assurance (QA) and quality control (QC) measures for air quality emission monitoring data. This must include, but not be limited to accreditation/quality systems; staff qualifications and training; auditing; monitoring procedure; service and maintenance; equipment or system malfunction; and records/reporting. The QA/QC measures must be approved by an expert independent from the design and construction of the CSSI, approved in accordance with Condition A16. ***Note****: The air quality specialist required in Condition E4 can be the independent expert required in this condition where they have suitable skills, experience and qualifications.*	This condition is not yet triggered.		Not Triggered
BIODIVERSITY						
123	E	E19	The clearing of native vegetation must be minimised to the greatest extent practicable with the objective of reducing impacts to threatened ecological communities, threatened species and their habitat.	The A2I Vegetation Clearing Tracker was presented, showing cumulative clearing data for the Albury, Hume Lockhart, Wagga Wagga, and Junee precincts. The percentage of clearing for Threatened Ecological Communities (TECs) and overall species was reviewed and found to be aligned with the PCT limits specified in the Biodiversity Management Plan (BMP).		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				The total area cleared to date remains below the approved limits. Each precinct is recorded on a separate tab within the tracker to monitor clearing data. For example, the Junee to Illabo (J2I) section is captured on a dedicated tab, which includes clearing data for PCT_277. The most recent clearing activity occurred in the J2I section. While some clearing has been undertaken recently, the tracker is pending updates following receipt of the latest survey reports. Clearing Permit 20.006 – J2I 477.00 (Grubbing Permit Rev. 2) was sighted, with a start date of 7 April 2026 and an end date of 7 June 2026. The Ecologist Clearance Survey for J2I, dated 17 March 2026, was attached to the permit. The permit was signed off by MR on 29 April 2026. The Clearing Environmental Work Method Statement (EWMS) was also attached. A2I Vegetation Clearing and Grubbing EWMS Rev. 2, dated 3 November 2025, was sighted.		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				A Hold Point Release from IRPL for J2I clearing was also sighted, issued on 7 April 2026 (IR2140-RTHP-000320) in response to MR request Martinus-HP-000271. The Kemp Street Pre- and Post-Clearance Report (Project No. 2025-47-11), dated 16 March 2026, was sighted. Trimming activities were undertaken adjacent to the Kemp Street site compound on 5 September 2025. A pre-clearance survey was conducted by a habitat ecologist from Habitat Innovation and Management, which identified one magpie nest and one red wattlebird nest. The magpie nest was confirmed to be inactive. The report confirmed that no unexpected fauna interactions occurred during or after the trimming activities. For the main vegetation clearing works at Kemp Street, a pre-clearance survey was undertaken by a habitat ecologist on the days of clearing (11–14 and 17 November 2025). During these works, two juvenile crested pigeons were recorded – one flew away, while the other was safely captured by the ecologist and transported to a local		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				wildlife carer through WIRES (photographic evidence attached). No other fauna interactions were recorded during or after the clearing activities. Records of vegetation reuse were also sighted. Salvaged logs were reused in partnership with Junee Council and transferred to the Rocky Hill biodiversity area, which is managed by Council. Logs and rocks were placed within this area, with supporting data, photographs, and GPS coordinates included in the report.		
124	E	E20	Impacts to plant community types and threatened species habitat must not exceed the impacts specified in Table 6 and Table 7 below: **Table 6:** Plant community type impacts and ecosystem credit requirements Name of Plant Community Type/ID | Area of impact | Ecosystem credits to be retired 277 – moderate – Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion | 0.5 | 22	The A2I Vegetation Clearing Tracker was presented, showing cumulative clearing data for the Albury, Hume Lockhart, Wagga Wagga, and Junee precincts. The percentage of clearing for Threatened Ecological Communities (TECs) and overall species was reviewed and found to be aligned with the PCT limits specified in the Biodiversity Management Plan (BMP). The total area cleared to date remains below the approved limits.		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement			Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			277 – poor – Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	1.44	30			
			277 – derived – Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	2.3	78			
			277 – Native plantings – Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	0.26	7			
			277 – Non-native – Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	30.5	0			
			5 – River Red Gum herbaceous-grassy very tall open forest wetland on inner floodplains in the lower slopes sub-region of the NSW South- Western	0.04	2			

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			<table><tr><td>Slopes Bioregion and the eastern Riverina Bioregion</td><td></td><td></td></tr><tr><td>Total</td><td></td><td>139</td></tr></table> **Table 7:** Threatened species habitat impacts and species credit requirements			

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating

Fauna Species	Area (ha)	Credits to be retired
Lower Slopes IBRA Subregion		
Sloane's Froglet (Crinia sloanei)	0.03	2
Squirrel Glider (Petaurus norfolcensis)	0.16	3
Superb Parrot (Polytelis swainsonii)	0.16	3
Inland Slopes IBRA Subregion		
Sloane's Froglet (Crinia sloanei)	0.23	5
Key's Matchstick Grasshopper (Keyacris scurra)	0.21	4
Squirrel Glider (Petaurus norfolcensis)	1.82	41
Superb Parrot (Polytelis swainsonii)	1.82	41
Total		99

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
125	E	E21	Prior to impacts on the biodiversity values of the CSSI, the number and classes of ecosystem credits and species credits (like-for-like) as set out in the BAM Biodiversity Credit Report which forms part of the BDAR Revision M, must be retired. The number of biodiversity offset species credits obligations that must be retired (prior to impacting the biodiversity values) in each of the CSSI as detailed in Table 6 and Table 7.	Credit retired reports was reviewed as compliant during the initial audit. This condition is no longer triggered.		Not Triggered
126	E	E22	On the discovery of potential or actual impacts to any threatened communities or species not listed in Condition E20, all work which may impact the identified species, or community must stop to prevent further impact and the Planning Secretary and DCCEEW (NSW) (and DCCEEW (Cth) where relevant) notified in writing. Work must not recommence until the relevant agencies have been consulted and any required approvals have been obtained.	Three Sloane's Froglets (Crinia sloanei), listed as vulnerable under the Biodiversity Conservation Act 2016, were found within the construction impact zone on 19 November 2025. The froglets were relocated to suitable habitat outside the disturbance area and later confirmed by an ecologist on 20 November 2025, when two additional individuals were identified during remediation works. The unexpected find was reported to DPHI on 21 November 2025 (Aconex ref. IR2140-RECCO-000129). Sighted written directions letter from DPHI dated 19 December 2025 regarding the Sloane's Froglet incident, confirming that the observation of three individuals reported on 21 November 2026 was classified as an unexpected		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				find and constituted a reportable incident, with advice to notify the incident as soon as possible. Sighted incident notification from IRPL, dated 15 January 2026, with the details of the incident. Incident was notified to DPHI on 16 January 2026. Sighted post approval receipt ref. SSI-10055-PA-148, dated 16 January 2026. DCCEEW was notified on 21 November 2025 via Aconex ref. IR2140-RECCO-000129.		
127	E	E23	The retirement of the credits must be carried out in accordance with the Biodiversity Conservation Act 2016 (NSW) (BC Act), and can be achieved by: a) acquiring and retiring “biodiversity credits” within the meaning of the BC Act; and / or b) making a payment into the Biodiversity Conservation Fund of an amount equivalent to the class and number of ecosystem and species credits, as calculated by the BCF Charge System; and/or c) funding a biodiversity conservation action that benefits the entity impacted and is listed in the ancillary rules of the Biodiversity Offset Scheme; d) Where evidence of compliance with the Ancillary rules: Reasonable steps to seek like- for-like biodiversity	Credit retired reports was reviewed as compliant during the initial audit. This condition is no longer triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			credits for the purpose of applying the variation rules has been provided to, and approved by the Planning Secretary, the variation rules may be applied to retire the relevant ecosystem credits and species credits as set out in the BAM Biodiversity Credit Report (Variation). The variation rule does not apply to biodiversity credits for threatened species or threatened ecological communities that are listed as critically endangered under the BC Act or listed in any capacity under the Environment Protection and Biodiversity Conservation Act 1999 (Cth). ***Note:*** *"Impacted site" in the application of the like-for-like offset rules is taken to be the subject land described in the Biodiversity Development Assessment Report referred to in Condition A1. The subject land is the disturbance footprint subject to assessment under the Biodiversity Assessment Method.*			
128	E	E24	Evidence of the retirement of credits in satisfaction of Condition E23 must be provided to the Planning Secretary prior to impacts to the biodiversity values.	Credit retired reports was reviewed as compliant during the initial audit. This condition is no longer triggered.		Not Triggered
129	E	E25	**Sloane's Froglet** Prior to the commencement of works, the Proponent must complete targeted surveys during July and/ or August for Sloane's Froglet (Crinia sloanei) in all areas where that species was assumed present in the documents listed in Condition A1. The results of the targeted surveys are to be provided to DCCEEW and the Planning Secretary for information.	Prior to commencement of works condition was reviewed as compliant during previous audits. This condition is no longer triggered.		Not Triggered

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130	E	E26	In all locations where the Sloane's Froglet is recorded, a site-specific Sloane's Froglet Management Plan(s) must be prepared and implemented in consultation with DCCEEW and landowners to manage work within and adjacent to Sloane's Froglet habitat. The Sloane's Froglet Management Plan must include: a) details of proposed detention basins to manage stormwater consistent with the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017); b) measures to prevent Sloane's Froglet habitat from being impacted by sediment; and c) regular monitoring.	Sighted Construction Sloane's Froglet Project Plan – Stage C Rev. 1, dated 1 April 2026, was sighted. (a) As per section 6.3 – no stormwater detention basins are proposed as part of the project. (b) Addressed under section 6 "Management and Mitigation" and Progressive Erosion Sediment Control Plan (c) As per section 7.3 "Monitoring"		Compliant
131	E	E27	The Sloane's Froglet Management Plan must be submitted to and approved by the Planning Secretary. No work that could impact the areas identified with Sloane's Froglet (Crinia sloanei) are to be carried out prior to: a) the completion of the targeted surveys required in Condition E25; and b) the implementation of the approved Sloane's Froglet Management Plan required by Condition E26.	As previously evidenced, DPHI letter (ref. SSI-10055-PA-121), dated 5 November 2025, confirming the approval of Construction Sloane's Froglet Project Plan. During the audit period, written direction was issued by DPHI following the Sloane's Froglet incident, dated 19 December 2025, to undertake the formal review of Sloane's Froglet Management Plan. IRPL has undertaken a detailed review of the SFMP in consultation with CPHR and provided the updated version to DPHI on 20 April 2026 (ref. SSI-10055-		Compliant

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				PA-182). Sighted DPHI letter ref. SSI-10055-PA-182, dated 7 May 2026, confirming the approval of Sloane's Froglet Management Plan – Stage C, revision 1, dated 1 April 2026.		
132	E	E28	In all remaining areas that assumed the presence of Sloane's Froglet (Crinia sloanei), erosion and sediment control measures and protection of riparian areas must be installed in accordance with Conditions C10, E173, and E174 prior to work in these areas.	Section 6 of SFMP "Management and Mitigation: outlines the erosion and sediment control measures and protection of riparian areas. Sighted PESCP Site Establishment and Enabling Works for Billy Hughes Site, Rev. F, dated 11 February 2026, confirming the inclusion of Sloane's Froglet Impact Area. During the site inspection, sediment fencing was observed to be installed with appropriate signage around the Sloane's Froglet impact area. In addition, blue and white flagging was in place to delineate and restrict access to the identified habitat. Refer to site inspection photos, under Appendix G.		Compliant
133	E	E29	**Fauna Connectivity** Prior to construction at Billy Hughes Bridge and Uranquinty Creek, existing fauna movement corridors, pathways and connectivity for the Squirrel Glider at Billy Hughes Bridge and Uranquinty Creek must be determined by a suitably qualified	Sighted Squirrel Glider and Sloane's Froglet Fauna Connectivity Strategy prepared by Biosis, final version 01, dated 26 March 2026. The Strategy is still in draft.		Not Triggered

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			and experienced expert in consultation with DCCEEW including evidence of existing fauna movement corridors, pathways and connectivity and analysis of existing studies or baseline monitoring.	Sighted the IRPL extension request for Fauna Connectivity Strategy (FCS) submitted to DPHI on 17 April 2026. The request seeks the extension of FCS submission to 24 June 2026. Sighted post approval receipt ref. SSI-10055-PA-180, dated 17 April 2026. Sighted approval letter from DPHI ref. SSI-10055-PA-180, dated 24 April 2026, confirming the extension of FCS submission to 24 June 2026. Consultation is ongoing with Albury City Council and DCCEEW in relation to the fauna connectivity strategy. Sighted meeting minutes with IRPL, MR and Albury City Council regarding the Sloane's Froglet discussions, dated 23 April 2026. Sighted email from IRPL to Albury City Council and DCCEEW, dated 15 May 2026, confirming that the site inspection to be scheduled with providing an information pack regarding the Billy Hughes site.		

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134	E	E30	The design of fauna connectivity measures must have regard to: a) existing fauna movement corridors, pathways and connectivity identified in accordance with Condition E29; b) the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017), relevant threatened species guidelines, species biology and the results of on-ground surveys; c) Fauna Sensitive Road Design Manual Volume 2 (Queensland Government, 2010); d) Fauna Sensitive Road Design Guidelines (VicRoads, 2012); and e) industry best practice measures.	Sighted Squirrel Glider and Sloane's Froglet Fauna Connectivity Strategy prepared by Biosis, final version 01, dated 26 March 2026. The Strategy is still in draft. This condition is not yet triggered.		
135	E	E31	The Proponent must prepare and implement a Fauna Connectivity Strategy for the Squirrel Glider and Sloane's Froglet for Billy Hughes Bridge and Uranquinty Creek prior to the commencement of Work that has the potential to impact on the Squirrel Glider and Sloane's Froglet. The strategy must: a) include details of existing fauna movement corridors, pathways and connectivity informed by Condition E29; b) be consistent with the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017); c) justify the design, location and spacing of fauna connectivity structures and measures;	Sighted Squirrel Glider and Sloane's Froglet Fauna Connectivity Strategy prepared by Biosis, final version 01, dated 26 March 2026. The Strategy is still in draft. Sighted the IRPL extension request for Fauna Connectivity Strategy (FCS) submitted to DPHI on 17 April 2026. The request seeks the extension of FCS submission to 24 June 2026. Sighted post approval receipt ref. SSI-10055-PA-180, dated 17 April 2026.		Not Triggered

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			d) demonstrate the effectiveness of connectivity structures and measures for the targeted species to maintain or improve connectivity and movement pathways of species within regional, local and riparian corridors; e) a map showing the location and design of all fauna connectivity measures to be implemented; f) maintenance activities for all connectivity structures and measures for the life of the impact of the CSSI, including timing and frequency of maintenance actions, including after flood and bushfire events; and g) include the Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program required by Condition D12.	Sighted approval letter from DPHI ref. SSI-10055-PA-180, dated 24 April 2026, confirming the extension of FCS submission to 24 June 2026.		
136	E	E32	The Fauna Connectivity Strategy must be prepared by a suitably qualified and experienced person(s) who has expertise in the relevant targeted species, in consultation with, BCS, DPI Fisheries and approved by the Planning Secretary.	Sighted Squirrel Glider and Sloane's Froglet Fauna Connectivity Strategy prepared by Biosis, final version 01, dated 26 March 2026. The Strategy is still in draft. This condition is not yet triggered.		Not Triggered
137	E	E33	**Fisheries** There are to be no works to the substructure of the Murray River Bridge or instream works in the Murray River or Oddies Creek.	IRPL confirmed during the audit interview that the top course has been replaced as part of the steel structure works. IRPL also confirmed that these works have not resulted in any impacts to the substructure or in-stream components.		Compliant

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138	E	E34	**Riparian Vegetation** Riparian land and watercourses disturbed during construction must be rehabilitated and revegetated with native species of local provenance from the relevant native vegetation community on completion of Work impacting the riparian land in accordance with the Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) and A Rehabilitation Manual of Australian Streams (Rutherfurd et al. 2000).	IRPL and MR confirmed during the audit interview that no works undertaken in riparian land and watercourse yet. This condition is not yet triggered.		Not Triggered
139	E	E35	An exclusion zone must be established to protect riparian vegetation adjoining Billy Hughes Bridge (the eastern compound and track lowering works) and Murray River Bridge adjacent to the surface road works before construction commences in this area. The exclusion zone must be maintained until construction is completed in the area.	Sighted PESCP Site Establishment and Enabling Works for Billy Hughes Site, Rev. F, dated 11 February 2026, confirming the exclusion zone. During site inspection, flagging was observed to protect the riparian vegetation. Refer to site inspection photos, under appendix G.		Compliant
140	E	E36	**Seed Collection, Revegetation and Rehabilitation** Seed from native plants to be removed must be collected before clearing and used in revegetation and rehabilitation across the project area. Plant propagation must ensure that native species of local provenance from the relevant native vegetation community are available for successful revegetation and landscaping.	MR confirmed during the audit interview that no seed collection was undertaken during the audit period.		Not Triggered
141	E	E37	**Re-use of Timber**	The Kemp Street Pre- and Post-Clearance Report (Project No. 2025-47-11), dated 16 March 2026, was sighted,		Compliant

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			Cleared native vegetation and other landscape features must be reused as part of the CSSI. If reuse is not practicable, consultation with the relevant council(s), land-care groups and relevant government agencies must be undertaken to determine if: a) hollows, tree trunks, mulch, bush rock and root balls; and b) collected plant material, seeds and/or propagated plants, can be used by others in habitat enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.	which includes records of vegetation reuse. Salvaged logs were reused in partnership with Junee Council and transferred to the Rocky Hill biodiversity area, which is managed by Council. Logs were placed within this area, with supporting data, photographs, and GPS coordinates included in the report.		
FLOODING						
142	E	E38	All practicable measures must be implemented to ensure the design, construction and operation of the CSSI will not adversely affect flood behaviour, or adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.	Following flood design report has been prepared in this audit period: • Flood Design Report – Pearson Street Bridge document no. 5-0052-210-IHY-W2-RP-0001, Rev. 0, dated 13 February 2026. The report identified that no mitigation measures are required as there are no non-compliances. • Flood Design Report Yerong Creek Yard document no. 5-0052-210-IHY-G3-RP-0001 Rev. 0, dated 31 October 2025. The report identified that no		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				mitigation measures are required as there are no non-compliances. • Flood Design Report Wagga Wagga Yard document no. 5-0052-210-IHY-W7-RP-0001, Rev. 0, dated 31 October 2025. The report identified that no mitigation measures are required as there are no non-compliances. • Flood Design Report Albury Station Yard and Footbridge document no. 5-0052-210-IHY-B0-RP-0001, Rev. 0, dated 24 November 2025. The report identified that no mitigation measures are required as there are no non-compliances.		
143	E	E39	The CSSI must be designed with the objective to meet or improve upon the flood performance identified in the documents listed in Condition A1. Variation consistent with the requirements of this approval at the rail corridor is permitted to effect minor changes to the design with the intent of improving the flood performance of the CSSI.	In all Flood Design Reports, Sections 6 refer to flood modelling. The modelling shows how the project has met the flood performance. Sighted Flood Design Report – Pearson Street Bridge document no. 5-0052-210-IHY-W2-RP-0001, Rev. 0, dated 13 February 2026. As per Section 6 of the		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				report, the design maintains the existing 1% AEP flood immunity of the railway track (no overtopping in the 1% AEP event), with a proposed bund and cross culverts balancing flows. Changes outside the project boundary are negligible — flood level changes under 0.01m, velocity changes under 0.5m/s, and no increase in flood hazard — complying with the PSR and CoA requirements.		
144	E	E40	Updated flood modelling of the project's detailed design must be undertaken for the full range of flood events, including blockage of culverts and flowpaths, considered in the documents listed in Condition A1. This modelling must include: a) Hydrologic and hydraulic assessments consistent with Australian Rainfall and Runoff – A Guide to Flood Estimation (GeoScience Australia, 2019); b) Use of modelling software appropriate to the relevant modelling task; c) Field survey of the existing rail formation and rail levels, should be included within the models; and d) Confirmation of predicted afflux at industrial properties adjacent to Railway Street, Wagga Wagga based on field survey. Updated flood modelling must be made publicly available in accordance with Condition B18.	Flood Design Report – Pearson Street Bridge document no. 5-0052-210-IHY-W2-RP-0001, Rev. 0, dated 13 February 2026. (a) Section 4 methodology shows that ARR2019 guidelines were used for this assessment. (b) Section 4 shows that appropriate software (TUFLOW) was used. (c) Section 4.2 – The existing rail level was used to inform the flood immunity. (d) Railway street in Wagga Wagga is not relevant to this site. Flood Design Reports are available on website as reviewed.		Compliant

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145	E	E41	The Proponent's response to the requirements of Conditions E38 and E40 must be reviewed and endorsed by a suitably qualified flood consultant, who is independent of the project's design and construction and approved in accordance with Condition A16, in consultation with directly affected landowners, DCCEEW Water Group, TfNSW, DPI Fisheries, BCS, NSW State Emergency Service (SES), and relevant Councils.	Flood consultant certificate of conformance dated 8 February 2025, and declaration of independence dated 27 March 2025. The consultant, being a Member of the Institute of Engineers, was endorsed by DPHI. Darren Lyons from Torrent Consulting as independent reviewer of the project's Flood Impact and management conditional requirements was approved by DPHI on 14 April 2025. Endorsement of the Flood Design Reports has been achieved through the independent reviewer's acceptance of close-out responses and comments, as documented in Appendix E (covering the Pearson Street Bridge, Yerong Creek Yard, and Wagga Wagga Yard) and Appendix F (covering the Albury Station Yard and Footbridge).	.	Compliant
146	E	E42	The CSSI must be designed and constructed to limit impacts on flooding characteristics in areas outside the project boundary during any flood event up to and including the 1% AEP flood event, to the following: a) a maximum increase in inundation time of one hour, or 10%, whichever is greater;	E42 condition has been addressed in section 6 "Flood Assessment" of the flood design reports. Flood Design Report – Pearson Street Bridge document no. 5-0052-210-IHY-W2-RP-0001, Rev. 0, dated 13 February 2026.		Compliant

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			b) a maximum increase of 10 mm in above-floor inundation to habitable rooms where floor levels are currently exceeded; c) no above-floor inundation of habitable rooms which are currently not inundated; d) a maximum increase of 50 mm in inundation of land zoned as residential, industrial or commercial; e) a maximum increase of 100 mm in inundation of land zoned as environment zone or public recreation; f) a maximum increase of 200 mm in inundation of land zoned as rural or primary production, environment zone or public recreation; g) no increase in the flood hazard category or risk to life; and h) maximum relative increase in velocity of 10%, or to 0.5m/s, whichever is greater, unless adequate scour protection measures are implemented and/or the velocity increases do not exacerbate erosion as demonstrated through site-specific risk of scour or geomorphological assessments. Where the requirements set out in clauses (d) to (f) inclusive cannot be met, alternative flood levels or mitigation measures must be agreed to with the affected landowner.	Compliance with this condition demonstrated as below: a) as per section 6.4.4 b) as per section 6.4.1 – No flood level increase of 10mm in above-floor inundation on any properties. c) As per section 6.4.1 – No increase for above floor inundation of habitable rooms on any properties. d) As per section 6.4.1 – No flood level increase of more than 50mm in residential, industrial and commercial areas. e) As per section 6.4.1 – No flood level increase of more than 100mm in the environment zone or public recreation. f) As per section 6.4.1 – No flood level increase of more than 200mm in rural or primary production, environment zone or public recreation. g) As per section 6.4.3		

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				h) As per section 6.4.2 – Both a maximum relative increase in velocity of 10%, or to 0.5m/s, whichever is greater, have been considered, and the governing and worse-case criteria adopted. Clause (d) to (f) are compliant – no mitigation measures required.		
147	E	E43	A Flood Design Report confirming the: a) final design of the CSSI meets the requirements of Condition E42; and b) the results of consultation with the relevant council in accordance with Condition E46 must be submitted to and approved by the Planning Secretary prior to the commencement of permanent works that would impact on flooding.	Following flood design report has been prepared in this audit period to comply with condition E43: • Flood Design Report – Pearson Street Bridge document no. 5-0052-210-IHY-W2-RP-0001, Rev. 0, dated 13 February 2026. Sighted submission to DPHI, dated 20 February 2026. Sighted post approval receipt SSI-10055-PA-162. Sighted approval from DPHI ref. SSI-10055-PA-162, dated 27 February 2026. IRPL confirmed during the audit interview that permanent works (piling)		Compliant

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				commenced during May possession. • Flood Design Report Yerong Creek Yard document no. 5-0052-210-IHY-G3-RP-0001 Rev. 0, dated 31 October 2025. Sighted submission to DPHI, dated 4 February 2026. Sighted post approval receipt SSI-10055-PA-152. Sighted approval from DPHI ref. SSI-10055-PA-154, dated 10 February 2026. IRPL confirmed during the audit interview that permanent works have not yet commenced – only minor works undertaken to date. • Flood Design Report Wagga Wagga Yard document no. 5-0052-210-IHY-W7-RP-0001, Rev. 0, dated 31 October 2025. Sighted submission to DPHI, dated 2 December 2025. Sighted post approval receipt SSI-10055-PA-136. Sighted approval from DPHI ref. SSI-1055-PA-136, dated 5 December 2025. IRPL		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				confirmed during the audit interview that permanent works have not yet commenced. • Flood Design Report Albury Station Yard and Footbridge document no. 5-0052-210-IHY-B0-RP-0001, Rev. 0, dated 24 November 2025. Sighted submission to DPHI, dated 16 January 2026. Sighted post approval receipt SSI-10055-PA-150. Sighted approval from DPHI ref. SSI-10055-PA-150, dated 4 February 2026. IRPL confirmed during the audit interview that permanent works have commenced during February possession dated 28 February 2026.		
148	E	E44	The Flood Design Report required by Condition E43 must be approved by the Planning Secretary prior to works that may impact on flooding or the relevant council's stormwater network.	Following flood design report has been submitted to and approved by DPHI required by condition E43 and E44: • Flood Design Report – Pearson Street Bridge document no. 5-0052-210-IHY-W2-RP-0001, Rev. 0, dated 13 February 2026. Sighted submission to		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				DPHI, dated 20 February 2026. Sighted post approval receipt SSI-10055-PA-162. Sighted approval from DPHI ref. SSI-10055-PA-162, dated 27 February 2026. • Flood Design Report Yerong Creek Yard document no. 5-0052-210-IHY-G3-RP-0001 Rev. 0, dated 31 October 2025. Sighted submission to DPHI, dated 4 February 2026. Sighted post approval receipt SSI-10055-PA-152. Sighted approval from DPHI ref. SSI-10055-PA-154, dated 10 February 2026. • Flood Design Report Wagga Wagga Yard document no. 5-0052-210-IHY-W7-RP-0001, Rev. 0, dated 31 October 2025. Sighted submission to DPHI, dated 2 December 2025. Sighted post approval receipt SSI-10055-PA-136. Sighted approval from DPHI ref. SSI-		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				1055-PA-136, dated 5 December 2025. • Flood Design Report Albury Station Yard and Footbridge document no. 5-0052-210-IHY-B0-RP-0001, Rev. 0, dated 24 November 2025. Sighted submission to DPHI, dated 16 January 2026. Sighted post approval receipt SSI-10055-PA-150. Sighted approval from DPHI ref. SSI-10055-PA-150, dated 4 February 2026. IRPL confirmed during the audit interview that works impacting the Council stormwater network have not yet commenced.		
149	E	E45	Flood information including flood reports, models and geographic information system outputs, and work as executed information from a registered surveyor certifying finished ground levels and the dimensions and finished levels of all structures within the flood prone land, must be provided to the relevant Council, BCS, and the SES in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the CSSI. The Council, BCS, and the SES must be notified in writing that the information is available no later than one (1) month following the completion of construction.	This condition will be triggered upon completion of construction works		Not Triggered

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			Information requested by the relevant Council, BCS, or the SES must be provided no later than six (6) months following the completion of construction or within another timeframe agreed with the relevant Council, BCS, or the SES.			
150	E	E46	The design, operation and maintenance of pumping stations and storage tanks and discharges to council's stormwater network must be developed in consultation with the relevant council. The results of the consultation are to be included in the report required in Condition E43.	MR confirmed during the audit interview that Riverina Highway Bridge Track Lowering Flood Design Report has a pumping station. Sighted Riverina Highway Bridge Report document no. 5-0052-210-IHY-B4-RP-0001, Rev. 1, dated 8 December 2025. Sighted COA A8 Consultation Report – E41 Riverina Highway Bridge Track Lowering Flood Design Report, document no. 6-0052-210-EAP-B4-RP-0002, Rev. 0, dated 9 December 2025. Section 2 "Stakeholder and Agency Consultation" includes the engagement log with Albury City Council and DCCEEW.		Compliant
HERITAGE						
151	E	E47	The Proponent must not destroy, modify or otherwise physically affect any heritage items, including Aboriginal objects, outside of the CSSI construction boundary.	A section of timber fencing identified in the Construction Cultural Heritage Management Plan (CCHMP) as a control to demarcate the heritage exclusion zone at The Rock Station was partially removed during construction		Compliant

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				works, without authorisation or assessment of impacts within the SHR curtilage. This represents a potential failure to implement the approved CCHMP. The issue was identified during the project completion and handover process, with IRPL becoming aware of the potential non-compliance on 8 April 2026 following investigation and review of CCHMP requirements. The incident was reviewed by IRPL's Senior Cultural Heritage Advisor who advised that the unauthorised removal of the fence does not impact to the overall significance of heritage asset 01269 (The Rock Station and Yard Group). Heritage NSW was notified on 16/04/26 via email as sighted. Sighted email from Heritage NSW, dated 13 May 2026, concluding that the impacted timber fence has negligible heritage significance and no works were undertaken outside of the CIZ, or within identified heritage exclusion zones. Heritage NSW recommended that the impacted timber fence is repaired or replaced like-for-like, as soon as reasonably possible.		

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				IRPL is currently requesting the meeting with DPHI to discuss the reinstatement of the timber fence.		
152	E	E48	Prior to the commencement of construction, the Proponent must undertake Heritage Photographic Archival Recordings of heritage items and potential heritage items which have been identified for demolition, modification or alteration in the documents listed in Condition A1. The photographic recording of items with a statutory listing must be undertaken in accordance with Heritage NSW 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.	Sighted the Photographic Archival Record Report for Wagga Wagga and Lockhart Local Government Areas prepared by OzArk, Rev. V3.1, dated 15 April 2026. The previous version V3.0, dated 3 February 2025 was updated to include additional images.		Compliant
153	E	E49	Modifications to the rail bridge over the Murray River (SHR 01020) must be consistent with the Urban Design and Landscape plan required by Condition E108 and reviewed by the State Design Review Panel (SDRP) established in Condition E100.	IRPL confirmed during the audit interview that it remains consistent with the UDLP and modification works to the rail bridge over the Murray River have been completed.		Compliant
154	E	E50	Replacement, modification or new structures within or adjacent to listed heritage items, curtilages, or heritage conservation areas must be designed to be consistent with the Urban Design and Landscape Plan required by Condition E108.	The Albury to Illabo Urban Design and Landscape Plan Stage 1 – Corridor-wide (5-0052-210-PMA-00-PL-0003_2, Rev 2, dated 02 May 2025, was provided, which address the requirements of this condition. IRPL confirmed during the audit interview that the current designs remain consistent with UDLP Stage 1,		Compliant

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				with no changes made during this audit period.		
155	E	E51	The Proponent must assess options for the salvage, sympathetic reuse (including integrated heritage displays) or other options for repository, reuse and display of items or elements of heritage value from heritage listed buildings and structures to be demolished before demolition. This includes but is not limited to: a) street furniture associated with Kemp Street bridge in Junee; b) bridge construction materials associated with Edmondson Street bridge in Wagga Wagga; and c) footbridges in Albury, Wagga Wagga, Culcairn and Junee Suitable repository or interim locations must be established in consultation with the relevant Council(s). Any State listed items or elements suitable for salvage must be determined in consultation with Heritage NSW. The items to be salvaged must be identified in the Heritage CEMP Sub-plan required by Condition C6.	Consultations with Councils and Heritage NSW regarding the reuse options included in Heritage Interpretation Plan, Rev. Final 0.1, dated 31 March 2025, as previously evidenced. Further consultations were undertaken in this audit period: • Consultation with Junee Council in relation to the Junee footbridge was undertaken. An email from Junee Council to IRPL, dated 26 March 2026, was sighted, confirming that the matter was discussed at the Council's December 2025 meeting. The Council advised that it is satisfied that the structure should be disposed of and not returned for future use due to the presence of lead. • Opportunities for reuse of materials from the Murray River bridge are also being explored, with Wodonga Council		Compliant

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				expressing interest in receiving the top section of the bridge, subject to assessment of its contamination status. Sighted email from Wodonga Council to IRPL, dated 15 April 2026, confirming that their Executive has approved further discussion to rehome the heritage bridge trusses that adorn the Murray River Bridge. IRPL confirmed during the audit interview that reuse activities are being undertaken in a manner consistent with the HIP. The top section of the Murray River bridge has been temporarily placed in the Albury Yard, with appropriate controls observed during the site inspection.		
156	E	E52	Work within the Albury Railway Station and Yard Group must aim to avoid, to the greatest extent practicable, impacts to remaining broad gauge track/s and Signal Box 1A. The Proponent must prepare an Albury Railway Station and Yard Group Report: a) confirming the location of the broad gauge track/s;	Albury Railway Station and Yard Group Report was reviewed as compliant during previous audit. This condition is no longer triggered.		Not Triggered

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			b) demonstrating how the Work will avoid, or minimise impacts to the greatest extent practicable, to the broad gauge track/s and Signal Box 1A; and c) where impacts to the broad gauge track/s or Signal Box 1A are unavoidable, determine appropriate mitigation measures, relocation, sympathetic reuse or display and/ or heritage interpretation in consultation with Heritage NSW. The Albury Railway Station and Yard Group Report must be submitted to and approved by the Planning Secretary prior to work commencing within Albury Railway Station and Yard Group.			
157	E	E53	Following completion of all work described in the documents listed in Condition A1 in relation to heritage items and all work required by Conditions E47 to E52, a Non-Aboriginal Heritage Report including the details of any archival recording, further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds), must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW.	This condition will be triggered upon completion of heritage related works.		Not Triggered
158	E	E54	The Non-Aboriginal Heritage Report must be submitted to the Planning Secretary, the Heritage Council of NSW, Heritage NSW, and relevant Councils, local libraries and historical societies in the respective local government area for information, no later than 12 months after the completion of the work referred to in Condition E53.	This condition will be triggered upon completion of heritage related works.		Not Triggered

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159	E	E55	The Proponent must prepare and implement a Heritage Interpretation Plan which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI. The Heritage Interpretation Plan must inform the Urban Design and Landscape Plan required by Condition E108. The Heritage Interpretation Plan must be prepared in accordance with the relevant Heritage NSW and Heritage Council of NSW guidelines and include, but not be limited to: a) a discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to Albury, Wagga Wagga and Junee Stations and Yard Groups, and bridges modified or removed by the project; b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the CSSI including: i. use of interpretative hoardings during construction ii. community open days iii. community updates iv. design of pedestrian and road bridges v. signal boxes and other items within Albury Station Yard; and	As reviewed during initial audit – Heritage Interpretation Management Plan Rev. VO.1, doc no. 5-0052-210-ECH-00-PJ-0001_1, dated 31 March 2025 was submitted to DPHI on 31 March 2025 and approved on 14 April 2025. Consultation with Heritage NSW and the Heritage Council of NSW (in Sections 4.1.4, 4.1.6 and 4.1.8 of the HIP) was noted by DPHI in their approval. Confirmation of compliance with this condition demonstrated below: a) In Section 4 'Albury Places, Section 5 'Culcairn Place', Section 6 'Wagga Wagga Places', Section 7 'Junee Places' and Section 9 'Analysis and Identification of Themes'. b) The following interpretive initiatives are implemented and addressed in the plan: i. As per section 10.1.9 'Temporary hoardings' and section 11.1 'Corridor wide approach; ii. As per section 11.1 'Corridor wide approach' and section		Not Triggered

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			c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken. The Heritage Interpretation Plan must be prepared in consultation with Heritage NSW, Heritage Council of NSW, relevant Councils and Registered Aboriginal Parties, and must be submitted to the Planning Secretary before commencement of construction.	11.10.1 'Corridor wide celebratory event' iii. As per section 2.1.2 'Community Consultation' iv. As per section 4.1.9 'Proposed work', section 4.2.8 'Proposed work', section 6.2.7 'Proposed work', 6.3.7 'Proposed work', 6.4.7 'Proposed work' and 7.2.7 'Proposed work' v. As per section 4.2 'Albury Station Footbridge and Yard' c) Addressed in section 3.1 'Aboriginal Cultural Heritage' IRPL confirmed during the audit interview that heritage works have not yet commenced, as consultation is still ongoing regarding the artwork designs, which have not yet been finalised.		
160	E	E56	Site specific protection plans must be prepared and implemented for all demolition and modification works adjacent to or within the curtilage of a state heritage item to ensure that any impacts arising are minimised and are included in the Heritage CEMP Sub-Plan as required by Condition C6.	The following site specific protection plans has been prepared and included in the Construction Cultural Heritage Management Sub-Plan Stage C under appendix C: 1. Site Specific Protection Plan for State Heritage Item 01020		Compliant

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				‘Albury rail bridge over Murray River’ 2. Site Specific Protection Plan for State Heritage Item 01073 ‘Albury Railway Station and yard group’ 3. Site Specific Protection Plan for State Heritage Item 01126 ‘Culcairn Railway Station and yard group’ 4. Site Specific Protection Plan for State Heritage Item 01169 ‘Henty Railway Station and yard group’ 5. Site Specific Protection Plan for State Heritage Item 01268 ‘The Rock Station and yard group’ 6. Site Specific Protection Plan for State Heritage Item 01279 ‘Wagga Wagga Railway Station and yard group’ 7. Site Specific Protection Plan for State Heritage Item 01093 ‘Bomen Railway Station’ 8. Site Specific Protection Plan for State Heritage Item 01172 ‘Junee Railway Station moveable relics’ and 01173		

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				'Junee Railway Station, yard, locomotive depot' – Stage B MR and IRPL confirmed during the audit interview that no impacts to State heritage items occurred.		
161	E	E57	Before conducting acoustic treatment at any heritage item identified in the documents listed in Condition A1, the advice of an independent and a suitably qualified and experienced built heritage expert must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item.	IRPL and MR confirmed during the audit interview that no acoustic treatment at any heritage item undertaken to date.		Not Triggered
162	E	E58	**Aboriginal Cultural Values and Heritage** All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects, Aboriginal values or Aboriginal places except as authorised by this approval.	MR and IRPL confirmed during the audit interview that no ground disturbance has occurred within the Potential Archaeological Deposit (PAD) at the Murray River Bridge. No works have been undertaken in or around Townsend Street to date, as the area has been excluded from the project scope and designated as a no-go zone. MR also confirmed during the audit interview that appropriate signage has been installed to clearly identify the no-go zone near the Murray River Bridge.		Compliant
163	E	E59	The Registered Aboriginal Parties (RAPs) and the Local Aboriginal Land Council (LALC) must be involved in the CSSI and must continue to be provided with regular opportunities to	An A2I Engagement Log with First Nations Stakeholders (FNS), covering the period December 2025 to May 2026,		Compliant

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			be consulted about the Aboriginal cultural heritage management of the CSSI, in accordance with the Aboriginal Cultural Heritage Management Sub-plan required by Condition C12 and Condition B1.	was provided and included details of engagement activities e.g. First Nations Artwork Launch invitation issued to RAPs, LALCs, and Councils, dated 10 April 2026 for the event held on 20 April 2026.		
164	E	E60	Test excavation and, if necessary, salvage, is required prior to any ground disturbance of the Potential Archaeological Deposit (PAD) located at the Murray River Bridge and Billy Hughes Bridge enhancement sites, as identified in documents listed in Condition A1 in consultation with RAPs and LALC.	MR and IRPL confirmed during the audit interview that no ground disturbance has occurred within the Potential Archaeological Deposit (PAD) at the Murray River Bridge, noting that the PAD is located outside the project works area.		Not Triggered
165	E	E61	No impact is permitted beyond the existing disturbed area of the unformed road identified as Townsend Street in documents listed in Condition A1.	No works have been undertaken in or around Townsend Street to date, as the area has been excluded from the project scope and designated as a no-go zone. MR also confirmed during the audit interview that appropriate signage has been installed to clearly identify the no-go zone near the Murray River Bridge.		Not Triggered
166	E	E62	Prior to the commencement of any work within areas identified as requiring archaeological investigation or salvage identified in Condition E60 and documents listed in Condition A1, the Proponent must prepare an Aboriginal Archaeological Test Excavation Methodology.	MR and IRPL confirmed during the audit interview that no ground disturbance has occurred within the Potential Archaeological Deposit (PAD) at the Murray River Bridge, noting that the		Not Triggered

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			Following analysis of the test excavation results, the Proponent must prepare an Aboriginal Archaeological Salvage Excavation Methodology.	PAD is located outside the project works area.		
167	E	E63	The Aboriginal Archaeological Test Excavation Methodology and Aboriginal Archaeological Salvage Excavation Methodology must be prepared by a suitably qualified expert in consultation with Heritage NSW, LALC, and RAPs, and provided to the Planning Secretary for approval prior to any test or salvage excavation.	MR and IRPL confirmed during the audit interview that no ground disturbance has occurred within the Potential Archaeological Deposit (PAD) at the Murray River Bridge, noting that the PAD is located outside the project works area.		Not Triggered
168	E	E64	At the completion of Aboriginal cultural heritage test and salvage excavations, an Aboriginal Cultural Heritage Excavation Report(s) must be prepared by a suitably qualified expert. The Aboriginal Cultural Heritage Excavation Report(s), must: a) be prepared in accordance with the Guide to Investigation, assessing and reporting on Aboriginal cultural heritage in NSW (OEH 2011) and the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010); and b) document the results of the archaeological test excavations and any subsequent salvage excavations (with artefact analysis and identification of a final repository for finds). The RAPs must be given a minimum of 28 days to consider the report and provide comments before the report is finalised. The final report must be provided to the Planning Secretary,	MR and IRPL confirmed during the audit interview that no ground disturbance has occurred within the Potential Archaeological Deposit (PAD) at the Murray River Bridge, noting that the PAD is located outside the project works area.		Not Triggered

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			Heritage NSW, the relevant Councils, LALC, and the RAPs within 24 months of the completion of the Aboriginal archaeological excavations (both test and salvage).			
169	E	E65	Where previously unidentified Aboriginal objects are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the Unexpected Heritage Finds and Human Remains Procedure required by Condition E66 and include registration in the Aboriginal Heritage Information Management System (AHIMS).	IRPL and MR confirmed during the audit interview that no Aboriginal objects are discovered in this audit period.		Not Triggered
170	E	E66	**Unexpected Heritage Finds** The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced heritage specialist in consultation with Heritage NSW and the Heritage Council of NSW and submitted to the Planning Secretary for information no later than one (1) month before the commencement of work.	Unexpected Heritage Finds and Human Remains Procedure was reviewed as compliant during previous audits. This condition is no longer triggered.		Not Triggered
171	E	E67	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction. ***Note:*** *Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.*	The Unexpected Heritage Finds and Human Remains Procedure is in place and being followed. Sighted unexpected finds heritage record EVT-0039922, Dated 16 March 2026. During excavation at the Edmondson Street Eastern Abutment within the Wagga Wagga Yard, circular		Compliant

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				brick work was identified adjacent to the Wagga Wagga LEP Item I254 – Best Street Railway Gatehouse (former) which is part of the State Heritage Item 01279 Wagga Wagga Railway Station and Yard Group. The brick is observed as not being recorded in the Environmental Assessment documents comprising the EIS for the project. Upon discovery of Heritage site, area was demarcated as no go zone. Heritage structure was reported to NSW Heritage through MR's Heritage consultant. Heritage NSW advised MR to cover heritage area with geofab, ballast, and aggregate to continue work ensuring no impact to heritage site. Sighted notification to Heritage NSW and DPIRD via email, dated 17 March 2026. Sighted an email from Heritage NSW dated 19 March 2026, confirming that the notification has been lodged and recorded under reference DOC26/164827. Heritage NSW also advised that a summary report for the unexpected find (UXF) is to be prepared by a heritage consultant. This report is		

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				to include an assessment of the likely origin, heritage significance, and appropriate mitigation measures, and is to be submitted to Heritage NSW for review. Sighted Letter of Advice from OzArk Environment & Heritage, dated 1 April 2026, providing the summary of UXF and recommendations. The Letter of Advice from OzArk was provided to Heritage NSW via email on 2 April 2026. Sighted unexpected finds heritage record EVT-0037181, Dated 21 January 2026. During an investigative assessment conducted by OzArk supporting a Consistency Assessment for a CIZ amendment within the Uranquinty enhancement site, brick work was observed that has not been recorded in the Environmental Assessment documents comprising the EIS for the project. Sighted notification to Heritage NSW and DPIRD via email, dated 22 January 2026.		

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				Sighted email from Heritage NSW, dated 6 May 2026, confirms that test excavation of unexpected archaeological site at Uranquinty Station can proceed.		
NOISE AND VIBRATION						
172	E	E68	**Land Use Survey** A detailed land use survey must be undertaken to confirm sensitive land use(s) (including critical working areas such as operating theatres and precision laboratories) potentially exposed to construction noise and vibration, construction ground-borne noise and operational noise. The survey may be undertaken on a progressive basis but must be undertaken in any one area before the commencement of work which generates construction or operational noise, vibration or ground-borne noise in that area. The results of the survey must be included in the Noise and Vibration CEMP Sub-plan required by Condition C8.	Land use survey was provided in Appendix D of the Construction Noise & Vibration Management Plan Stage C, document no. 6-0052-210-PMA-00-PL-0028, Rev. 0, dated 29 May 2025. The survey was undertaken by SLR Consulting on 19 September 2025, prior to the commencement of Stage C works, dated 8 December 2025.		Compliant
173	E	E69	**Work Hours** Work must be undertaken during the following hours: a) 7:00am to 6:00pm Mondays to Fridays, inclusive; b) 7:00am to 6:00pm Saturdays; and c) at no time on Sundays or public holidays.	Site Induction includes a section on what is considered normal working hours, that is: • Monday to Friday 7am – 6pm, • Saturday 8am – 1pm, • Sundays & Public Holiday, no works.		Compliant

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				CEMP Section 7.5 “Working Hours” also outlines the construction working hours in compliance with E1. Following OOHW Breach was reviewed during the audit interview: • 22 April 2026 – self reported incident to MR Environment Team (5.30pm) from Site Engineers at Abutment B of Edmondson Street Bridge (Site 13) confirming piling works had to continue outside of approved construction hours (post 6pm) due to reduced Track Occupancy Authority (TOA) window and an installation defect encountered during piling works. Works ceased at 6.43pm. Noise monitoring was undertaken at 2 Donnelly Street, which confirmed that noise levels were lower than predicted impacts, as sighted. The EPA was notified on 22 April 2026 via email, as sighted. • 22 April 2026 – self reported OOHW breach at Mothers		

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				Footbridge for OSOM crane delivery at approximately 6.20am prior to 7.00am commencement of Standard Day hours. The OOHW breach was reported to EPL on 24 April 2026 via email, as sighted. • 10 March 2026 – OOHW breach (6pm to 7:20pm) at Kemp Street Bridge Enhancement Site due to the pile hole collapse. Additional works required to re-clean pile which delayed installation of pile cage and the subsequent concrete pour. Piling work crew packed up and departed site at 7:20pm. The EPA was notified on 10 March 2025, as sighted. MR confirmed during the audit interview that the OOHW breach was managed and reported under EPL condition L4.1.		
174	E	E70	**Highly Noise Intensive Work** Except as permitted by an Environment Protection Licence (EPL), highly noise intensive works that result in an exceedance	MR confirmed during the audit interview that 3:1 respite work periods were not undertaken during the audit period, and no exceedances were reported.		Compliant

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			of the applicable NML at the same receiver must only be undertaken: a) between the hours of 8:00 am to 6:00 pm Monday to Friday; b) between the hours of 8:00 am to 1:00 pm Saturday; and c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour. For the purposes of this condition, 'continuously' includes any period during which there is less than one hour between ceasing and recommencing any of the work.	Consultation was undertaken with the EPA and AA regarding respite periods, including arrangements not exceeding three hours of work with a minimum cessation period of one hour. An email to the EPA dated 23 March 2026 was sighted, seeking feedback on respite period strategy. A response from the EPA dated 1 April 2026 confirmed that, where the protocol in the CNVMP is followed, the approach is considered an operational decision for the licensee based on environmental risk. Consultation with AA was also evidenced in the A2I Environmental and Approvals meeting minutes dated 13 April 2026, confirming that AA supported the MR's approach. The Monthly Noise and Vibration Monitoring Report for April 2026, prepared by AA, was sighted and noted that the respite period approach had been discussed with the IRPL, MR, and DPHI, with general agreement reached. An email from AA to DPHI dated 7 May 2026 was sighted, providing the EPA response and outlining agreement with the MR's approach, which prioritises		

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				undertaking high-noise activities during daytime to limit or avoid such works at night.		
175	E	E71	**Variation to Work Hours** Notwithstanding Conditions E69 and E70, work may be undertaken outside the hours specified in the following circumstances (a, b, or c): a) Safety and Emergencies, including: i. for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or ii. where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm. On becoming aware of the need for emergency work in accordance with Condition E71(a), the AA, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavours must be used to notify all noise and/or vibration affected residents and owners/occupiers of properties identified sensitive land use(s) of the likely impact and duration of those work. b) Work that meets the following criteria: i. construction that causes LAeq(15 minute) noise levels: • no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and	a) MR confirmed during the audit interview that no emergency OOHW works required to date. b) Low impact works fall under the OOHW permit process as advised by MR. c) The following OOHW Permits were provided as evidenced: • OOHW Permit No. 11.002 – Pearson Street May 2026 Possession, for the period 2 May 2026 to 5 May 2026. The works include piling, track works, and earthworks. The permit outlines details of the works, including plant and equipment, potential impacts, and noise and vibration monitoring locations. The permit was signed off by MR on 23 April 2026, as sighted. • OOHW Permit No. 13.011 – Edmondson St May 2026 Possession for the period 2 May		Compliant

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			• no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and ii. construction that causes LAFmax noise levels no more than 15 dB above the rating background level at any residence during the night period as defined in the ICNG; and iii. construction that causes: • continuous or impulsive vibration values, measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or • intermittent vibration values measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006). c) By Approval, including: i. where different construction hours, such as those for a rail possession, are permitted under an EPL in force in respect of the CSSI; or ii. works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E72; or iii. negotiated agreements with directly affected residents and sensitive land use(s).	2026 to 5 May 2026. The works include piling works at Abutment A and B. The permit was signed off by MR on 23 April 2026. Sighted request for Hold Point release from MR to IRPL via Aconex Martinus-HP-000281, dated 24 April 2026. The request covered the following sites: • OOHW May Possession 2026, Murray River Bridge • OOHW May Possession 2026, Billy Hughes Bridge • OOHW May Possession 2026, Cassidy Parade • OOHW May Possession 2026, Pearson Street Bridge • OOHW May Possession 2026, Albury Yard and Riverina Highway Sighted HP released from IRPL via Aconex IR2140-RTHP-000338, dated 28 April 2026.		

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176	E	E72	**Out-Of-Hours Work Protocol – Works Not Subject to an EPL** 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 E69, and that are not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the Out-of-Hours Work. The Protocol must be prepared in consultation with the ER, AA and EPA. The Protocol must include: a) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: b) the ER and AA review all proposed out-of-hours activities and confirm their risk levels, c) low risk activities can be approved by the ER in consultation with the AA, and d) high risk activities that are approved by the Planning Secretary; e) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria; f) a process for selecting and implementing mitigation measures for residual impacts in consultation with the community at each affected location, including respite periods. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land	Out-of-Hours Work Protocol document no. 6-0052-210-PES-00-PR-0007, Rev. 5, dated 23 September 2025 as reviewed as part of this audit. The OOHW Protocol is included within the Stage C CNVMP under Appendix F. The CNVMP was endorsed by ER on 29 September 2025 as sighted. Monthly Noise and Vibration Report for September 2025, dated 7 October 2025, confirms the AA endorsement of Stage C CNVMP. Consultation with the EPA was undertaken during the preparation of the Stage B CNVMP, as evidenced in a previous audit. IRPL and MR confirmed during the audit interview that no changes were made to OOHW Protocol; therefore, consultation with the EPA) was not required for Stage C. Sighted approval letter from DPHI ref. SSI-10055-PA-105, dated 10 October 2025, confirming the approval of Stage C CNVMP Rev. 0, dated 25 September 2025, which includes the OOHW Protocol Rev. 5, dated 23 September 2025.		Not Triggered

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			use(s) would be exposed to, including the number of noise awakening events; g) procedures to facilitate the coordination of out-of-hours work including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided; and h) notification arrangements for affected receivers for approved out-of-hours work and notification to the Planning Secretary of approved low risk out-of-hours works. This condition does not apply if the requirements of Condition E71 are met.	IRPL and MR confirmed during the audit interview that no work has been triggered under the OOHW Protocol and that all OOHW will be under the EPL.		
177	E	E73	Except as permitted by an EPL, out-of-hours work that may be regulated through the Out-of- Hours Work Protocol as per Condition E72, but is not limited to: a) Carrying out work that if carried out during standard hours would result in a high risk to construction personnel or public safety based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009: “Risk management; or b) Where the relevant roads authority has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to road network performance and a road occupancy licence will not be issued; or c) where the relevant utility service operator has advised the Proponent in writing that carrying out the work	IRPL and MR confirmed during the audit interview that no work has been triggered under the OOHW Protocol and that all OOHW will be under the EPL.		Not Triggered

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			during standard hours would result in a high risk to the operation and integrity of the utility network; or d) work undertaken in a rail possession for operational or safety reasons. ***Note:*** *Other out-of-hours works can be undertaken with the approval of an EPL, or through the project's Out-of-Hours Work Protocol for works not subject to an EPL.*			
178	E	E74	**Construction Noise Management Levels and Vibration Criteria** Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives: a) construction 'Noise affected' NMLs established using the Interim Construction Noise Guideline (DECC, 2009); b) vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure); c) Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives"; d) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and e) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage).	**E74:Vibration works non-compliance:** Vibration-generating works using an 8-tonne roller in vibratory mode were undertaken at the Cassidy Footbridge site on 7 February 2026 without implementing required mitigation measures (e.g. stakeholder notification and attended vibration monitoring) for nearby sensitive receivers, resulting in community complaint. This represents a non-compliance with the Construction Noise and Vibration Management Plan requirements. The non-compliance was identified following community complaints raised at the time of works and subsequently reported to IRPL on 12 February 2026 after investigation by Martinus Rail. Actions undertaken to address non-compliance are as follows:	**Non-Compliance A2I-03_NC-08:** The non-compliance was self-reported by IRPL to DPHI, dated 18 February 2026, relating to the vibration-generating works undertaken at the Cassidy Footbridge site on 7 February 2026 without implementing required mitigation measures for nearby sensitive receivers. IRPL became aware of the non-compliance on 12 February 2026 following the community complaint	Non-Compliant

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			Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan. ***Note:*** *The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.*	• MR confirmed during the audit interview that all site works were immediately ceased, and the Martinus stakeholder engagement and environmental teams were promptly notified of the incident. • Sighted the noise and vibration toolbox talk delivered on 11 February 2026, communicated the requirements for noise and vibration works to all workers. Attendee sign-in records were noted. • Sighted Consultation Manager records for the close-out of a vibration complaint received on 7 February 2026. Records confirm that the MR site team met with the resident on 7 February 2026 to ensure that vibration works had ceased and that no further vibration activities would be undertaken and the complaint was closed on the same day. Complaint details were also provided to AA on 8 February 2026. AA	received on 7 February 2026.	

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				confirmed that vibratory works had been carried out without the required 24-hour notice, confirming the non-compliance. MR advised that vibration impacts are assessed during OOHWP preparation and reviewed daily based on the scope of works. Vibration monitoring is undertaken where potential impacts are identified, with monitors relocated across the site in accordance with the work activities.		
179	E	E75	Mitigation measures must be applied when the following residential ground-borne noise levels are exceeded: a) evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and b) night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A). The mitigation measures must be outlined in the Noise and Vibration CEMP Sub-plan, including in any Out-of-Hours Work Protocol, required by Condition E72.	IRPL and MR confirmed during the audit interview that no residential ground-borne noise levels are exceeded in this audit period.		Not Triggered
180	E	E76	Noise generating work in the vicinity of community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas (such as exam halls, theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled during sensitive periods, unless other reasonable arrangements with the	Sighted meeting minutes with South Wagga Public School, dated 10 September 2025, providing the project update and 3-months lookahead (upcoming works).		Compliant

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			affected institutions are made at no cost to the affected institution.	Ongoing consultation with South Wagga Public School regarding the construction works. An email was sighted, dated 8 January 2026, regarding access to the school for the installation of site hoarding along the school fence line.		
181	E	E77	At no time can noise generated by construction exceed the National Standard for exposure to noise in the occupational environment of an eight-hour (8hr) equivalent continuous A-weighted sound pressure level of LAeq,8h of 85 dB(A) for any employee working at a location near the CSSI.	The project Safety Management Plan, Section 21.15 Noise and Vibration outlines how the project will monitor and mitigate noise exposure for employees. As previously evidenced, copy of the Level 3 Health Risk Assessment Albury to Parkes (A2P) September Possession 2025 Junee to Illabo (J2I) – Bridge Demolition and Track Works 04/11/25 by ADE Group (A301023.0826.00.W00_L3HRA003_J2I _ v1) was provided. Section 4 of the report provides detailed assessment for exposure to noise in the occupational environment of an eight-hour (8hr) equivalent continuous A-weighted sound pressure level of LAeq,8h of 85 dB(A). MR confirmed during the audit interview that works have been undertaken in accordance with the CNVIS including provision of respite periods.		Compliant

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182	E	E78	Construction Noise and Vibration Impact Statements (CNVIS) must be prepared for work that may exceed the noise management levels, vibration criteria and/or ground-borne noise levels specified in Condition E74 and Condition E75 at any residence outside construction hours identified in Condition E69, or where receivers will be highly noise affected. The CNVIS must include specific mitigation measures identified through consultation with affected sensitive land use(s) and the mitigation measures must be implemented for the duration of the works. A copy of the CNVIS must be provided to the AA and ER prior to the commencement of the associated works. The Planning Secretary may request a copy/ies of CNVIS.	Sighted Construction Noise and Vibration Impact Statement (CNVIS) Addendum 6 for Pearson Street Bridge and Cassidy Parade Footbridge, dated 30 April 2026. Sighted email to AA, dated 14 April 2026, regarding the review of CNVIS. Sighted email from AA, dated 22 April 2026, providing the comments on the CNVIS.	**Non-Compliance** **A2I-03_NC-09:** The non-compliance was identified with condition E78, which requires the Construction Noise and Vibration Impact Statement (CNVIS) must be provided to the AA and ER prior to commencement of associated works. No evidence was provided to demonstrate that the CNVIS were submitted to the ER. It is recommended to implement a process to ensure that CNVIS are submitted to ER prior to commencement of associated works to fully comply with condition E78.	Non-Compliant
183	E	E79	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before	Activities and work status, including vibration-generating works, are		Compliant

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			work 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, owners and occupiers are to be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Noise and Vibration CEMP Sub-plan required by Condition C8 and the Community Communication Strategy required by Condition B1.	communicated through monthly notifications, as outlined in the CNVIS, via the project website and letterbox drops, depending on the classification of works. Additional consultation methods include door knocking (where required), social media, and newspaper advertising, with QR codes provided for further information. A January works notification was sighted on the project website. Mitigation measures, including respite vouchers and alternative relocation, are offered where applicable. At 1 Edgar Street (corner of Kemp Street Bridge), vibration monitors were installed, and a pre-condition survey was completed, as reviewed during the previous audit period. Consultation records were sighted in Consultation Manager, including a face-to-face meeting dated 14 January 2026. During this meeting, a summary of upcoming out-of-hours works (OOHW) within the rail corridor near the Junee Recreational Centre (scheduled for 18–19 January 2026) was provided. The notification included details of planned		

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				activities (e.g. disconnection and reconnection of electrical services, electrical testing, and signal testing), machinery to be used, and mitigation measures to manage potential impacts.		
184	E	E80	**Construction Vibration Mitigation - Heritage** Vibration testing must be undertaken before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented.	Quarterly Environmental Monitoring Report – Oct - Dec 2025 (Rev 1., 18/02/2026). Vibration monitoring was undertaken for the duration of Oct – December period. All measured vibration levels are compliant with the relevant criteria. A few isolated events were recorded; however, upon review of the data these were determined to be short-term and deemed compliant. A non-compliance was raised regarding the vibrational generating works without implementing required mitigation measures – refer to non-compliance A2I-03_NC-07 under condition E74.		Compliant
185	E	E81	Advice from an independent heritage specialist must be sought on methods and locations for installing equipment used for vibration, movement and noise monitoring at heritage-listed structures. ***Note:*** *The heritage specialist is to provide advice prior to installing equipment that may impact the heritage significance or structural integrity of the heritage listed structures.*	MR confirmed during the audit interview that No heritage specialist advice was required during the audit period, as no monitoring equipment was installed at heritage-listed structures.		Not Triggered

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186	E	E82	Before conducting at-property treatment at any heritage item identified in the documents listed in Condition A1, the advice of a suitably qualified and experienced built heritage expert must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item.	IRPL and MR confirmed during the audit interview that no at-property treatment works undertaken in this audit period.		Not Triggered
187	E	E83	**Utility Coordination and Respite** All work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. This must include: a) rescheduling work to provide respite to impacted noise sensitive land use(s) so that the respite is achieved; or b) the provision of alternative respite or mitigation to impacted noise sensitive land use(s); and c) the provision of documentary evidence to the AA in support of any decision made in relation to respite or mitigation. The consideration of respite must also include all other CSSI, SSI and SSD projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the CSSI.	Sighted Consultation Manager records for the 66kv electrical relocation works on Edmondson Street with Essential Energy on 6-8 January 2026. The work notifications sent out to 11 properties on 18 December 2025. Sighted NAR# 623459 application from Essential Energy, dated 18 November 2025, for the coordination of the 66kv works at Edmondson Street.		Compliant
188	E	E84	**Locomotive Noise Control Program Report** The Proponent may opt to address at source noise by treating locomotives as outlined in Albury to Illabo Preferred	Sighted locomotive Noise Control Program Report prepared by Acoustic Studio Rev. 1, dated 23 May 2025.		Compliant

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			Infrastructure Report Appendix G Locomotive Noise Control Program described in the documents in Condition A1.			
189	E	E85	Where the Proponent opts to address locomotive noise emissions, a Locomotive Noise Control Program Report must be prepared to demonstrate the effectiveness of the proposed program to reduce noise from locomotives as described in the documents in Condition A1. The Report must include: a) written commitments from locomotive operators to implement noise reduction treatments to their rolling stock; b) details of participating locomotives, including: i. the number of locomotives in each class, and the identification index of each locomotive to be treated; ii. the timeframe to install mitigation in each locomotive; and iii. details of any locomotives that are not to be treated or achieve a different noise reduction to others in its class, justification and an explanation of effects on noise impact assessment; c) Noise reduction performance of each locomotive treatment including the overall A and Z weighted sound power levels, and sound power levels with and without the treatment for each locomotive treated. i. Evidence to demonstrate the treatment performance results are consistent with the	Sighted locomotive Noise Control Program Report prepared by Acoustic Studio Rev. 1, dated 23 May 2025. The report include: a) as per appendix A “Letters of Support from Locomotive Owners” b) addressed under section 2 “Target Locomotives and Implementation Schedule” and appendix C “List of the number of each locomotive class operating on the alignment” c) as per section 3 “Target Locomotive Source Noise Reduction”, section 4.9 “Uncertainty Analysis – margin of error in source levels” and appendix B “Locomotive Inspection Reports” d) addressed under section 4 “Assessment of A2I LNCP Fleet Noise Reduction” and appendix D “Noise Modelling Details”		Compliant

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			requirements of AS2377:2002 Acoustics—Methods for the measurement of railbound vehicle noise, demonstrating the total sound power levels of relevant noise descriptors of each treated locomotive class with and without noise mitigation. ii. All treated locomotives must be tested. iii. Where test results are not available at the time of the report submission to the Planning Secretary, theoretical predictions of the noise performance must be provided with the following information: 1. Demonstration of why the test results cannot be provided 2. Demonstration that the assumptions and inputs used to calculate the reduction prediction are appropriate 3. Margin of error for the predictions 4. Date of when test results will be provided d) an assessment consistent with the RING of the total LAeq,period and LAFmax noise levels from the alignment at receivers with and without locomotive mitigation that must include a list of the number of each locomotive class operating on the alignment. This must include a comparison with the assessment outcomes in the PIR referred to in Condition A1(c). e) contingencies and alternative or additional mitigation for sensitive receivers where the noise reduction does not	e) as per section 5 “Contingency Arrangements” The report was verified by the approved independent acoustic expert on 27 May 2025 as sighted. Sighted approval letter from DPHI ref. SSI-10055-PA-57 & 100, dated 26 September 2025, confirming the approval of the report.		

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			achieve the performance stated in the documents in Condition A1. The Locomotive Noise Control Program Report must be verified by an independent acoustic expert, approved in accordance with Condition A16, and approved by the Planning Secretary. The approved Locomotive Noise Control Program Report, must be included in the Operational Noise and Vibration Review (ONVR), as required by Condition E88.			
190	E	E86	The approved Locomotive Noise Control Program Report must be updated to include all locomotive test results and provided to the Planning Secretary for information within three months of completing the tests. If the locomotive test results changes the requirements for at path and/or at receiver noise mitigation in accordance with the RING, the Proponent must submit a revised ONVR within three months for the Planning Secretary's approval, and implement the approved revised ONVR.	Sighted locomotive Noise Control Program Report prepared by Acoustic Studio Rev. 1, dated 23 May 2025. MR confirmed during the audit interview that testing will be conducted after 2 year of delivering program. The report will be updated following the completion of test results. This condition is not yet triggered.		Not Triggered
191	E	E87	The locomotive treatments described in the Report must be implemented within the timeframes stated in the Report, unless otherwise agreed with the Planning Secretary.	MR confirmed during the audit interview that testing will be conducted after 2 year of delivering program. The report will be updated following the completion of test results. This condition is not yet triggered.		Not Triggered
192	E	E88	**Consultation on Noise Barriers and Noise Mitigation** The Proponent must prepare a consultation strategy to seek feedback from directly affected landowners, Council and,	Operation Noise and Vibration strategy – Stage A, Rev. 3, dated 13 March 2026		Not Triggered

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			TfNSW (where it impacts a classified road) on proposed noise and vibration mitigation measures. The consultation strategy must be submitted to the Planning Secretary for approval one month prior to consultation commencing. The consultation strategy must: a) identify all sensitive land uses above the RING criteria; b) seek to consult with all stakeholders regarding all reasonable and feasible and noise and vibration mitigation measures in accordance with the hierarchy in RING; and c) determine stakeholder preference for noise mitigation by locality. The approved strategy must be implemented. ***Note:*** *any predicted reductions in noise levels attributed to the Locomotive Noise Control Program cannot be used to reduce noise mitigation or numbers of sensitive receivers consulted unless the Locomotive Noise Control Program Report has been approved by the Planning Secretary.*	was submitted to DPHI on 16 March 2026. Sighted post approval receipt SSI-10055-PA-172. RFI request received from DPHI ref. SSI-10055-PA-172, dated 23 March 2026, requesting further information due on 20 April 2026 to continue its assessment including comment sheet. Operation Noise and Vibration strategy – Stage A, Rev. 4, dated 5 April 2026 was submitted in response to DPHI RFI on 9 April 2026 via Aconex ref. IR2140-INTCOM-000800.		
193	E	E89	**Operational Noise and Vibration Mitigation Measures** The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures that would be implemented for the operation of the CSSI. The ONVR must be prepared in consultation with the EPA and relevant council(s). The ONVR must: a) confirm the appropriate operational noise and vibration objectives and levels for surrounding development, including existing sensitive land use(s);	The ONVR Consultation Strategy is still in draft and hasn't been approved yet. This condition is not yet triggered.		Not Triggered

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			b) confirm the operational noise and vibration predictions based on the final design. Confirmation must be based on an appropriately validated and calibrated model(s) which has incorporated noise and vibration monitoring and concurrent rail traffic counting additional to that presented in the documents in Condition A1. c) confirm the operational noise and vibration impacts at adjoining development based on the final design of the CSSI. Confirmation must be based on appropriately validated noise and vibration models and include operational LAeq,period, LAFmax and LASmax noise levels, operational vibration levels, a table of results and noise contours and considers various operational train speeds, lengths and heights; d) identify sensitive land use(s) that are predicted to exceed the requirements of: i. Rail Infrastructure Noise Guideline (EPA 2013), ii. Assessing vibration: a technical guideline (DEC 2006); e) identify all noise and vibration mitigation measures including location, type and timing of mitigation measures to address noise and vibration exceedances identified in Condition E89(d), including the approved Locomotive Noise Control Program Report required by Condition E84. f) results of consultation completed in accordance with Condition E88 to seek feedback from directly affected landowners on the noise and vibration mitigation measures;			

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			g) consider the location of crossing loops, sidings, and level crossings, and investigate and implement practical measures to minimise adverse traffic, access and noise impacts; and h) procedures for the management of operational noise and vibration complaints, including investigation and monitoring (subject to complainant agreement). The ONVR must be verified by an independent acoustic expert, approved in accordance with Condition A16. The ONVR must be undertaken at the projects expense and submitted and approved to the Planning Secretary within the earliest of 24 months after the commencement of construction or prior to the commencement of operations unless otherwise agreed by the Planning Secretary. The identified noise and vibration control measures must be implemented and the ONVR must be made publicly available. ***Note:*** *The design of noise barriers and the like must be undertaken in consultation with the community as part of the Place, Design and Visual Amenity required under Conditions E94 to E98.* ***Note:*** *A Project Specific Noise Level (PSNL) must be applied as defined in the Rail Infrastructure Noise Guideline (EPA, 2013), that is after the application of all feasible and reasonable mitigation. The RING trigger levels, not a PSNL, is to be used as the noise reduction target for mitigation measures.* ***Note:*** *If the Secretary does not approve the Locomotive Noise Treatment Program Report required by Condition E85, at-source treatment of locomotives must not be considered in the ONVR.*			

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			Note: *The independent acoustic expert can be the AA where the AA has appropriate expertise in rail traffic noise modelling.*			
194	E	E90	Operational noise mitigation measures identified in Condition E88 that would also mitigate construction noise impacts at receivers modelled to be affected by noise levels higher than the Noise Management Level (NML) and that will not be physically affected by work, must be implemented within twelve (12) months of submitting the ONVR. Where implementation of operational noise mitigation measures are not proposed to be implemented in accordance with this requirement, a report must be submitted to the Planning Secretary 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 are implemented. The report must be endorsed by the AA and submitted to the Planning Secretary within six (6) months of submitting the ONVR. Note: Not having finalised detailed design is not sufficient justification for not implementing the proposed mitigation measures.	The ONVR Consultation Strategy is still in draft and hasn't been approved yet. This condition is not yet triggered.		Not Triggered
195	E	E91	**Operational Noise and Vibration Validation** Within 12 months and 10 years of the commencement of operation of the CSSI, or following 18 and 20 train movements per day, whichever occurs earliest, monitoring of operational noise and vibration must be undertaken. Monitoring is to compare actual noise performance of the CSSI against the	This condition will be triggered during operational stage.		Not Triggered

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			noise and vibration performance predicted in the review of noise and vibration mitigation measures required by Condition E88.			
196	E	E92	The Proponent must prepare and implement an Operational Noise and Vibration Compliance Report Monitoring Plan prior to commencement of the monitoring required in Condition E91. The monitoring plan must include, but not necessarily be limited to: a) Methodology including any proposed standards, guidelines or methods to be used; b) Number and location of noise and vibration monitoring sites; c) Selection criteria and justification for all monitoring locations including demonstration that the following matters have been considered: i. track features including bridges, curves, trackform, level crossings, turnouts, culverts, joints, crossing loops, ii. train operating characteristics including gradients, speed, notch settings and dynamic braking, iii. predicted exceedances of airborne, ground borne and vibration performance criteria, iv. areas of receiver noise and/or vibration complaint, v. (groups of sensitive receivers (e.g. towns or clusters of receivers), vi. effectiveness of mitigation measures vii. The data and information to be collected at each monitoring location;	This condition will be triggered during operational stage.		Not Triggered

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			d) Minimum duration and number of train passbys by type of train to be measured during day and night periods; e) Contingencies in case of unsuitable weather conditions or unforeseen matters (e.g. extraneous noise, access to property); and f) Community engagement protocols for access to property. The Operational Noise and Vibration Compliance Report Monitoring Plan must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of the monitoring required by Condition E91.			
197	E	E93	**Operational Noise and Vibration Compliance Report** An Operational Noise and Vibration Compliance Report (ONCVR) must be prepared to document the findings of the operational noise and vibration monitoring carried out in accordance with Condition E91. The ONCVR must address the following: a) noise and vibration monitoring to assess compliance with the operational noise and vibration levels predicted in the review of operational noise and vibration mitigation measures required under Condition E88; b) compliance with the operational noise levels in terms of criteria, noise goals and trigger levels established in the: i. Rail Infrastructure Noise Guideline (EPA 2013), ii. Assessing vibration: a technical guideline (DEC 2006);	This condition will be triggered during operational stage.		Not Triggered

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			c) methodology, location and frequency of noise and vibration monitoring undertaken, including monitoring sites at which CSSI noise and vibration levels are ascertained, with specific reference to locations indicative of impacts on receivers; d) details of any complaints (and the resolution of these complaints) and enquiries received in relation to operational noise and vibration generated by the CSSI between the date of commencement of operation and the date the report was prepared; e) any required recalibrations of the noise and vibration model taking into consideration factors such as noise and vibration monitoring and actual traffic numbers and proportions; f) an assessment of the performance and effectiveness of applied noise and vibration mitigation measures together with a review and if necessary, reassessment of mitigation measures; g) identification of additional measures to those identified in the review of noise and vibration mitigation measures required by Condition E88, that are to be implemented with the objective of meeting the operational noise and vibration levels in terms of criteria, noise goals and trigger levels established in the: i. Rail Infrastructure Noise Guideline (EPA 2013), ii. Assessing vibration: a technical guideline (DEC 2006); and a) identification of when these additional measures are to be implemented and how their effectiveness is to be			

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			measured and reported to the Planning Secretary and the EPA. The Operational Noise and Vibration Compliance Report must be submitted to the Planning Secretary and the EPA within 60 days of completing the operational noise and vibration monitoring and made publicly available.			
PLACE, DESIGN AND VISUAL AMENITY						
198	E	E94	**Design Requirements and Strategic Context** The CSSI must be designed and overseen during construction by suitably qualified and experienced design practitioners with appropriate experience in the fields of: b) urban design and place making; c) landscape architecture; d) heritage; and e) architectural design of infrastructure.	A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2, dated 11 November 2025, was reviewed. Design team qualifications stated in Section 1.3 of UDLP.		Compliant
199	E	E95	These practitioners must: a) develop the design objectives and principles required by Condition E96 and b) prepare the Urban Design and Landscape Plan (UDLP) required by Conditions E108 to E110.	A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2, dated 11 November 2025, was reviewed. (a) Design objectives and principles are included under section 3.2 “Objectives and Principles” (b) A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2, dated 15 November 2025.		Compliant

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200	E	E96	Design objectives and design principles must be developed to inform the design of permanent built works and landscaping to ensure the project is designed and constructed in a manner that minimises adverse visual impacts to the public domain and heritage, including design, details and finishes that reflect the context within which the project is located. The design objectives and principles must apply, as a minimum, to the following areas and infrastructure: a) Murray River bridge (bridge modification) b) Albury Railway Station and pedestrian crossing (bridge replacement) c) Cassidy Parade pedestrian crossing Wagga Wagga (bridge replacement) d) Edmondson Street pedestrian crossing Wagga Wagga (bridge replacement) e) Wagga Wagga Railway station and pedestrian crossing (bridge replacement) f) Kemp Street pedestrian crossing Junee (bridge replacement) g) Noise barriers.	A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2, dated 11 November 2025, was reviewed. Design objectives and principles are included under section 3.2 “Objectives and Principles” Compliance with this condition demonstrated as below: (a) As per UDLP Stage 1 (b) Addressed under section 7.1.1 (c) As per section 7.1.2 (d) As per section 7.1.3 (e) Addressed under section 7.1.4 (f) Addressed under section 7.1.5 (g) As per UDLP Stage 1		Compliant
201	E	E97	The design objectives and design principles must include and respond to: a) the relationship to and impacts upon heritage places and items within and adjacent to project boundaries; b) the design guidance in Better Placed, Design Guide for Heritage and Urban Design for Regional NSW; c) the principles and objectives of the Connecting with Country Framework;	A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2, dated 11 November 2025, was reviewed. Compliance with this condition demonstrated as follows: (a) as per section 3.2 “Objectives and Principles”		Compliant

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			d) achieving Disability Discrimination Act 1992 (Cth) compliance through lower impact alternatives that achieve better design outcomes; e) the NSW Movement and Place Framework including relevant guidance: i. the Walking Space Guide: Towards Pedestrian Comfort and Safety (TfNSW, 2020), the Cycleway Design Toolbox: Designing for Cycling and Micromobility (TfNSW, 2020); and ii. Beyond the Pavement (TfNSW 2020); f) active transport connectivity across the rail corridor and adjacent to works in accordance with: i. the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads, 2017); ii. relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility, the Disability Inclusion Act 2014 division 2 and NCC DP7; g) current and proposed land uses and place-making strategies; h) relevant Crime Prevention Through Environmental Design principles, existing and proposed future local context and character; i) minimising light spill to surrounding properties with all lighting associated with the CSSI consistent with the requirements of ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public Spaces;	(b) as per section 1.6 "Key reference Documents" (c) as per section 1.6 "Key reference Documents" (d) as per section 3.2 "Objectives and Principles" (e) as per section 1.6 "Key reference Documents" (f) as per section 1.6 "Key reference Documents" (g) as per section 1.6 "Key reference Documents" (h) as per section 1.6 "Key reference Documents" and section 7.4 "Crime Prevention through Environmental Design" (i) as per section 6.4.5 "Lighting" (j) as per section 7.2 "Landscape Design" and 7.3 "Landscape Implementation Strategy" (k) as per section 7 "Concept Design" (l) as per section 1.6 "Key reference Documents"		

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			j) landscape areas and strategies to increase and retain existing tree canopies; k) opportunities to enable users to connect to key views and vistas; and l) refer to relevant local council's relevant design guidelines.			
202	E	E98	The design objectives and design principles must be reviewed by the State Design Review Panel (SDRP) established in Conditions E100 to E101. SDRP advice and recommendations made about the design objectives and design principles and the Proponent's response to each recommendation must be included when submitting the design objectives and design principles to the Planning Secretary for approval.	A2I Landscape Plan Stage 2 Bridges Rev 2, dated 11 November 2025, was reviewed. SDRP recommendations and proponent's response are included under Appendix 2 " SDRP Matrix".		Compliant
203	E	E99	The design objectives and principles must be submitted to and approved by the Planning Secretary within three months of this CSSI approval, or unless otherwise agreed with the Planning Secretary. The design of permanent built structures must be informed by the design objectives and design principles	IRPL and MR confirmed during the audit interview that current designs are consistent with the UDLP Stage 2 design objectives and principles. As reviewed during the initial audit - Email received from DPHI 16/01/2025 that the work has begun on the UDLP. DPHI advised that they will not issue a non-conformance to this condition on notification timeframes		Compliant
204	E	E100	**State Design Review Panel and Design Review** The Proponent must utilise the State Design Review Panel (SDRP) to provide advice and recommendations to the Proponent during the CSSI's design development and	The State Design Review Panel (SDRP) was engaged to provide advice and recommendations for the CSSI design development and construction, to		Compliant

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			construction to facilitate quality design and place outcomes. The SDRP must meet within one month of the date of this approval, or as otherwise agreed with the Planning Secretary.	support design quality and place outcomes. The most recent meeting (SDRP-6) was held on 26 March 2025, as reviewed during initial audit. In addition, sighted SDRP letter, dated 12 December 2025, confirming the endorsement of UDLP Stage 2.		
205	E	E101	The responsibilities of the SDRP include: a) reviewing and endorsing the design objectives and principles (and any updates to these) as outlined in Conditions E96 to E97 with regards to key design elements in relation to place making, architecture, heritage, urban and landscape design strategies of the CSSI related to the infrastructure and locations specified in Condition E96; b) reviewing and endorsing the UDLP required by Condition E108; and c) providing advice and recommendations to the Proponent for consideration in the design development of the CSSI.	Compliance with the condition is demonstrated below: a) Sighted SDRP Matrix Rev. 0, dated 25 July 2025, included under Appendix 2 of UDLP Stage 2 providing the SDRP review and endorsement with regards to key elements of UDLP. b) Sighted SDRP letter, dated 12 December 2025, confirming the endorsement of UDLP Stage 2. c) Sighted SDRP Matrix Rev. 0, dated 25 July 2025, included under Appendix 2 of UDLP Stage 2 providing the SDRP advice and recommendations with regards to key elements of UDLP.		Compliant

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206	E	E102	**Operation of the Design Review Process** The relevant councils, TfNSW, HNSW, and other relevant agencies may be invited to the meetings of the Panel as observers or to provide feedback on key design elements of the CSSI.	Relevant councils, TfNSW, and other relevant agencies participated in the panel. This was evidenced in the meeting minutes distribution. Sighted SDRP Matrix Rev. 0, dated 25 July 2025, included under Appendix 2 of UDLP Stage 2.		Compliant
207	E	E103	SDRP advice and recommendations, as issued by the SDRP and the Proponent's response to each recommendation must be included when submitting the final UDLP to the Planning Secretary for approval.	Sighted SDRP Matrix Rev. 0, dated 25 July 2025, included under Appendix 2 of UDLP Stage 2 including the response to SDRP recommendations. Sighted SDRP letter, dated 12 December 2025, confirming the endorsement of UDLP Stage 2. Sighted approval letter from DPHI ref. SSI-10055-PA-157, dated 18 February 2026, confirming the approval of Stage 2 UDLP.		Compliant
208	E	E104	The Proponent must provide the design development schedule to the SDRP prior to its first meeting, including details of when relevant elements of the detailed design will be available for review by the Panel. The schedule must be updated every three months until the detailed design process is complete.	As reviewed during the initial audit, a copy of the Inland Rail A2I SDRP Pre-briefing Design Package was provided to the SDRP on 15 May 2024, which is prior to the first meeting being held. Sighted approval letter from DPHI ref. SSI-10055-PA-157, dated 18 February		Not Triggered

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				2026, confirming the approval of Stage 2 UDLP. This condition is no longer triggered.		
209	E	E105	**Lighting and Security** Mitigation measures must be provided to manage residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.	A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2, dated 11 November 2025, was reviewed. Mitigation measures for lighting including light placement & orientation, glare devices and dark sky certified lighting are included under section 6.4.5 of UDLP Stage 2. Consultation with affected landowners are included under appendix 1 “Design Consultation Register” of UDLP Stage 2.		Compliant
210	E	E106	**Construction sites** Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around construction sites and enhance their understanding and experience of the locality and place.	Wayfinding information signboards were displayed, as evidenced during the site inspection – refer to site inspection photos.		Compliant
211	E	E107	The CSSI must be constructed in a manner that minimises visual impacts of construction sites including temporary landscaping and vegetative screening, minimising light spill, and incorporating architectural treatment and finishes within key	As evidenced during the initial audit, MAF Assessments for J2I and Edmondson Street were reviewed. Both assess Community & Stakeholder, Traffic, Noise & Vibration, Biodiversity, Soil & Water, Contamination, Heritage,		Compliant

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			elements of temporary structures that reflect the context within which the construction sites are located, wherever practicable.	Flooding, Waste. Air Quality, and Visual & Light Spill hazards.		
212	E	E108	**Urban Design and Landscape Plan** The Proponent must prepare an Urban Design and Landscape Plan (UDLP) in consultation with the SDRP to document and illustrate the permanent built works and landscape design of the CSSI and how these works are to be maintained. The UDLP must be: a) prepared by a suitably qualified and experienced person(s) as required by Condition E94 in consultation with Heritage NSW, TfNSW and relevant council(s); b) consistent with proposed outcomes from consultation with the community including that completed in accordance with Condition E88 and E89; c) reviewed by the SDRP or a person nominated by the SDRP; d) submitted to and approved by the Planning Secretary one month prior to the commencement of construction of permanent built surface works and/or landscaping, excluding those elements which for ecological or technical requirements as agreed by the Planning Secretary do not allow for alternate design outcomes; and e) implemented during construction of permanent built works and operation of the CSSI. ***Note:*** *The UDLP may be developed and considered in stages to facilitate design progression and construction. Any such staging and*	A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2, dated 11 November 2025, prepared by Conybeare Morrison (CM+), Tract Consultant and OzArk. Sighted RFI letter from DPHI ref. SSI-10055-PA-75, dated 15 December 2025, requesting the additional information regarding PVC Conduits and Conduits detailing for light fittings by 14 February 2026. Sighted IRPL response to DPHI, dated 13 February 2026, addressing the DPHI matter regarding PVC Conduits and Conduits detailing for light fittings including attachments. Sighted post approval receipt SSI-10055-PA-157, dated 15 February 2026. Sighted approval letter from DPHI ref. SSI-10055-PA-157, dated 18 February 2026, confirming the approval of Stage 2 UDLP.		Compliant

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			associated approval would need to facilitate a cohesive final design and not limit final design outcomes.			
213	E	E109	The UDLP must document how the following matters have been considered in the design and landscaping of the project including: a) the requirements of Conditions E97 to E108 and E110, b) advice and recommendations from the SDRP; and c) consultation with the community including that completed in accordance with Condition E88 and E89.	A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2, dated 11 November 2025. a) As per section 1.7 “Consultation” and appendix 2 “SDRP Matrix” b) As per section 1.7 “Consultation” and appendix 2 “SDRP Matrix” c) As per section 1.7 “Consultation” and appendix 1 “Design Consultation Manager”		Compliant
214	E	E110	The UDLP must include descriptions, visualisations and drawings (as appropriate) of: a) Consistency with the design objectives and design principles approved in accordance with Conditions E96 to E99; b) design of the permanent built elements of the CSSI, including any crossings over, under or at grade and noise barriers; c) design of permanent built elements, structures, landscaping and buildings demonstrating options to mitigate impacts, including visual impacts, on: i. the surrounding context and local character;	A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2, dated 11 November 2025. a) As per section 3.2 “Objectives and Principles” b) As per section 7.1 “Bridge Design” c) As per section 7 “Concept Design” d) As per section 7.2 “Landscape Design”		Compliant

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			ii. heritage items within and outside of project boundaries and heritage interpretation as outlined in the Heritage Interpretation Plan in accordance with Condition E55; iii. minimise overlooking and light spill on the nearby residences, schools or other sensitive users such as pre-schools, disability and aged care; and iv. watercourse crossings, where relevant; d) landscaping: i. landscape plan, hard and soft elements, for the corridor and the stations (including any public art); ii. use of native species from the relevant native vegetation community (or communities), where identified as appropriate; iii. water sensitive urban design initiatives; iv. management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design; v. measures to prevent wildlife strike risk; vi. details of strategies to rehabilitate, regenerate or revegetate disturbed areas, where relevant; e) design of car parking elements, where relevant; f) proposed ownership structures and operational management and maintenance standards including of non-rail works including bridges, ramps and lifts; g) the timing and responsibilities for implementation of elements included within the UDLP; and	e) As per section 7 "Concept Design" f) As per section 6.5 "Asset Ownership and Maintenance" g) As per appendix 2 "SDRP Matrix" h) As per UDLP Stage 2		

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			h) the requirements of Conditions E97, E108 and E109.			
215	E	E111	**Operational Maintenance** The ongoing maintenance and operation costs of urban design, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the design standards established in the UDLP, required by Condition E108. The Planning Secretary must be advised prior to the transfer of the asset(s) to the relevant authority.	This condition will be triggered during operational stage.		Not Triggered
216	E	E112	Should any plant loss occur during the maintenance period required by Condition E111 the plants must be replaced by the same plant species unless it is determined by a suitably qualified person that a different species is more suitable for that location.	This condition will be triggered during operational stage.		Not Triggered
SOCIAL						
217	E	E113	**Social Impact Management Plan** A Social Impact Management Plan (SIMP) must be prepared for the CSSI to guide the management and monitoring of the social impacts of the CSSI including informing detailed design, and during construction and operation. The SIMP must: a) be prepared in accordance with the Social Impact Assessment Guideline (DPIE 2023) by suitably	Social Impact Management Plan (SIMP) Rev. 7, doc no. 6-0052-210-PMA-00-PL-0001, dated 29 September 2025. Compliance with this condition supported in the following sections of the SIMP: a) Section 2.3 'SIA Guideline' b) Section 5 'Consultation'		Compliant

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			qualified and experienced person(s) in the social sciences in accordance with Appendix B of the Social Impact Assessment Guideline (DPIE 2023); b) be developed with involvement from directly affected communities and businesses, LALC/s, community organisations and representative groups, and councils; c) inform, where relevant, the preparation of CEMP Sub-plans and monitoring plans; d) define the period over which it will be implemented based on the duration of anticipated impacts it predicts; and e) include measures to support the Community Complaints Mediator required by Condition B13. The SIMP must be approved by the Planning Secretary at least one month before the receipt of CEMPs, CEMP Sub-plans and monitoring programs required by Conditions C6 and C26. The SIMP must be implemented.	c) Section 6.1 'Integrated approach to managing and mitigating social impacts' d) Section 6 'Mitigation and Monitoring social impacts' e) Section 2.4 'Community Complaints Mediator' The SIMP was endorsed by the ER on 3 October 2025, as sighted. The IRPL confirmed during the audit interview that this was a minor update and did not require DPHI approval.		
218	E	E114	The SIMP must include specific details of the commitments, programs and timing to secure and enhance positive social outcomes, and measures to minimise negative social and cumulative impacts associated with the CSSI, including: a) revisions to or refinement of the assessment of social impacts and risks; b) additional mitigation measures to address social impacts based on those committed to in the documents listed in Condition A1 and (a) above;	Section 6 'Mitigation and Monitoring social impacts' within the Social Impact Management Plan outlines the measures to minimise negative social and cumulative impacts. The plan includes: a) Section 4 'Social Impacts and Benefits', defining magnitude and likelihood of impacts b) Section 6 'Mitigation and Monitoring social impacts', detailing		Compliant

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			c) details on social-oriented commitments to be delivered such as those related to employment diversity and procurement; d) details of how measures will be targeted and adapted to meet the needs of affected communities, including legacy benefits to directly affected communities; and e) a monitoring program, prepared in accordance with S5.2 of the SIA Guideline (DPIE 2023), to: i. monitor, review, and report on the effectiveness of the identified measures, ii. report on community engagement and complaints in relation to social issues; and iii. report on adaptative management measures implemented or proposed.	examples such as workforce management c) Section 6 'Mitigation and Monitoring social impacts', detailing examples such as local business content d) Section 6 'Mitigation and Monitoring social impacts' e) A monitoring program; i. Section 7 'Adaptive Management' ii. Section 8 'Reporting' iii. Section 9 'Review, Revision and Improvement'		
			Reporting on the social impact performance of the CSSI, including monitoring results, must be reported quarterly with the results made publicly accessible in accordance with Condition B18.	Sighted Social Impact Management Plan Report – October - December 2025, document no. 6-0052-210-PCS-00-RP-0002, Rev. 0, dated 29 January 2026. Sighted Social Impact Management Plan Report – January - March 2026 document no. 6-0052-210-PCS-00-RP-0003, Rev. 0, dated 24 April 2026. A total of 565 engagement records were logged in Consultation Manager during the January – March 2026 reporting		

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				period. Key statistics for the reporting period include: • 322 outbound emails and 88 inbound emails, supporting consistent two-way communication. • 59 phone calls (27 inbound and 32 outbound). • 9 work notifications and 11 outbound SMS messages. • 16 meetings with councils, emergency services, schools, and community groups. • 24 face-to-face contacts and 11 door knocks, enabling direct engagement with residents and businesses.(excludes possession notifications, respite and alternate accommodation) The Quarterly Reports are available on website as reviewed.		
CODE OF CONDUCT						
219	E	E115	The Proponent must prepare and implement an Employee Code of Conduct for employees and contractors involved in the construction of the CSSI. The Employee Code of Conduct must be prepared by a suitably qualified and experienced person(s) in the human resources sector for submission to the Planning	Employee Code of Conduct MR-A2P-HS-001, Rev. B, dated September 2025.		Compliant

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			Secretary for information prior to work commencing. The Employee Code of Conduct sets out the ethical standards that employees are expected to adhere to in the construction site and interaction with the local community.	MR confirmed during the audit interview that Employee code of conduct was reviewed annually with no change.		
220	E	E116	The Employee Code of Conduct applies to all employees on the CSSI site and those living in the community in the surrounding towns. The Employee Code of Conduct must: a) Set out the ethical standards for the behaviour and conduct of employees on and off the site, including for driving on public roads; b) Include disciplinary actions where employee behaviour and conduct do not meet the ethical behaviour standards; and c) Processes for responding to and addressing community complaints about the behaviour and conduct of employees.	The employee code of conduct is compliant with this condition and is supported by the following sections: a) Section 6 'Conduct' b) Section 12 'Breaches of Conduct' and 'Supplier/Subcontractor Workers' c) Section 11.2 'Community Enquiries or Complaints'		Compliant
221	E	E117	The Employee Code of Conduct must be reviewed 12 months after approval and annually thereafter for the duration of construction. Updates to the Employee Code of Conduct must be approved by the ER. The updated Employee Code of Conduct must be provided to the Planning Secretary for information within one month of approval.	Employee Code of Conduct was reviewed annually to Rev. B, dated September 2025, with no changes. MR confirmed during the audit interview that there were no changes to the Employee Code of Conduct; therefore, ER approval and submission to DPHI were not required.		Compliant
UTILITIES						

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222	E	E118	Utilities and services (hereafter "services") potentially affected by work must be identified to determine requirements for diversion, protection and/or support. Alterations to services must be determined by negotiation with the service providers. Disruption to services resulting from work are to be minimised and advised to customers.	Sighted Consultation Manager records for the 66kv electrical relocation works on Edmondson Street with Essential Energy on 6-8 January 2026. The work notifications sent out to 11 properties on 18 December 2025. The works were coordinated with Essential Energy to align with their planned scheduled outage, allowing the project's relocation activities to be carried out within the same period. Sighted NAR# 623459 application from Essential Energy, dated 18 November 2025, for the 66kv works at Edmondson Street.		Compliant
223	E	E119	The Proponent must coordinate work with adjoining Inland Rail Projects, including any work to relocate or connect utilities, to minimise cumulative and consecutive noise and vibration impacts and maximise respite for affected sensitive land uses. Coordination and mitigation measures must be detailed in the Construction Noise and Vibration management Sub-plan required by Condition C9.	Sighted email correspondence from John Holland Group (Inland Rail I2S Project) to MR, dated 23 February 2026, regarding upcoming CSR works at Junee to Illabo, including construction details. Sighted email from MR, dated 1 March 2026, confirming that Out-of-Hours Work (OOHW) has been scheduled over a three-month period, with ongoing coordination of works.		Compliant

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				Sighted email from John Holland Group, dated 12 April 2026, providing an OOHW Work Permit to Martinus for information. MR confirmed during the audit interview that there was no overlap of noise and vibration generating works.		
224	E	E120	**Condition Survey** Before commencement of any work, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified in the documents listed in Condition A1 as being at risk of damage. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the owners of the items surveyed, and no later than one (1) month before the commencement of construction.	Sighted Dilapidation Report for 8 Cheshire St Wagga Wagga prepared by Structural Engineer (BE (STRUCTURAL) MIEAUST, CPENG, NER – 8977051), dated 28 April 2026. The property condition report was completed as part of addendum associated with the Ancillary Facility at Pearson Street. The report was submitted to the property owner via email on 14 May 2026. The section of ancillary facility and associated works hasn't yet constructed as advised by MR.		Compliant
225	E	E121	After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition E120 of this approval must be undertaken by a structural engineer. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be	This condition will be triggered during operational stage.		Not Triggered

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			provided to the landowners of the items surveyed, and no later than three (3) months following the completion of construction.			
226	E	E122	Property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation must be rectified at no cost to the owner. Alternatively, compensation may be provided for the property damage as agreed with the property owner.	This condition will be triggered during operational stage.		Not Triggered
SOILS AND CONTAMINATION						
227	E	E123	**Contaminated sites** If soils suspected to be contaminated are unexpectedly found, the Proponent must engage a suitably experienced and qualified contaminated land consultant to undertake further investigations to determine the type and extent of any contamination. The investigation must be undertaken in accordance with guidelines made or approved under the Contaminated Land Management Act 1997 (NSW). The results of the investigation must be documented in a Site Contamination Assessment Report.	Sighted the Asbestos Delineation Works LTR1 for the Edmondson Street Bridge site (Wagga Wagga), prepared by ADE Consulting and dated 1 May 2026. ADE Consulting undertook delineation works following the identification of bonded asbestos-containing material during minor excavation activities. The letter confirms that bonded asbestos was identified within fill material at test pits TP01, TP03, TP05, TP07 and TP08, and outlines the extent of contamination to inform appropriate management and disposal requirements. The assessment concludes that asbestos impacts are limited and delineated both laterally and vertically, with all affected soils classified as suitable for off-site disposal at		Compliant

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				appropriately licensed facilities. The report recommends that all excavated materials within the delineated footprint be managed as special waste, with excavation undertaken in accordance with an asbestos management framework, including appropriate controls, inspections, and validation to ensure compliance with regulatory requirements and safe handling practices.		
228	E	E124	Where the results of site investigations required by Condition E123 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.	IRPL confirmed during the audit interview that the assessment is currently under review and will be finalised upon the completion of review. This condition is not yet triggered.		Not Triggered
229	E	E125	If remediation is required under Condition E124, a Site Audit Statement and a 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.	IRPL confirmed during the audit interview that the assessment is currently under review and will be finalised upon the completion of review. This condition is not yet triggered.		Not Triggered

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230	E	E126	Nothing in Conditions E123 to E125 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.	IRPL confirmed during the audit interview that the assessment is currently under review and will be finalised upon the completion of review. This condition is not yet triggered.		Not Triggered
231	E	E127	A copy of the Site Audit Statement and Site Audit Report must be submitted to the Planning Secretary and Council for information no later than one (1) month before the commencement of operation.	This condition will be triggered prior to operations phase.		Not Triggered
232	E	E128	An Unexpected Finds Procedure for Contamination must be prepared before the commencement of work and must be followed should unexpected contamination or asbestos (or suspected contamination) be excavated or otherwise discovered. The procedure must include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved. The procedure must be submitted to the Planning Secretary for information.	Unexpected finds procedure for contamination was reviewed as compliant during previous audits. This condition is no longer triggered.		Not Triggered
233	E	E129	The Unexpected Finds Procedure for Contamination must be implemented throughout work.	Sighted an unexpected asbestos find associated with the Albury Yard (Pile 10) works, identified on 31 March 2026. The asbestos was encountered during pile box-out activities and was promptly managed through exclusion of the area using flagging and signage. ADE Consulting was engaged to assess the material, with sampling and removal of		Compliant

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				visible fragments undertaken. Additional contamination extending further into the soil profile was identified, requiring further excavation. All affected areas were isolated, and contaminated materials were managed in accordance with appropriate asbestos handling procedures, including covering and controlled removal to ensure safe management of the unexpected find. Sighted Asbestos Removal Control Plan for Albury Yard prepared by Absolute Environmental Services, dated 7 April 2026, confirming that the SafeWork NSW was notified (notification No. 042026-ICQwyMJUxMpw). Sighted onsite visual Asbestos Clearance Certificate by ADE Consulting, dated 8 April 2026, confirming that all visible ACM soil has been removed. Sighted Asbestos Clearance Inspection Report by ADE Consulting, dated 15 April 2026. Sighted Safety Observation 2362 on Procore system relates to the removal of a suspected asbestos-containing pipe		

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				encountered during excavation works at the Pearson Street Bridge (Wagga Wagga) site. Works were immediately halted upon discovery, and the material was treated as potentially friable asbestos in line with standard protocols. The area was secured and escalated, with a licensed asbestos removalist engaged to manage the removal and disposal. The material was safely bagged, wrapped, and transported to a licensed facility, with disposal documentation provided including photos. Sighted Asbestos Disposal Letter from Riverina Crane Services, dated 6 May 2026, confirming that the asbestos was disposed at the Gregadoo Waste facility on 6 May 2026. MR confirmed during the audit interview that SafeWork notification was not required as it was less than 10m2.		
SUSTAINABILITY						
233	E	E130	The CSSI must achieve a minimum ‘excellent’ rating for both ‘Design’ and ‘As built’, under the Infrastructure Sustainability Council (ISC) infrastructure rating tool, or through the use of an	IRPL confirmed during the audit interview that the design rating submission is yet to be completed, with Round 1 targeted for		Not Triggered

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			equivalent process or an equivalent level of performance using a demonstrated equivalent rating tool.	September/October 2026. The design submission is expected to be verified in Q1 2027. The tracking sheet was sighted, indicating a current score of 85.		
234	E	E131	A Sustainability Strategy which must be submitted to the Planning Secretary one (1) month before the commencement of construction must be prepared as part of the ISC rating and sustainability performance requirements and implemented throughout construction and operation. Note: Nothing in this condition prevents the Proponent from preparing separate Sustainability Strategies for the construction and operational stages of the CSSI.	Prior to commencement of construction was reviewed as compliant during initial audit. This condition is no longer triggered.		Not Triggered
235	E	E132	A Water Reuse Strategy must be prepared, which sets out options for the reuse of collected stormwater and groundwater during construction. The Water Reuse Strategy must include, but not be limited to: a) evaluation of reuse options; b) details of the preferred reuse option(s), including volumes of water to be reused, proposed reuse locations and/or activities, proposed treatment (if required), and any additional licences or approvals that may be required; c) measures to avoid misuse of recycled water as potable water; d) consideration of the public health risks from water recycling; and	The Water Reuse Strategy Rev. 0, doc no. 5-0052-210-ESS-00-RP-0006, dated 19 March 2025 was prepared and supports this condition in the following sections: a) Section 5 'Evaluation of Reuse Options' b) Section 5.1 'Preferred water reuse options' c) Section 4.1.3 'Best practice and advice' d) Section 4.1.2 'Public health risks'		Compliant

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			e) time frame for the implementation of the preferred reuse option(s). The Water Reuse Strategy must be prepared based on best practice and advice sought from relevant agencies, as required. The Strategy must be applied during construction. Justification must be provided to the Planning Secretary if it is concluded that no reuse options prevail. A copy of the Water Reuse Strategy must be made publicly available.	e) Section 5.1 'Preferred water reuse options' The Water Reuse Strategy is available on project's website. In accordance with the Water Re-use Strategy – "Reducing Potable Water Use" (Section 4.1: Considerations for Water Reuse), water tanks were established on site and utilised for construction purposes, including dust suppression. There is no on-site capacity to treat wastewater from amenities; therefore, no reuse of toilet wastewater is undertaken. All water captured on site is reused where feasible, and no discharge of water off site was reported, as confirmed by MR during the audit interview.		
TRAFFIC AND TRANSPORT						
236	E	E133	**Construction Traffic and Access** Safe pedestrian and cyclist access and routes must be provided and maintained across and around work sites during construction. In circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route must be provided	Sighted CTTAMR Stage C, document no. 6-0052-210-ITR-WO-RP-0003, Rev. 1, dated 24 February 2026. Pedestrian and Cyclist detours for Edmondson Street provided under section 5.3.4.		Compliant

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			which complies with the relevant standards before the restriction or removal of the impacted access.	Detour route A (Erin Street, MacLeay Street, Railway Street and Station Place) was maintained for both pedestrian and cyclist access as evidenced during the site inspection – refer to site inspection photos.		
237	E	E134	The Proponent must consult with nearby education providers to ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours.	Ongoing consultation with South Wagga Public School regarding the construction works. An email was sighted, dated 8 January 2026, regarding access to the school for the installation of site hoarding along the school fence line. An email, dated 6 February 2026, was also sighted, requesting that parents be reminded of the safe use of the pedestrian crossing at the Edmondson/Edward Street intersection. Additionally, an email dated 24 April 2026 was sighted, advising of changes to traffic management at the Sturt Highway and Edmondson/Best Street intersection, and reminding students and the school community to use designated pedestrian crossings safely.		Compliant
			E134A:	Alternative Transport Options Report Rev. 0, dated 5 September 2025, was		

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			At least 2 weeks prior to the closure of Kemp Street Bridge in Junee: (a) all affected schools, community members and stakeholders must be notified of all alternative transport mitigation options, including the frequency and locations for accessing the community bus services, how to apply and use the school bus passes, and how to request specific transport and taxi vouchers; and (b) publicly accessible contact details for the Public Liaison Officer required under Condition B6 must be provided to enable direct communication between community members and the project team regarding enquiries, feedback, or concerns at each community bus stop location, when established, and on all community and stakeholder notification. All enquiries are to be managed consistent with the Complaints Management System required in accordance with Condition B7.	presented, as evidenced during previous audit. As evidenced during previous audit – Sighted IRPL submission letter to DPHI, dated 5 September 2025, confirming the compliance with E134A and E134B. Sighted DPHI acknowledgement email, dated 10 September 2025.		
			E134B: Prior to the closure of the Kemp Street Bridge pedestrian/cyclists path: (a) bus stop locations must be clearly marked and accessible as agreed in consultation with Junee Council; (b) fully subsidised bus passes are provided to school students with directly impacted access between home and school due to the closure of the Kemp Street Bridge who require and requested access to bus	Alternative Transport Options Report Rev. 0, dated 5 September 2025, was presented, as evidenced during previous audit. As evidenced during previous audit – Sighted IRPL submission letter to DPHI, dated 5 September 2025, confirming the compliance with E134A and E134B. Sighted DPHI acknowledgement email, dated 10 September 2025.		

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			services, and confirmation that the existing bus service has capacity to accommodate those additional students; (c) taxi vouchers have been provided to all community members who had requested them prior to the closure of the Kemp Street bridge; and (d) install and maintain rail exclusion fencing and screening along both sides of the rail corridor for the duration of the closure of Kemp Street Bridge pedestrian/cyclist path: i. east of the rail corridor: from the southern boundary of the construction site and track near William Street, extending north beyond the bridge to the rear boundary of the Aquatic Centre. ii. west of the rail corridor: from existing fencing at Railway Parade, extending north bey			
			E134C: The operation of the alternative transport options outlined in Condition 134A must be reviewed at two (2) weeks and three (3) months following the implementation of the alternative transport options and then every six (6) months for the duration of the closure of the Kemp Street Bridge pedestrian/cyclist path. Each review must incorporate relevant performance data, stakeholder and community feedback, and any recommended adjustments to ensure effectiveness and responsiveness of the measures.	Sighted the Alternative Transport Options Report (ATOR), Document No. 6-0052-210-EEC-00-RP-0014, Rev. 3, dated 15 May 2026, confirming the six-month review. Previous versions include ATOR Rev. 2, dated 12 December 2025, confirming the three-month review, and ATOR Rev. 1, dated 8 October 2025, confirming the two-week review.		

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			E134D: Any changes to the alternative transport options must be communicated to the affected community and stakeholders prior to the change being made.	IRPL and MR confirmed during the audit interview that no changes have been made to the alternative transport options.		
			E134E: Alternative Transport Options Reports must be submitted to the Planning Secretary confirming: (a) the requirements of Condition 134A and Condition134B have been met, prior to the closure of the Kemp Street Bridge; and (b) the outcomes of the reviews completed in accordance with Condition 134C and any proposed changes following the review of the alternative transport options must be submitted to the Planning Secretary for information within 14 business days of each review period.	During the audit period, following ATOR revisions were submitted to DPHI: • ATOR Rev. 3 (6 monthly review), dated 15 May 2026. Sighted IRPL submission letter, dated 28 May 2026, confirming the submission of Rev. 3 within required timeframe. • ATOR Rev. 2 (3 month review), dated 12 December 2025. Sighted IRPL submission letter, dated 17 December 2025, confirming the submission of Rev. 2 within required timeframe.		
238	E	E135	**Construction Pedestrian Impacts in Wagga Wagga** Pedestrian access must be maintained across two of the three pedestrian bridges within Wagga Wagga (Cassidy Parade Bridge, Edmondson Street Bridge, and Wagga Wagga Railway Station footbridges) at all times, unless alternative pedestrian arrangements or measures developed in consultation with locally affected education providers, health service providers,	Sighted CTTAMR Stage C, document no. 6-0052-210-ITR-WO-RP-0003, Rev. 1, dated 24 February 2026. Pedestrian and Cyclist detours for Edmondson Street provided under section 5.3.4. Detour route A (Erin Street, MacLeay Street, Railway Street and Station		Compliant

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			Wagga Wagga Council and TfNSW have been agreed to by the Planning Secretary.	Place) was maintained for both pedestrian and cyclist access as evidenced during the site inspection – refer to site inspection photos. IRPL and MR confirmed during the audit interview that no alternative pedestrian arrangements or measures developed in this audit period.		
239	E	E136	**Construction Traffic Impacts in Wagga Wagga** Prior to construction of the Edmondson Street bridge in Wagga Wagga: a) a target level of service must be determined in consultation with roads authority, Council and TfNSW for intersections in Wagga Wagga that will be impacted during construction or utilised as diversion routes; b) construction traffic mitigation options must be proposed to meet the target level of service in (a) and their performance analysed using traffic modelling; c) traffic management measures must be proposed to manage speeds on local roads expected to experience increased traffic; and d) mitigation measures must be developed in consultation with the roads authority, Council and TfNSW.	Prior to construction of the Edmondson Street Bridge condition was reviewed as compliant during previous audit.		Not Triggered
240	E	E137	Mitigation measures determined in accordance with Condition E136 and the results of consultation with the roads authority, Council and TfNSW must be included in a Wagga Wagga Construction Traffic, Transport and Access Mitigation Report.	CTTAMR rev. 0, dated 6 November 2025, was submitted to DPHI on 6 November 2025, prior to commencement of construction notified		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			The Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be submitted and approved by the Planning Secretary prior to construction in Wagga Wagga. All mitigation measures identified to manage traffic in the approved Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be implemented prior to construction in Wagga Wagga. Performance of the installed mitigations must be analysed in the required Construction Traffic Monitoring Program required by Condition C27.	as 8 December 2025. Sighted post approval receipt SSI-10055-PA-130. Consultation records are included under section 1.7 of CTTAMR. Sighted approval letter from DPHI, dated 11 December 2025, confirming the approval of CTTAMR. MR advised that the notification letter of commencement of Stage C works was issued in advance of receiving the CTTAMR approval and therefore the date provided was based on the best program estimates available at the time of submission. Stage C construction works did not commence until after the approval of the CTTAMR on 11 December 2025.		
241	E	E138	**Use of Local Roads** Construction traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C21 and C22. Local or privately owned roads used for access to ancillary facilities, construction sites, and temporary accommodation must be identified in the Construction Traffic, Transport and Access Management Sub-plan. Prior to the use of local or privately owned roads the:	The CTTAMR – Stage C Wagga Wagga Rev. 1, dated 24 February 2026, identifies the local and Regional roads used for access to the Wagga Wagga enhancement sites (section 3, Table 8 and Figure 1-5). Proposed routes have been supported by a traffic and pedestrian impact assessment (section 5-7) and swept path analysis (section 6.10.4 and Appendix C).		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			a) Proposed routes utilising local roads must include a traffic and pedestrian impact assessment, and a swept path analysis; and completion of road dilapidation surveys in accordance with Condition E139.			
242	E	E139	**Road Dilapidation** Before any local road, including interfaces with classified roads, is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for subject roads and bridges. A copy of the Road Dilapidation Report must be provided to the relevant roads authority within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the CSSI.	IRPL and MR confirmed during the audit interview that road dilapidation reports were actioned during stage A and Stage B. The road dilapidation reports were reviewed as compliant during previous audits. This condition is no longer triggered.		Not Triggered
243	E	E140	The Road Dilapidation Report must provide measures to ensure: a) roads deemed unsafe for the use of heavy vehicles are upgraded and repaired prior to use; b) roads used can safely accommodate heavy vehicle haulage based on volume, types and duration of use; and c) road repair is undertaken periodically before and during construction as required. Where the road is not up to standard due to condition, width, pavement type, and road geometry, the Proponent must upgrade the road to a service level equal to (or better than) the	The road dilapidation reports were reviewed as compliant during previous audits. This condition is no longer triggered.		Not Triggered

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			level it was being maintained immediately prior to construction before heavy haulage commences, at no cost to the owner.			
244	E	E141	If damage to local roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction (or one month for private roads), either (at the landowner or relevant roads authority's discretion): a) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E139; or b) compensate the relevant roads authority or owner for damages caused. The amount of compensation may be agreed with the relevant roads authority and landowners, but compensation must be paid even if no agreement is reached; or c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.	This condition will be triggered upon completion of construction.		Not Triggered
245	E	E142	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 or as otherwise agreed with the relevant council and bus operator. 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.	Sighted Precinct Traffic Management Plan (PTMP) Stage C – Wagga Wagga, rev. 2, dated 27 March 2026. Impacts on public transport was outlined under section 3.3.11, confirming that there will be no additional bus stops required as a result of changes to routes. Consultation for the Kemp Street bus stop relocation was completed and reviewed during the previous audit, and		Not Triggered

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				was documented in the Alternative Transport Options Report, Rev. 0, dated 5 September 2025. MR confirmed during the audit interview that no bus relocation undertaken in this audit period.		
246	E	E143	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Detour route for Edmondson Street (Erin Street, MacLeay Street, Railway Street and Station Place) was maintained for both pedestrian and cyclist access as evidenced during the site inspection – refer to site inspection photos. IRPL and MR confirmed during the audit interview that no alternative pedestrian arrangements or measures developed in this audit period. No affect to access to business or properties was observed during site inspection.		Compliant
247	E	E144	**Road Design** Any new overbridges, new or modified roads, and new or modified level crossings must be designed and constructed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management, and relevant Transport for NSW Austroads Supplements. The roads authority, asset owner, and TfNSW must be consulted	New overbridges construction is in progress as part of the development. Sighted A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2, dated 11 November 2025, prepared by Conybeare Morrison (CM+), Tract Consultant and OzArk.		Compliant

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			throughout the design process of all new or modified bridges, roads and/or levels crossings. Evidence of consultation with the asset owner and TfNSW, and endorsement of the roads authority, must be made available to the Planning Secretary on request in accordance with Condition A8. ***Note:*** *This condition does not affect any obligations to obtain approvals under the Roads Act 1993*	Consultation with relevant councils and TfNSW are included under section 1.7 “Consultation” and appendix A “Design Consultation Register” Following Level Crossing Treatment Reports were provided: • Level Crossing Treatment Report – Sladen Street (LX625), document no. 5-0052-210-CXR-G2-RP-0001, Rev. 1, dated 10 March 2026. Consultation summary included under appendix A “Consultation with Key Stakeholders” • Level Crossing Treatment Report – Plunkett Street (LX622), document no. 5-0052-210-CXR-G3-RP-0001, Rev. 1, dated 20 February 2026. Consultation summary included under appendix A “Consultation with Key Stakeholders” • Level Crossing Treatment Report – Brabins Road (LX604), document no. 5-0052-210-CXR-J7-RP-0002, Rev. 0, dated 9 March 2026. Consultation		

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				summary included under appendix A "Consultation with Key Stakeholders"		
248	E	E145	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 2023, including but not limited to for all areas identified by the Safe Systems Assessment as requiring further assessment. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request. ***Note:*** *This condition is not intended to affect any roads authority's requirements, or for classified roads TfNSW, regarding road safety audits to support Roads Act 1993 requirements.*	Sighted Road Safety Audit Albury Station Footbridge, document no. 5-00052-210-PEN-B3-RP-0002, Rev. 0, dated 27 January 2026. Audit findings are included under section 6. The Road Safety Audit was conducted by a Level 3 RSA Lead Auditor. Sighted Road Safety Audit Kemp Street Bridge and Footbridge, document no. 5-0052-210-PEN-J2-RP-0002, Rev. 0, dated 27 January 2026. The Road Safety Audit was conducted by a Level 3 RSA Lead Auditor. Sighted Aconex from IRPL ref. IR2140-PTRAN-002611, dated 24 December 2025, endorsing the road safety audit report.		Compliant
249	E	E146	**Level Crossing Treatment Reports** In order to maintain safe and efficient operation of the road network, the Proponent must prepare a Public Level Crossing Treatment Report in consultation with TfNSW and relevant councils. The report must:	Following Level Crossing Treatment Reports were provided: • Level Crossing Treatment Report – Sladen Street (LX625), document no. 5-0052-210-CXR-G2-RP-0001, Rev. 1, dated 10 March 2026.		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			illustrate the location of all public level crossings which traverse the CSSI; a) list, and identify on a figure, any public level crossings that will be closed or upgraded, including the type of treatment proposed where a level crossing is to be upgraded; b) where no works are proposed at a public crossing, provide reason for the decision; c) include measures to avoid potential short-stacking at level crossings; and d) provide justification for any proposed closures.	Consultation summary included under appendix A "Consultation with Key Stakeholders" • Level Crossing Treatment Report – Plunkett Street (LX622), document no. 5-0052-210-CXR-G3-RP-0001, Rev. 1, dated 20 February 2026. Consultation summary included under appendix A "Consultation with Key Stakeholders" • Level Crossing Treatment Report – Brabins Road (LX604), document no. 5-0052-210-CXR-J7-RP-0002, Rev. 0, dated 9 March 2026. Consultation summary included under appendix A "Consultation with Key Stakeholders" Compliance with this condition for Level Crossing Treatment Report – Brabins Road (LX604) demonstrated as below: a) As per figure 2 "Location of LX604 Brabins" b) As per appendix B "Level Crossing Treatment Summary"		

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				c) N/A – works are proposed at LX 604 as per appendix B "Level Crossing Treatment Summary" d) As per appendix C "Short Stacking Review" e) As per section 5 "Level Crossing Closure Summary"		
250	E	E147	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 process outlined in the documents listed in Condition A1 and the Traffic Impact Assessment Appendix M of the EIS.	Sighted Level Crossing Treatment Report – Brabins Road (LX604), document no. 5-0052-210-CXR-J7-RP-0002, Rev. 0, dated 9 March 2026. ALCAM model has been used for the assessment of level crossings as per Appendix B "Level Crossing Treatment Summary".		Compliant
251	E	E148	The Public Level Crossing Treatment 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). The report is also to include an assessment of the crossing's compliance with AS /RISSB 7658-2020. Railway Infrastructure – Railway Level. Crossing and AS1742.7 2016 Manual of uniform traffic control devices and Section 10 Rail Crossings of AGRD Part 4.	Sighted Level Crossing Treatment Report – Brabins Road (LX604), document no. 5-0052-210-CXR-J7-RP-0002, Rev. 0, dated 9 March 2026. Risk assessment of roads and level crossing included under appendix D "Risk Assessment Evidence"		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
252	E	E149	The design of any level crossing on a public road must be endorsed by TfNSW or the relevant roads authority (where not TfNSW), prior to commencing construction of that crossing.	Sighted endorsement letter from TfNSW, dated 24 December 2025, confirming that all outstanding comments for the Plunkett Street Level Crossing Treatment Report (LX622) have been closed.		Compliant
253	E	E150	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: a) illustrate the location of all private level crossings which traverse the CSSI; b) list, and identify on a figure, any private level crossings that will be closed or upgraded; c) describe the treatments that will be implemented at upgraded crossings; d) provide justification for any proposed closures and types of treatment, including decisions where no additional treatments are proposed; and e) provide details on the consultation undertaken with the landowners.	The Private Level Crossing Treatment Report LX605 is currently in draft and has not yet been finalised. Sighted a consultation email to the owner dated 13 February 2026.		Not Triggered
254	E	E151	Closures, relocations or modifications of formal private level crossings 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	The Private Level Crossing Treatment Report LX605 is currently in draft and has not yet been finalised. Sighted a		Not Triggered

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			landowners on the design of the crossing and where consistent with relevant safety standards and legislation, incorporate reasonable landowner requirements into the design.	consultation email to the owner dated 13 February 2026.		
255	E	E152	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to the Planning Secretary for approval at least one (1) month prior to the closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI.	**Public Level Crossing Treatment Report Brabins Road LX604:** • Sighted submission to DPHI, dated 9 March 2026, prior to the May possession works. Sighted post approval receipt SSI-10055-PA-171, dated 9 March 2026. • Sighted approval letter from DPHI ref. SSI-10055-PA-171, dated 25 March 2026. **Public Level Crossing Treatment Report Plunket Street LX622 & Sladen Street LX625:** Sighted approval letter from DPHI ref. SSI-10055-PA-151, dated 23 March 2026, prior to the May possession works, confirming the approval of the following: • Level Crossing Treatment Report – Plunkett Street (LX622) (Project Document Number: 5 0052-210-CXR-G3-RP-0001), revision 1, dated 20 February 2026.		Compliant

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				• Level Crossing Treatment Report – Sladen Street (LX625) (Project Document Number: 5 0052-210-CXR-G2-RP-0001), revision 1, dated 10 March 2026.		
256	E	E153	**Operational Level Crossing Performance Report** Within 12 months and 10 years of the commencement of operation of the CSSI, or as otherwise agreed by the Planning Secretary, the Proponent must prepare an Operational Level Crossing Performance Report for information to confirm the operational traffic impacts of the level crossings on the road network. The review of the operation of the level crossings that interact with the road network must be carried out in consultation with TfNSW and the relevant councils and include: a) updated traffic analysis of movements on these roads; b) assessment of the level of service at these level crossings (queue length, queuing time delay); c) identification of additional new work outside of the rail corridor delivered by third parties that may result in changes to traffic movements as initially considered in the Level Crossing Treatment Report; d) assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E146; e) all reported near misses and collisions at level crossings within the project area; and	This condition will be triggered upon commencement of operation.		Not Triggered

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			f) mitigation measures to manage any actual or predicted road network performance impacts.			
257	E	E154	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, unless otherwise agreed by the Planning Secretary. The Report must include an implementation plan of the identified mitigation measures. The Level Crossing Performance Report must be submitted to the Planning Secretary, TfNSW and relevant councils for information within 60 days of its completion.	This condition will be triggered upon commencement of operation.		Not Triggered
258	E	E155	**Wagga Wagga Operational Road Network Performance Plan** Prior to the commencement of operation of the CSSI, the Proponent must prepare a Wagga Wagga Operational Road Network Performance Plan for Wagga Wagga in consultation with TfNSW and Council, Emergency Services and the Wagga Wagga Health precinct to confirm predicted operational impacts of the CSSI including more frequent and longer closure duration level crossing events and proposed mitigations including: a) modelling of traffic impacts to the adjoining road network (including impacts on local roads from rat-running and other changes to the road network). Modelling must include different operational scenarios and train speeds;	This condition will be triggered during prior to commencement of operation phase.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			b) mitigation measures to manage predicted traffic performance impacts including local area traffic management measures, as relevant; c) impacts on emergency service vehicles during level crossing events. The Wagga Wagga Operational Road Network Performance Plan must be submitted to the Planning Secretary for approval and provided to relevant stakeholders. The Plan must be implemented prior to operation of the CSSI, unless otherwise agreed by the Planning Secretary. The Proponent is responsible for the implementation of the identified measures.			
259	E	E156	The Proponent must prepare a Wagga Wagga Operational Road Network Performance Review, within 12 months and 10 years after the commencement of operation of the CSSI to review the performance of the CSSI against the predicted impacts in accordance with Condition E155. The Review must be completed in consultation with TfNSW and Council, Emergency Services, and the Wagga Wagga Health precinct within six (6) months of the review timeframes, unless otherwise agreed by the Planning Secretary. The Wagga Wagga Operational Road Network Performance Review must: a) be based on actual traffic count data and modelling and confirm the adequacy of the mitigation measures identified in the Wagga Wagga Operational Road Network Performance Plan required under Condition E155; b) consider the Level Crossing Performance Report required by Condition E153;	This condition will be triggered upon commencement of operation.		Not Triggered

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			c) identify the need for further mitigation measures, if the CSSI has resulted in an increased traffic impact compared to the Wagga Wagga Operational Road Network Performance Plan required under Condition E155; d) include the timeframe for implementation of mitigations measures identified in Condition E156(c). The review must be provided to the Planning Secretary for Information within 60 days of its completion. ***Note:*** *Identified mitigation measures may require further assessment and approval under the Environmental Planning and Assessment Act 1979.*			
260	E	E157	**Property Access** The Proponent must consult with all landowners where the project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. This consultation must include, but not be limited to, safe and convenient stock and machinery movement across the rail corridor.	Consultation with the owner of the private level crossing (LX-605) was evidenced through Consultation Manager records. A door knock was undertaken on 9 December 2025, during which a voucher was provided and recent construction works and potential impacts were discussed. The owner made enquiries regarding the works, and no concerns were raised. MR confirmed during the audit interview that the property has an alternative access in addition to the primary access, and access was maintained throughout the works.		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
261	E	E158	No part of any crossing loop may cross over any driveway, private road or public road unless determined in consultation with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop.	MR and IRPL confirmed during the audit interview that no new crossing loops were constructed, and works were undertaken on the existing tracks.		Not Triggered
262	E	E159	The Proponent must maintain existing access to properties during the entirety of work where practicable.	MR confirmed during the audit interview that existing access is being maintained, with no impacts to private property access. Alternative access arrangements are available where required. Kemp Street residents will be affected in terms of primary access during the upcoming Kemp Street Bridge works. Appropriate barriers will be installed, and residents will be able to access the footpath and rear garages. Consultation with the resident at 20 Kemp Street was evidenced through Consultation Manager records with last consultation undertaken on 15 August 2025. The MR confirmed during the audit interview that additional recent consultation regarding the works has been undertaken; however, this has not yet been updated in Consultation Manager records.		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Following the audit, additional Consultation Manager records were provided confirming that a door knock was carried out on 18 May 2026 for Kemp Street residents to provide an update on construction works, traffic impacts, and management measures.		
263	E	E160	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 determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	Kemp Street residents will be affected in terms of primary access during the upcoming Kemp Street Bridge works. Appropriate barriers will be installed, and residents will be able to access the footpath and rear garages. This condition is not yet triggered.		Not Triggered
264	E	E161	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 determined 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.	Consultation with the owner of the private level crossing (LX-605) was evidenced through Consultation Manager records. A door knock was undertaken on 9 December 2025, during which a voucher was provided and recent construction works and potential impacts were discussed. The owner made enquiries regarding the works, and no concerns were raised. MR confirmed during the audit interview that the property has an alternative access in addition to the primary		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				access, and access was maintained throughout the works.		
265	E	E162	The Proponent must implement and maintain a system for the communication of train movements through level crossings to facilitate safe movement of livestock and agricultural machinery across the rail corridor. The system must be developed in consultation with landowners, stock operators and Local Land Services, and be accessible to them prior to the commencement of operation.	This condition will be triggered during prior to commencement of operations phase.		Not Triggered
266	E	E163	Details of the communication system for the communication of train movements and how to access it must be provided to landowners, the public and the Planning Secretary at least one (1) month before the commencement of operation.	This condition will be triggered during prior to commencement of operations phase.		Not Triggered
WASTE						
267	E	E164	Waste generated during construction and operation must be dealt with in accordance with the following priorities: a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced; b) where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered in accordance with the requirements of the Protection of the Environment Operations Act 1997 and its regulations; and	Construction Waste Contamination and Hazardous Materials Management Plan – Stage C, document no. 6-0052-210-PMA-00-PL-0032, Rev. 0, dated 23 September 2025, was provided. Compliance with this condition supported: a) Waste Hierarchy in Section 6.2.1 b) Section 6.2.3 Reuse and recycling		Compliant

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			c) where re-using, recycling, or recovering waste is not possible, waste must be treated or disposed of in accordance with Condition E166.	c) Sections 6.2.6 Waste Disposal and s.143 notices, and Section 6.2.7 Waste Classification		
268	E	E165	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of the current Environment Protection Licence (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.	Sighted the Resource Use Tracker for materials, concrete, and cement, including details such as material type, quantity, invoice docket number, and supplier. For example, 264 tonnes of stabilised sand were imported from Mawsons on 31 March 2026 for use in concrete paving.		Compliant
269	E	E166	Waste must only be exported to a site that can lawfully accept it 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. ***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.*	Sighted the Waste Diversion Report for April 2026 by North East Bin Hire, confirming a total collection of 11,480 kg, of which 1,626 kg was disposed of as landfill. Sighted the Waste Tracker showing waste movements from site. For example, 60 m3 of general solid waste was removed from Kemp Street by Smallmon Brothers and transported to the Gregadoo Waste Management Centre (EPL No. 6671) on 2 January 2026. Sighted the Spoil Register for J2I and Yards, showing material movements from the Junee sites, including details of		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				classification, transport dockets, dates, weights, material types, DSI reports, suitability, and waste dockets. For example, general solid waste (DSI Report No. NA-MAC 8 (24.0149.01 JUN-MAC8_v1f)) was transported to the Junee Waste Landfill facility (EPL No. 6005) on 2 June 2026, under Waste Docket No. 042 for 10 tonnes of waste.		
270	E	E167	All waste generated during construction and operation must be classified in accordance with the EPA's Waste Classification Guidelines (2014), with appropriate records and disposal dockets retained for audit purposes.	Sighted Material Analysis and Classification Report for Edmondson Street prepared by ADE Consulting, version v1f, dated 23 December 2025. Two stockpiles were assessed and classified as General Solid Waste (non-putrescible). Sighted disposal receipt from Kennedy Bros. Earthmoving, docket no. 11783, dated 16 February 2026, disposing total of 2.86 tonnes to Gregadoo Waste Management. Sighted Material Analysis and Classification Report for Junee Station Yard (JUN-MAC13 Stockpile) prepared by ADE Consulting, version v1f, dated 9 March 2026. The stockpile was		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				assessed and classified as General Solid Waste (non-putrescible). Sighted Material Analysis and Classification Report for Junee Station Yard (JUN-MAC16 Stockpile) prepared by ADE Consulting, version v1f, dated 23 March 2026. The stockpile was assessed and classified as Special Waste (Asbestos) – General Solid Waste (non-putrescible).		
WATER QUALITY, DRAINAGE AND RIPARIAN CORRIDORS						
271	E	E168	The CSSI must be designed, constructed and operated so as to maintain the NSW Water Quality Objectives where they are being achieved as at the date of this approval, and 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.	Sighted Quarterly Environmental Monitoring Report – October to December 2025, document no. 6-0052-210-EEC-00-RP-1003, Rev. 1, dated 18 February 2026. Surface water monitoring identified several exceedances of water quality parameters; however, these were consistent with baseline conditions and historical catchment characteristics. Based on the available data and absence of nearby construction activities at most sites, the exceedances were not attributable to project works and are considered reflective of natural		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				variability and existing environmental conditions.		
272	E	E169	The CSSI must aim to reduce the need for water during construction including exploring, options to use additives, alternative construction techniques and reduce dust suppression regime where there is minimal potential for impacts.	In accordance with the Water Re-use Strategy – "Reducing Potable Water Use" (Section 4.1: Considerations for Water Reuse), water tanks were established on site and utilised for construction purposes, including dust suppression. There is no on-site capacity to treat wastewater from amenities; therefore, no reuse of toilet wastewater is undertaken. All water captured on site is reused where feasible, and no discharge of water off site was reported, as confirmed by MR during the audit interview.		Compliant
273	E	E170	The CSSI must be designed, constructed, and operated to: a) ensure all drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) new or modified surface water drainage (including cess drains), depressions are designed and constructed in accordance with Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) and Policy and Guidelines for Fish Habitat Conservation and Management (Department of Primary Industries, 2013);	Sighted Detailed Design Report Billy Hughes Bridge Track Lowering prepared by BG&E, document no. 5-0052-210-PEN-B5-RP-0001, Rev. 0, dated 28 May 2025. MR confirmed during the audit interview that detailed design report is in compliance with E170. Environmental Compliance is included under section 4.12.1.		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			b) locate all scour protection work associated with replacement culverts or the construction of new culverts within the rail corridor, or as agreed to by the relevant landowner; c) ensure that there is no permanent interception of, and/or connection with, groundwater; d) ensure all discharges from new or modified surface drainage (including cess drains and pumping stations) adjacent to the new and upgraded track are released at a controlled rate to prevent scour; and e) ensure that any recycled wastewater (including recycled and treated water) proposed for use by the CSSI, considers risks to human health or the receiving environment and meets the relevant standards.	Sighted Compliance Tracker Register, document no. 5-0052-210-EEC-00-RG-0002_3, rev. 3, dated 6 February 2026, confirming the compliance with E170 in accordance with Detailed Design Report.		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
274	E	E171	Unless an EPL is in force in respect to the CSSI and that licence specifies alternative criteria, discharges from construction water treatment plants to surface waters must not exceed: a) the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018 (ANZG 2018) default guideline values for toxicants at the 95 per cent species protection level; b) for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000; and c) for bio accumulative and persistent toxicants, the ANZG 2018 values at a minimum of 99 per cent species protection level. Where the ANZG 2018 does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG 2018 for deriving guideline values, using interim guideline values and/or using other lines of evidence such as international scientific literature or water quality guidelines from other countries, must be used.	MR and IRPL confirmed during the audit interview that there is no water treatment plant on site.		Not Triggered
275	E	E172	Prior to construction, the Proponent must consult with the landowner and/or relevant roads authority that is located immediately adjacent to the new or upgraded culvert to determine the potential for impacts on infrastructure, dwellings, property access, agricultural productivity, farm operations and farm dams (including changes in water supply yield, reliability of supply, flood flows and embankment stability) due to the	The culvert works within the existing rail corridor (J2I) were undertaken during the May possession. No impacts to adjacent landowners were identified as advised by MR during the audit interview. Consultation was carried out with TfNSW, as evidenced by the		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			introduction or alteration of flows. Where potential adverse impacts are identified, the Proponent must consult with the affected landowner or relevant roads authority on the management measures that will be implemented to mitigate the impacts. The outcomes of the consultation with affected landowners or relevant roads authority must be documented.	approved Road Occupancy Licence (ROL) application.		
276	E	E173	The construction of the CSSI must protect the integrity of riparian corridors in accordance with the Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) when carrying out work within 40 metres of a watercourse.	The controls implemented to protect the integrity of riparian corridors were in accordance with the Progressive Erosion and Sediment Control Plan (PESCP). MR and IRPL confirmed during the audit interview that no pollution incidents affecting watercourses occurred during this audit period.		Compliant
277	E	E174	Before undertaking any work and during maintenance or construction activities, erosion and sediment controls must be implemented and maintained to prevent water pollution consistent with Managing Urban Stormwater: Soils and Construction Vol 1 4th ed. by Landcom, 2004 (The Blue Book).	Sighted PESCP Junee to Illabo (J2I) Culvert Works, Rev. A, dated 27 March 2026. Sighted PESCP J2I Water Main Relocation Underbore, Rev. A, dated 28 March 2026. Sighted PESCP Wagga Wagga Yard, Rev. 1, dated 30 March 2026. Sighted PESCP – Site Establishment and Enabling Works Rev. F, dated 11 February 2026.		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				The PESCPs were approved by Sarah Steel, CPESC 7317. The erosion and sediment controls were generally found to be appropriate, as demonstrated during the site inspection. – Refer to site inspection photos.		
278	E	E175	If construction stage stormwater discharges are proposed, a Water Pollution Impact Assessment will be required. Any such assessment must be prepared in consultation with the EPA and be consistent with the National Water Quality Guidelines, with a level of detail commensurate with the potential water pollution risk. ***Note:*** *If an EPL is required the Water Pollution Impact Assessment will be required to inform licensing consistent with section 45 of the POEO Act.*	Sighted Water Pollution Impact Assessment, document no. 6-0052-210-EEC-00-AS-0001, Rev. 0, dated 24 February 2026. MR confirmed during the audit interview that there were no stormwater discharges during this audit period.		Compliant
APPENDIX A						
		1.	A written incident notification addressing the requirements set out below must be submitted to the Department via the Major Projects website within seven (7) 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 A36 or, having given such notification, subsequently forms the view that an incident has not occurred.	The Sloane's Froglet incident occurred on 19 November 2025 and was initially notified to DPHI as an unexpected find on 21 November 2025 via Aconex ref. IR2140-RECCO-000129. DPHI classified the event as a reportable incident via written directions dated 19 December 2025, as sighted. The formal incident notification was submitted to DPHI on 16 January 2026 ref. SSI-10055-PA-148, which exceeds the	Refer to non-compliance A2I-03_NC-01 under Condition A37.	Non-Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				seven-day timeframe required after the Proponent became aware of the reportable incident.		
		2.	Written notification of an incident must: a) identify the CSSI and application number; b) provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident); c) identify how the incident was detected; d) identify when the Proponent became aware of the incident; e) identify any actual or potential non-compliance with conditions of approval; f) describe what immediate steps were taken in relation to the incident; g) identify further action that will be taken in relation to the incident; and h) identify a project contact for further communication regarding the incident.	Sighted the incident notification submitted to DPHI on 16 January 2026 ref. SSI-10055-PA-148 and the subsequent Detailed Incident Report, dated 20 February 2026. The notification and report addressed the required elements: the CSSI and application number - Inland Rail – Albury to Illabo, SSI-10055; details of the incident - date, time approximately 2:30pm, location at the Billy Hughes Bridge A2I enhancement site, a description of the find during clearing and grubbing works, and why it constituted a reportable incident – disturbance of a threatened species; how the incident was detected – observation by the project ecologist within the spoil in front of the operating grader; when the Proponent became aware; the actual/potential non-compliance with the conditions of approval; the immediate steps taken – relocation of the froglets, habitat remediation, installation of an exclusion		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				zone; the further actions to be taken – review and update of relevant management plans and procedures; and a project contact for further communication.		
		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.	The Detailed Incident Report ref. 6-0000-210-EEC-00-LT-0133, dated 20 February 2026, was provided to DPHI on 20 February 2026 via Aconex ref. IR2140-RECCO-000155, in response to DPHI's RFI ref. SSI-10055-PA-148 dated 3 February 2026. While this is beyond 30 days of the date on which the incident occurred (19 November 2025), the submission date was agreed with the Planning Secretary: DPHI approved an extension of the RFI due date to 20 February 2026 via email dated 12 February 2026, and the report was submitted within that agreed timeframe. DPHI confirmed its satisfaction with the detailed investigation report in its response dated 25 March 2026.		Compliant
		4.	The Incident Report must include: a) a summary of the incident; b) outcomes of an incident investigation, including identification of the cause of the incident;	The Detailed Incident Report ref. 6-0000-210-EEC-00-LT-0133, dated 20 February 2026, addressed the required elements:		Compliant

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			c) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and d) details of any communication with other stakeholders regarding the incident.	a) Summary of the incident: clearing and grubbing works at the Billy Hughes Bridge A2I enhancement site on 19 November 2025, during which three potential Sloane's Froglets were observed in the spoil in front of the operating grader, with further individuals subsequently located and relocated to suitable habitat, and the Unexpected Threatened Species Finds Procedure (CBMP Appendix A) implemented. b) Outcomes of the investigation, including the cause: an additional area of Sloane's Froglet habitat was identified within the CIZ; the project's management processes worked generally as intended; the primary cause was identified as data gaps in the Sloane's Froglet surveys, the Sloane's Froglet Management Plan and the pre-clearing surveys, which had not located the froglets at the site. c) Corrective and preventative actions: remediation of the disturbed area (grubbed vegetation respread and		

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Juncus seed sown), installation of a 1-metre buffer exclusion zone (star pickets, orange flagging, "No-Go" signage and coir logs), additional daytime and evening surveys, and review and update of the CBMP clearing procedures, SFMP, Unexpected Finds (Biodiversity) Process, Fauna Handling and Rescue Procedure – Stage C, Sensitive Area Plans and Erosion and Sediment Control Plan. d) Communication with other stakeholders: DCCEEW /CPHR notified 21 November 2025; DPHI incident notification 16 January 2026; CPHR and DPHI Sloane's Froglet Incident Review workshop held 6 February 2026.		

Appendix F – Consultation

DPHI:

From: Jennifer Rowe
Sent: Wednesday, 13 May 2026 11:39 AM
To: Sanan Qasim
Cc: Barbara Pater
Subject: Department - Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation Comments

EXTERNAL

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Hi Sanan

I have reviewed your request sent to NSW Planning, requesting consultation on the upcoming Independent Environmental Audit (IEA) for the SSI-10055 Inland Rail Project, Albury to Illabo.

In response to the request for consultation, NSW Planning provides the following:

The Audit needs to ensure that it addresses all conditions of approval for the Project and meet the requirements of the *Independent Audit Post Approval Requirements (DPIE, 2026)* https://www.planning.nsw.gov.au/sites/default/files/2026-03/independent-audit-par-202603.pdf

As part of your Audit can you please address/review the following aspects:

- Details of the works that have been undertaken so far at the Project.
- Ensure you assess compliance with all conditions of approval applicable to the phase of the development that is being audited and all post approval and compliance documents prepared to satisfy the conditions of apprval, including management plans.
- Review the environmental performance of the development including actual impacts compared to predicted impacts, incidents, non-compliances, complaints, the physical extent of the development in comparison with the approved boundary.
- A high-level assessment and review of Environmental Management Plans and Sub-plans and whether they are adequate and being implemented as required specifically in relation to biodiversity and biosecurity, ERSED, traffic.
- Ensuring all notifications have been carried out, eg incident/non-compliance reporting, commencement of construction/operation etc and any other notifications or reporting to other agencies or community.
- Complaints are being recorded, investigated and dealt with in an appropriate and timely manner.

- Ensuring all environmental controls have been installed, maintained, and are being used in a fit and proper manner.
- Erosion and sediment management and maintenance across the Project is being undertaken and adequate. Specifically, around sensitive environment such as water ways and whether surface water dirty/clean water is being managed appropriately.
- Work Hours are being adhered to, specifically regarding noise and vibration impacts.
- Review the status of the non-compliances identified in the previous audit report and whether they have been actioned and closed out
- Traffic Management specifically the requirements regarding access routes/gates in and out of the project and whether they have approval and consistent with approved management plans.
- Storage of chemicals, fuels and oils is appropriate.

Regarding consultation with other agencies, please consult with the following:

a. Local Councils
b. Environment Protection Authority
c. Transport for NSW
d. CPHR - Conservation Programs Heritage and Regulation Group within the NSW Department of Climate Change, Energy, the Environment and Water Heritage NSW
e. Water Group - Water Group within the NSW Department of Climate Change, Energy, the Environment and Water Community Consultative Committee
f. Heritage NSW - Heritage NSW within the NSW Department of Climate Change, Energy, the Environment and Water

This email is to be appended to the Audit Report.

The Proponent should review the Audit Report prior to submission to NSW Planning, to ensure all the requirements of the Approval relating to Independent Environmental Audits have been met.

Lastly, it is the expectation that the lead auditor attend audit site inspections and interviews. The Independent Audit Post Approval Requirements 2020 (IA PAR) requires the proponent to *provide the auditor with reasonable access to all requested development areas and activities,* thus the NSW Plannings expectation is the auditor is to attend the site inspection. The IA PARs do not differentiate between a "lead auditor" and an "auditor" - so all references to "the auditor" in the PARS includes all approved auditors (lead and otherwise).

Should you have any further questions, please don’t hesitate to contact me on the details below.

Regards,

Jennifer Rowe
Senior Compliance Officer

Compliance | Department of Planning, Housing and Infrastructure
[redacted]
PO Box 5475 | Level 2/84 Crown Street Wollongong, NSW 2500
(Work Days: Tuesday, Wednesday & Thursday)

www.dphi.nsw.gov.au

NSW GOVERNMENT

The Department of Planning, Housing & Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Please note that I work flexibly. I'm sending this message now because it's a good time for me, but I don't expect that you will read, respond to or action it outside of your own regular hours.

From: Sanan Qasim <sanan.qasim@bureauveritas.com>
Sent: Friday, 8 May 2026 12:11 PM
To: DPE PSVC Compliance Mailbox <compliance@planning.nsw.gov.au>
Cc: Barbara Pater <barbara.pater@bureauveritas.com>
Subject: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation

Dear Sir/Madam,

I am writing to advise that Bureau Veritas Buildings & Infrastructure (BVBI) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project, as required under the Conditions of Consent SSI 10055.

The audit will be undertaken from 19 to 21 May 2026 and will assess compliance with Schedule 2, Parts A, B, C and E, and relevant appendices of SSI 10055.

In accordance with the consultation requirements of the Independent Audit Post Approval Requirements (IAPAR 2020), Section 3.2, BVBI seeks your input into the proposed scope of the audit, including advice on any specific issues or areas of focus you would like the audit to address. Please also advise if you would like any stakeholders to be contacted to obtain their input into the scope of this audit.

Kind regards,

The APP Group is now
proudly part of Bureau Veritas

Sanan Qasim
Environmental Consultant
+61 0 485 701 871
BUREAU VERITAS BUILDINGS AND INFRASTRUCTURE PTY LTD
Level 14, 10 Spring Street, Sydney NSW 2000
www.bureauveritas.com.au

Environmental Representative:

From: Sanan Qasim
Sent: Friday, 8 May 2026 12:24 PM
To: Tim Elder
Cc: Barbara Pater; Derek Low; Ricardo Prieto-Curiel
Subject: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055 - Consultation

Dear Tim,

I am writing to advise that Bureau Veritas Buildings & Infrastructure (BVBI) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project, as required under the Conditions of Consent SSI 10055.

The audit will be undertaken from 19 to 21 May 2026 and will assess compliance with Schedule 2, Parts A, B, C and E, and relevant appendices of SSI 10055.

In accordance with the consultation requirements of the Independent Audit Post Approval Requirements (IAPAR 2020), Section 3.2, BVBI seeks your input into the proposed scope of the audit, including advice on any specific issues or areas of focus you would like the audit to address.

Kind regards,

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www.bureauveritas.com.au

CPHR:

From: Renee Shepherd
Sent: Friday, 15 May 2026 4:16 PM
To: Sanan Qasim
Cc: Barbara Pater
Subject: RE: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055 - Consultation

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Hi there Sanan,

I have no specific items for you to focus on during your audit.

All the best with your info gathering, I will look forward to the outcome of the IEA.

Regards,
Renee.

Renee Shepherd
Principal Project Manager | Renewable Energy Biodiversity Support
Conservation Planning and Offsets Division
Conservation Programs, Heritage and Regulation Group
NSW Department of Climate Change, Energy, the Environment and Water
[redacted]

From: Sanan Qasim <sanan.qasim@bureauveritas.com>
Sent: Friday, 15 May 2026 9:38 AM
To: Renee Shepherd
Cc: Barbara Pater <barbara.pater@bureauveritas.com>
Subject: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055 - Consultation

Dear Renee,

I am writing to advise that Bureau Veritas Buildings & Infrastructure (BVBI) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project, as required under the Conditions of Consent SSI 10055.

The audit will be undertaken from 19 to 21 May 2026 and will assess compliance with Schedule 2, Parts A, B, C and E, and relevant appendices of SSI 10055.

In accordance with the consultation requirements of the Independent Audit Post Approval Requirements (IAPAR 2020), Section 3.2, BVBI seeks your input into the proposed scope of the audit, including advice on any specific issues or areas of focus you would like the audit to address.

Kind regards,

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Level 14, 10 Spring Street, Sydney NSW 2000
www.bureauveritas.com.au

EPA:

From: Mitch Vickers Noble
Sent: Thursday, 14 May 2026 9:36 AM
To: sanan.qasim@bureauveritas.com
Subject: FW: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055 - Consultation [ref:!00D7F06iTix.!500Mn01Nspr7:ref]

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Hi Sanan,

The EPA appreciates you reaching out for comment as per the consultation requirements for SSI 10055. The EPA is keeping a close watch on the number and nature of non-compliances and complaints received regarding the project but has no recommendations on the scope or specific issues related to the upcoming audit. Please don't hesitate to reach out if you require anything further from the EPA or have any questions.

Have a great day,
Kind regards,

Mitch Vickers Noble
Operations Officer – Regulatory Operation
NSW Environment Protection Authority
[redacted]

Report pollution and environmental incidents 131 555 or +61 2 9995 5555
Please send all official correspondence to info@epa.nsw.gov.au

From: Sanan Qasim [sanan.qasim@bureauveritas.com]
Sent: 8/05/2026 12:15 PM
To: info@epa.nsw.gov.au
Cc: barbara.pater@bureauveritas.com
Subject: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055 - Consultation

Dear Sir/Madam,

I am writing to advise that Bureau Veritas Buildings & Infrastructure (BVBI) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project, as required under the Conditions of Consent SSI 10055.

The audit will be undertaken from 19 to 21 May 2026 and will assess compliance with Schedule 2, Parts A, B, C and E, and relevant appendices of SSI 10055.

In accordance with the consultation requirements of the Independent Audit Post Approval Requirements (IAPAR 2020), Section 3.2, BVBI seeks your input into the proposed scope of the audit, including advice on any specific issues or areas of focus you would like the audit to address.

Kind regards,

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Level 14, 10 Spring Street, Sydney NSW 2000
www.bureauveritas.com.au

Heritage:

From: Alison Lamond
Sent: Monday, 11 May 2026 4:35 PM
To: Sanan Qasim
Cc: Barbara Pater
Subject: RE: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055 - Consultation

EXTERNAL

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Hello Sanan,
Thank you for your referral seeking comment from Heritage NSW on the scope for the Independent Environmental Audit for your project. Please consider as a part of your audit scope any conditions relating to heritage within the Conditions of Consent for the project and any approved Management Plans. In addition, please confirm that any required updates to the AHIMS register, including Aboriginal Site Impact Recording forms, have been completed.
It is recommended that the Department of Planning Housing and Infrastructure Compliance Team be contacted via compliance@planning.nsw.gov.au to determine if there is any non-compliance with Conditions of Consent for the project.
If you have any questions regarding these comments, please contact heritagemailbox@environment.nsw.gov.au.

Kind regards,

Alison Lamond *BSci, BA (Hons), (she/her)*
Strategic Manager – Major Projects
Heritage NSW
Department of Climate Change,
Energy, the Environment and Water

[redacted]

dcceew.nsw.gov.au

Level 3, 6 Stewart Ave
Newcastle West NSW 2303

Locked Bag 1002, Dangar NSW 2309

Working days Monday to Friday, 9:00am - 5:00pm

From: Sanan Qasim <sanan.qasim@bureauveritas.com>
Sent: Friday, 8 May 2026 12:17 PM
To: heritagemailbox@environment.nsw.gov.au
Cc: Barbara Pater <barbara.pater@bureauveritas.com>
Subject: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055 - Consultation

Dear Sir/Madam,

I am writing to advise that Bureau Veritas Buildings & Infrastructure (BVBI) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project, as required under the Conditions of Consent SSI 10055.

The audit will be undertaken from 19 to 21 May 2026 and will assess compliance with Schedule 2, Parts A, B, C and E, and relevant appendices of SSI 10055.

In accordance with the consultation requirements of the Independent Audit Post Approval Requirements (IAPAR 2020), Section 3.2, BVBI seeks your input into the proposed scope of the audit, including advice on any specific issues or areas of focus you would like the audit to address.

Kind regards,

BUREAU VERITAS

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proudly part of Bureau Veritas

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www.bureauveritas.com.au

DCCEEW – Water Group:

NSW Department of Climate Change, Energy, the Environment and Water

NSW GOVERNMENT

Our ref: OUT26/5920

Sanan Qasim
Bureau Veritas Buildings and Infrastructure PTY LTD
Email: sanan.qasim@bureauveritas.com

22/05/2026

Subject: Albury to Illabo Project - Independent Environmental Audit - SSI-10055

Dear Sanan Qasim,

I refer to your request seeking advice from the NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) Water Group on an upcoming audit for the above matter. It is understood this consultation is in accordance with conditions of approval for the project.

NSW DCCEEW Water Group understands that the scope of the audit as outlined under the development consent and the reference guideline, "Independent Audit Post Approval Requirements (2020)" extends to at least the following:

- Identification of compliance requirements and documentation of any non-compliances.
- Assessment of the adequacy and implementation of management plans and sub plans.
- Assessment of compliance against relevant regulatory requirements and legislation.
- Assessment of compliance between actual and predicted impacts in the environmental assessment.
- Reporting requirements for management plans.
- Identification of strengths of the project in environmental management and opportunities for improvement.

NSW DCCEEW Water Group requests that the audit address compliance with the following specific elements of the consent conditions and related legislative requirements in a manner consistent with the above audit scope:

- The requirement to prepare and implement management plans that relate to water sources and their dependent ecosystems and users, and associated impact management and mitigation. These plans may include:
    - Water Management Plans and related sub-plans e.g., Site Water Balance, Erosion and Sediment Control Plan, Stormwater Management Plan, Surface and Groundwater Management Plan.
    - Extraction Plans and related sub-plans e.g., Water Management Plan, Subsidence Management Plan.

NSW Department of Climate Change, Energy, the Environment and Water

- The requirement to prepare and implement trigger action response plans for water source impacts which set clearly defined limits and actions. This is to be reported on within annual and exceedance-based reporting.
- Water supply availability is clearly defined for the project.
- Water take at the site via storage, diversion, interception or extraction is clearly documented and is authorised by a relevant Water Access Licence or exemption under the Water Management (General) Regulation 2025.
- Water metering at the site is in accordance with the NSW Non-Urban Metering Framework where relevant.
- Water Access Licence/s used to account for water take by the project nominates the work where the water is being taken from.
- Annual reporting clearly documents; 1) water take, use and water source impacts, 2) compares results with previous years, and 3) identifies exceedances and how these are managed/mitigated.

Should you have any further queries in relation to this submission please do not hesitate to contact the Water Assessments team at water.assessments@dcceew.nsw.gov.au

Yours sincerely,

Alistair Drew
Project Officer
Water Assessments
NSW Department of Climate Change, Energy, the Environment and Water

4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150
Locked Bag 5022, Parramatta NSW 2124
https://www.nsw.gov.au/departments-and-agencies/dcceew

Junee Council:

From: Sanan Qasim
Sent: Friday, 8 May 2026 12:15 PM
To: jsc@junee.nsw.gov.au
Cc: Barbara Pater
Subject: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055

Dear Sir/Madam,

I am writing to advise that Bureau Veritas Buildings & Infrastructure (BVBI) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project, as required under the Conditions of Consent SSI 10055.

The audit will be undertaken from 19 to 21 May 2026 and will assess compliance with Schedule 2, Parts A, B, C and E, and relevant appendices of SSI 10055.

In accordance with the consultation requirements of the Independent Audit Post Approval Requirements (IAPAR 2020), Section 3.2, BVBI seeks your input into the proposed scope of the audit, including advice on any specific issues or areas of focus you would like the audit to address.

Kind regards,

The APP Group is now
proudly part of Bureau Veritas

Sanan Qasim
Environmental Consultant
+61 0 485 701 871
BUREAU VERITAS BUILDINGS AND INFRASTRUCTURE PTY LTD
Level 14, 10 Spring Street, Sydney NSW 2000
www.bureauveritas.com.au

Wagga Wagga Council:

From: Paul Weedon
Sent: Monday, 11 May 2026 4:37 PM
To: sanan.qasim@bureauveritas.com
Cc: barbara.pater@bureauveritas.com
Subject: FW: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055 - Consultation

EXTERNAL

Be careful with this message: it is coming from an external sender
Do not open attachments nor click on links, unless you are sure that the content is safe

Sanan,

The areas that are of interest within the Local Government Area of Wagga Council are listed below.

Items that should be included in the Audit are:

B5 – Review compliance with the Community Communication Strategy.
C8 - Construction Traffic, Transport and Access Management Sub Plan
C9 – Construction Noise and Vibration Sub-plan
C28 Noise and Vibration Monitoring Program
E69 and E70 – Noise and Work Hours
E135 and E136
E145 Road Safety Audit
E149 – Level Crossing endorsement

Thanks,

Paul

____

Paul Weedon
Senior Project Manager

[redacted]
Wagga Wagga City Council · 243 Baylis Street (PO Box 20) · Wagga Wagga NSW 2650

Wagga Wagga – a vibrant, growing and sustainable regional city

We also recognise the resilience, strength and pride of the Wiradjuri and First Nations communities.

From: Sanan Qasim <sanan.qasim@bureauveritas.com>
Sent: Friday, 8 May 2026 12:14 PM
To: City of Wagga Wagga <Council@wagga.nsw.gov.au>
Cc: Barbara Pater <barbara.pater@bureauveritas.com>
Subject: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055 - Consultation

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Level 14, 10 Spring Street, Sydney NSW 2000
www.bureauveritas.com.au

TfNSW:

From: Sanan Qasim
Sent: Friday, 8 May 2026 12:20 PM
To: 'development.inlandrail@transport.nsw.gov.a'
Cc: Barbara Pater
Subject: Independent Environmental Audit – Inland Rail Albury to Illabo SSI10055 - Consultation

Dear Sir/Madam,

I am writing to advise that Bureau Veritas Buildings & Infrastructure (BVBI) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project, as required under the Conditions of Consent SSI 10055.

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Appendix G – Audit Photos

Site Inspection Photos

Site Inspection Photos – 20 May 2026

Albury Yard

Signage installed at Gate 4 at the Albury Yard site to manage construction vehicles.

“No Exit” signage installed at Gate 4 at the Albury Yard site.

Site Inspection Photos – 20 May 2026

Multiple spill kits were available on site.

Chemicals were observed to be stored within a bunded cabinet.

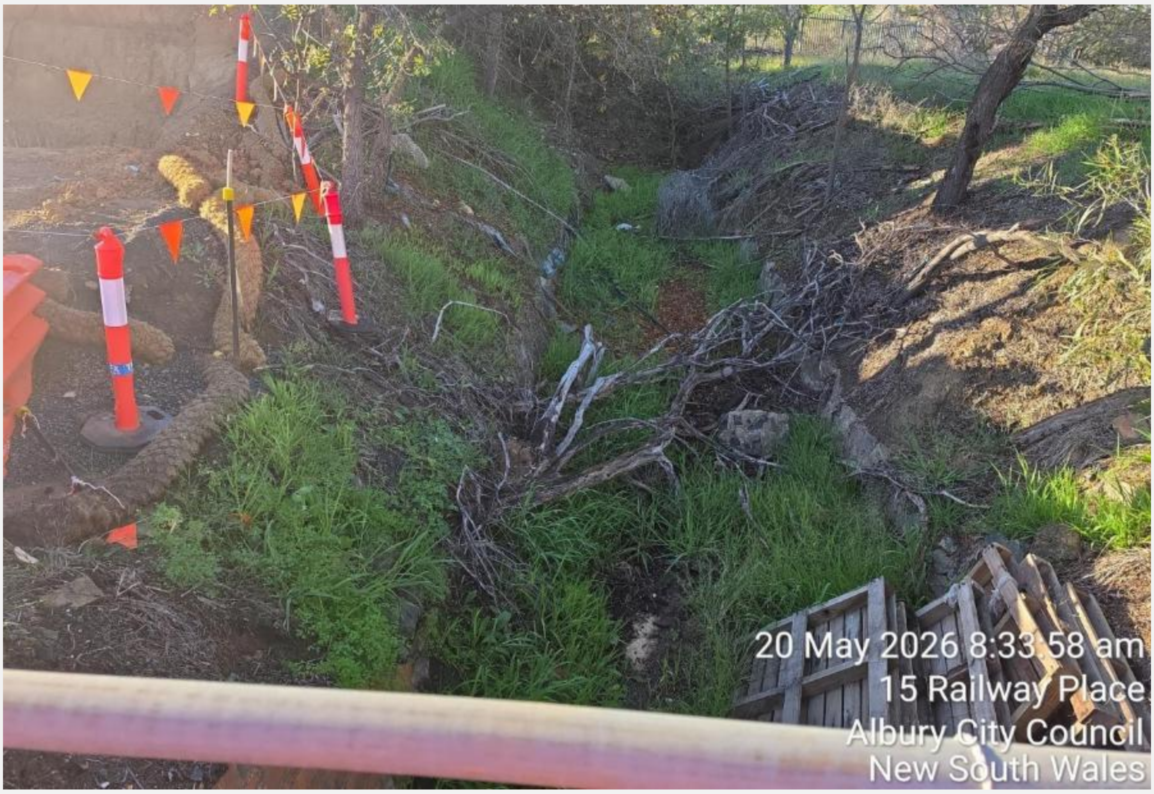
Site Inspection Photos – 20 May 2026

Temporary flagging in place along the station heritage building to delineate the construction area and restrict access.

Pedestrian bridge construction in progress at Albury Station.

Site Inspection Photos – 20 May 2026

Pedestrian bridge construction in progress at Albury Station.



Coir logs have been installed along the waterway boundary for the pedestrian bridge works.

Site Inspection Photos – 20 May 2026

Temporary flagging in place to delineate the construction area and restrict access.

Stockpile of timber stored on site.

Site Inspection Photos – 20 May 2026

Stockpile delineated and covered with geofabric.

A recent stockpile generated during the May possession stored on site, pending testing results.

Site Inspection Photos – 20 May 2026

Excavated sumps installed around the stockpile area to manage stormwater.

A rumble grid is in place at the Gate 6 exit to the Hume Highway, with no mud tracking observed on the Hume Highway.

Site Inspection Photos – 20 May 2026

OBS-01: Area requires general housekeeping, including removal of debris and reinstatement of sediment controls.

OBS-02: Stockpile covered with geofabric; sections require full coverage to ensure adequate protection.

Site Inspection Photos – 20 May 2026

OBS-03: No Exit" signage displayed at Gate 6, despite the gate being designated as the site exit.

Site Inspection Photos – 20 May 2026

OBS-03 Close-Out: Following the site inspection, a close-out photo was provided on the same day confirming that the “No Exit” signage had been removed.

Site Inspection Photos – 20 May 2026

Billy Hughes Site

Sediment fencing installed around the Sloane's Froglet habitat, with "No Go" signage and flagging in place to restrict access and protect the area.

Sediment fencing installed around the Sloane's Froglet habitat, with "No Go" signage and flagging in place to restrict access and protect the area.

Site Inspection Photos – 20 May 2026

Multiple spill kits were available on site.

Batter slopes have been stabilised and seeded, with vegetation establishing. Minor clearing is required on the opposite batter prior to seeding for stabilisation.

Site Inspection Photos – 20 May 2026

Blue and white flagging installed to delineate the Sloane's Froglet area.

Excavated sumps installed along the access track to manage stormwater runoff.

Site Inspection Photos – 20 May 2026

Sediment fence installed at low point sump areas.

Sediment fence installed at low point sump areas.

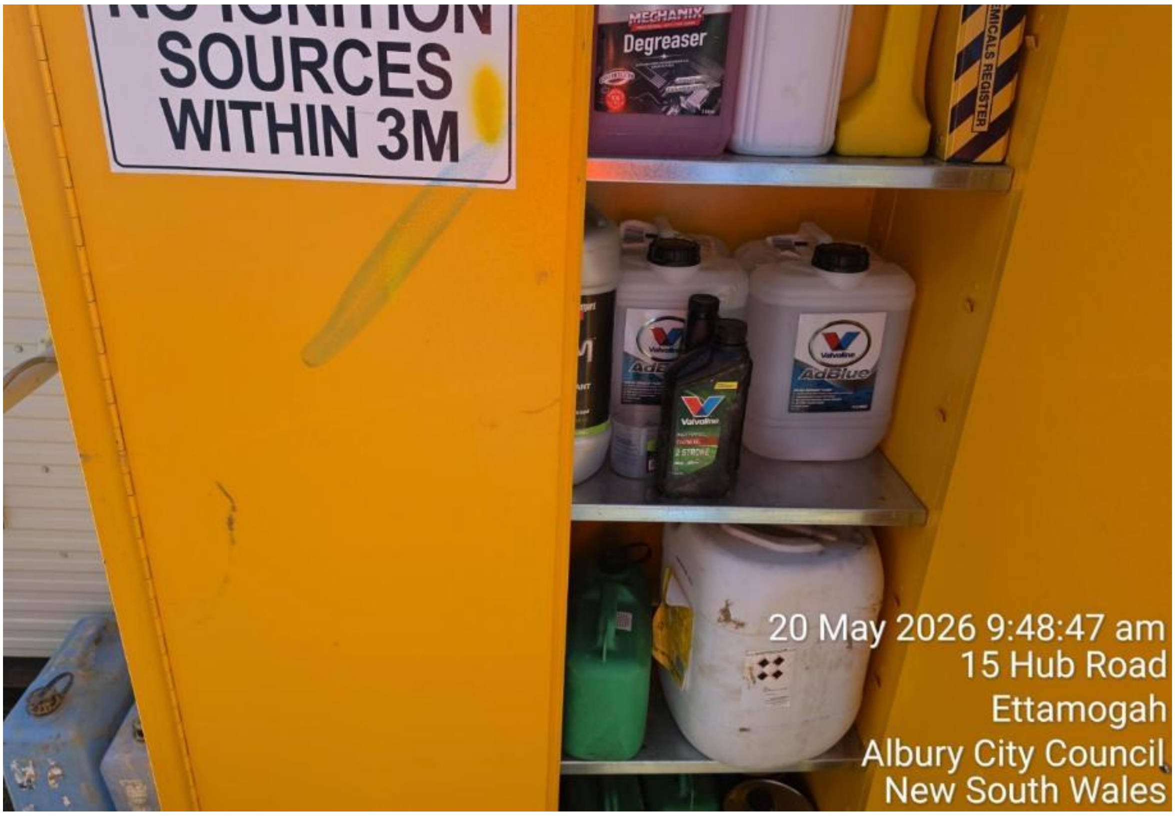
Site Inspection Photos – 20 May 2026

Sediment basin installed on site to store stormwater for reuse. Stormwater managed along the alignment and not directed to the sediment basin.

Stockpile clearly delineated, with signage in place.

Site Inspection Photos – 20 May 2026

Stockpile clearly delineated, with signage in place.



Chemicals were observed to be stored within a bunded cabinet.

Site Inspection Photos – 20 May 2026

General Waste bins and Hydrocarbon bin were available on site.

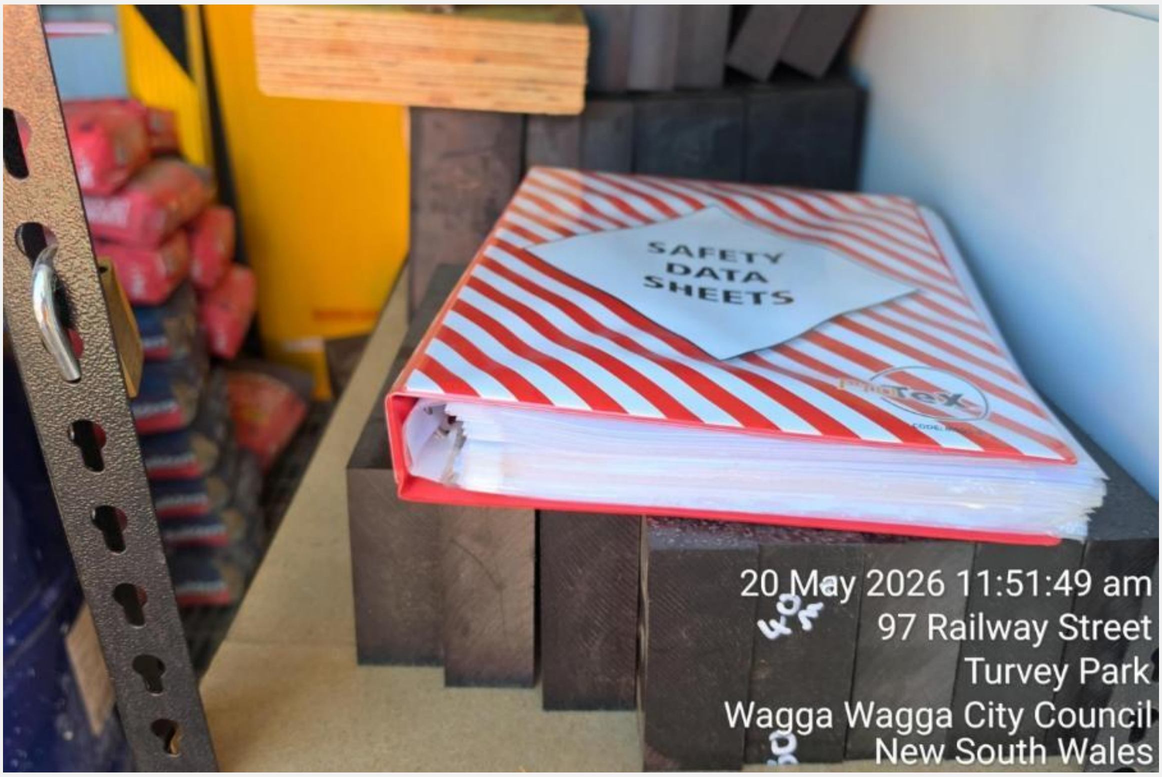
Site Inspection Photos – 20 May 2026

Multiple spill kits were available on site.

Site Inspection Photos – 20 May 2026

Edmondson Street Site

Chemicals were observed to be stored within a bunded container.



Safety Data Sheets were available for the chemicals.

Site Inspection Photos – 20 May 2026

Spill kit available within the chemical storage area.

Piling works in progress for construction of Edmondson Street Bridge.

Site Inspection Photos – 20 May 2026

Piling works in progress with exclusion zone installed.

Erosion and Sediment (ERSED) controls observed to manage stormwater.

Site Inspection Photos – 20 May 2026

Public roads observed to be clean and tidy with no mud tracking observed.

Stabilised access to the site.

Site Inspection Photos – 20 May 2026

Project signage displayed on site.

Project signage displayed on site.

Site Inspection Photos – 20 May 2026

Directional signage displayed on site.

Directional signage and project information displayed at Mothers Bridge.

Site Inspection Photos – 20 May 2026

Construction vehicles contained within site boundary.

OBS-04: Sediment controls at the Edmondson site access via Railway Street require maintenance and removal of sediment build-up.

Site Inspection Photos – 20 May 2026

OBS-05: Minor dirt tracking observed on Station Place.

OBS-05 Close-Out: Following the site inspection, a close-out photo was provided on the same day confirming that Station Place had been swept and cleaned.

Site Inspection Photos – 20 May 2026

OBS-06: Chemicals observed stored directly on the ground without bunding.

Wrights Oval Site

Spill Kit was available within the refuelling area.

Site Inspection Photos – 20 May 2026

Multiple spill kits were available on site.

General waste bins were available on site.

Site Inspection Photos – 20 May 2026

Hydrocarbon waste bin was available on site.

Sediment fence installed along the site boundary.

Site Inspection Photos – 20 May 2026

ERSED controls in place to manage stormwater runoff around the stockpile area.

Grass cover established on stockpiles to stabilise surfaces and reduce erosion.

Site Inspection Photos – 20 May 2026

Excavated sumps and rock check dams installed to manage stormwater runoff from the stockpile area.

ERSED controls installed to manage stormwater along the site boundary.

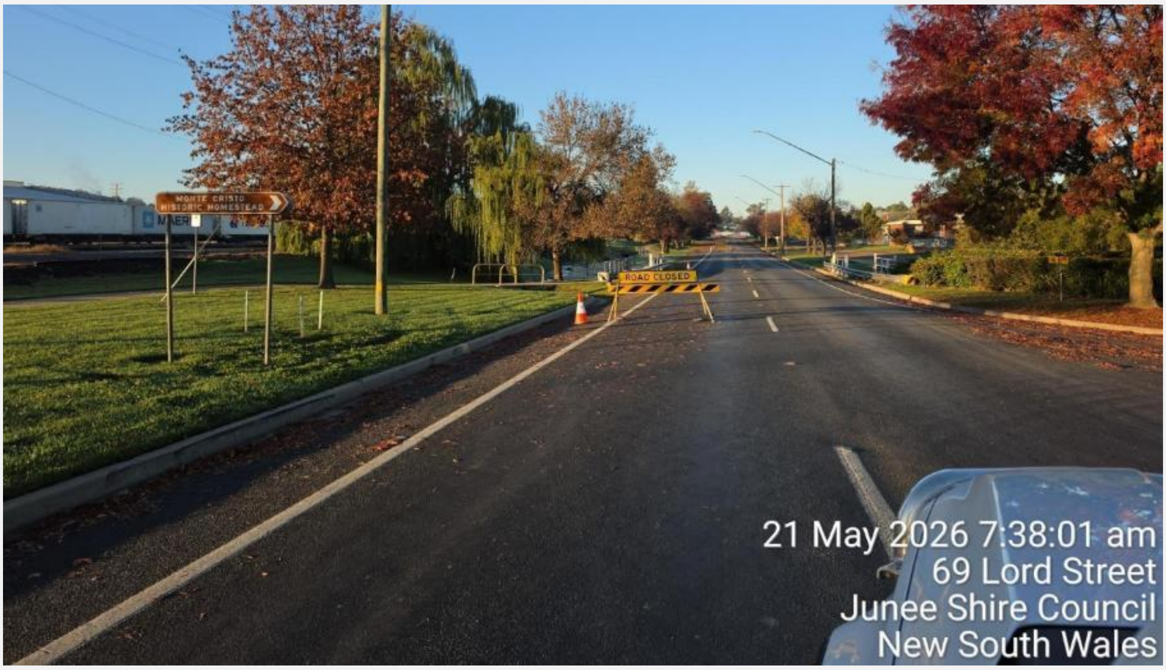
Site Inspection Photos – 20 May 2026

ERSED controls installed around the stockpile area to manage stormwater.

Rumble grid installed at the site exit to control and minimise mud tracking onto the public roadway.

Site Inspection Photos – 20 May 2026

Kemp Street Bridge Site



Traffic signage and directional controls in place to manage traffic for the closure of Kemp Street for bridge works.

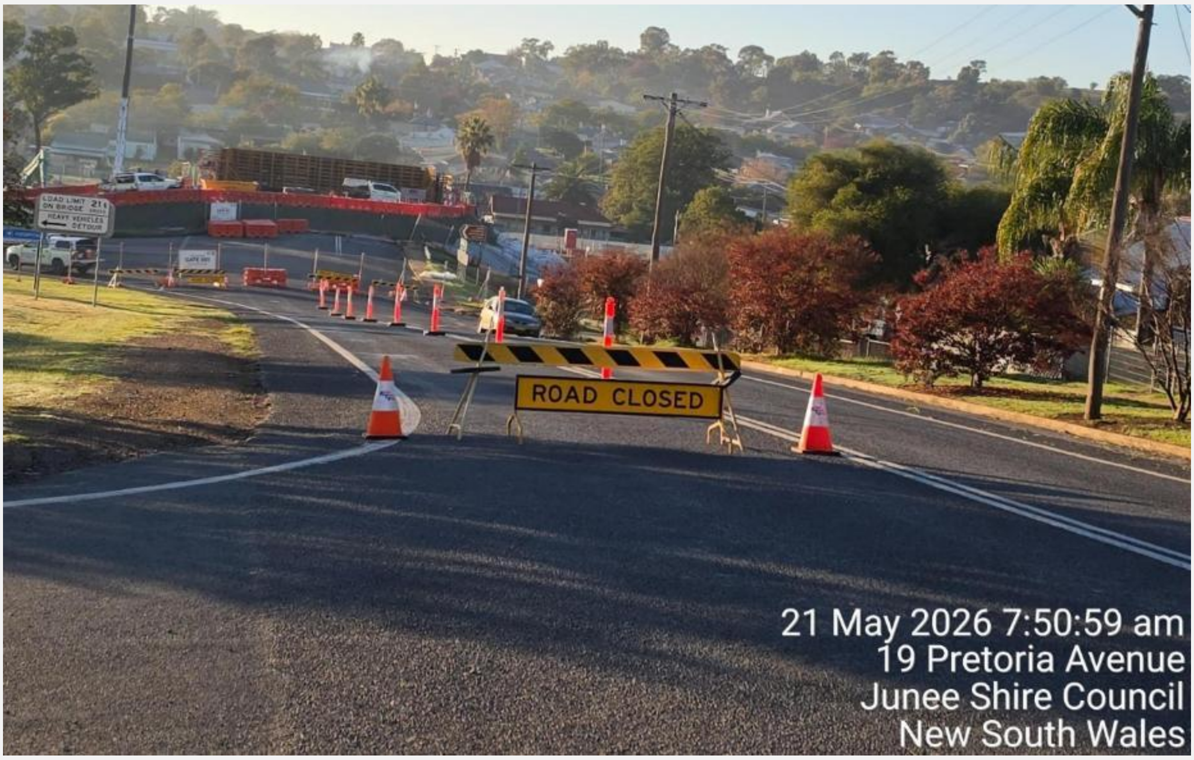
Kemp Street works in progress, with ATF installed along the site boundary.

Site Inspection Photos – 20 May 2026

Kemp Street works in progress, with ATF installed along the site boundary.

Traffic signage and directional controls in place to manage traffic for the closure of Kemp Street for bridge works.

Site Inspection Photos – 20 May 2026



Traffic signage and directional controls in place to manage traffic for the closure of Kemp Street for bridge works.

Sitehive monitor installed on site for noise, vibration, and dust monitoring.

Site Inspection Photos – 20 May 2026

OBS-07: No track-out controls installed at the Kemp Street Bridge site exit; only a broom and water cart were available on site. It is recommended that the ESCP be reviewed and updated to incorporate additional control measures, such as a rumble grid, wheel wash facility, and other appropriate controls to minimise the risk of tracking onto public roads.

OBS-08: Mud tracking and sediment build-up observed at the site access from Railway Parade; Clean-up is required, and ESCP be reviewed and updated to incorporate additional control measures, such as a rumble grid, wheel wash facility, and other appropriate controls to minimise the risk of tracking onto public roads

Site Inspection Photos – 20 May 2026

OBS-09: Sediment fence observed not properly trenched into the ground. It is recommended that the sediment fence be trenched in accordance with the relevant standard to ensure effectiveness.

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