

Inland Rail – Narrabri to North Star Phase 1 (N2NS SP1) Project

Assessment of Inland Rail's Environmental System Compliance in accordance with SSI-7474 Conditions of Approval

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Audit Organisation:	Inland Rail (Proponent)
Auditors:	Sanan Qasim – Alternate Lead Auditor
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This report has been prepared and reviewed in accordance with our quality control system.

This report has been prepared by:

Sanan Qasim

Alternate Lead Environmental Auditor

Date: 7 August 2026

Reviewed by:

Barbara Pater

Lead Environmental Auditor

Date: 14 August 2026

Finalised and issued by:

Sanan Qasim

Alternate Lead Environmental Auditor

Date: 20 August 2026

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Appendix F – Consultation

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Abbreviations and Definitions

Abbreviation	Definition
AHIMS	Aboriginal Heritage Information Management System
ARTC	Australian Rail Track Corporation
BDAR	Biodiversity Development Assessment Report
BVBI	Bureau Veritas Buildings & Infrastructure Pty Ltd
CBMP	Construction Biodiversity Management Sub-Plan
CEMP	Construction Environmental Management Plan
CFEMP	Construction Flood Emergency Management Sub-Plan
CHMP	Construction Heritage Management Sub-Plan
CM	Consultation Manager
CNVMP	Construction Noise and Vibration Management Sub-Plan
CS	Communication Strategy
CSSI	Critical State Significant Infrastructure
CSWMP	Construction Soil and Water Management Sub-Plan
CTTAMP	Construction Traffic, Transport and Access Management Sub-Plan
DPHI	NSW Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence
ER	Environmental Representative
FDVR	Flood Design Verification Report

Abbreviation	Definition
IAPAR	Independent Audit Post Approval Requirements (DPIE, 2020)
IBRA	Interim Biogeographic Regionalisation for Australia
IEA	Independent Environmental Audit
IRDJV	Inland Rail Design Joint Venture
IRPL	Inland Rail Pty Ltd
ISC	Infrastructure Sustainability Council
LALC	Local Aboriginal Land Council
LX	Level Crossing
MEX	MacKellar Excavations
OEMP	Operational Environmental Management Plan
OFI	Opportunity for Improvement
OOHW	Out-of-Hours Work
POEO Act	Protection of the Environment Operations Act 1997
RAP	Registered Aboriginal Party
RFI	Request for Information
RtS	Response to Submissions
SEMP	Site Establishment Management Plan
SIMP	Social Impact Management Plan
SPIR	Submissions and Preferred Infrastructure Report
SSI	State Significant Infrastructure
TEC	Threatened Ecological Community

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 Rhomberg (Contractor) against the requirements of the State Significant Infrastructure conditions SSI-7474 for the Inland Rail – Narrabri to North Star Phase 1(N2NS SP1) project – Rectification Works. The audit was conducted by Bureau Veritas Buildings and Infrastructure (BVBI) on 7-8 July 2026, covering the relevant conditions of Schedule 2 Parts A, B, C, E and Appendix A of SSI-7474 for the rectification works phase only. Construction of the N2NS SP1 was completed, and the project commenced operation on 27 October 2023. The rectification works were carried out to rectify minor defects and omissions arising from the completion of Stage 1 works. The rectification works commenced on 26 February 2025.

This is the first IEA on the project for the rectification works, covering the review of environmental documentation, records, and a site inspection for the N2NS SP1 project, undertaken in accordance with the *Independent Audit Post Approval Requirements* (IAPAR 2020). This report is based on the results of sampling and supplied documentation/records, as well as the site activities during the audit on 7-8 July 2026 and additional documentation as provided up to 7 August 2026.

An audit extension request was submitted to the Department of Planning, Housing and Infrastructure (DPHI) on 10 June 2025 and approved on 4 July 2025. DPHI confirmed that the Independent Environmental Audit would be triggered upon commencement of the first waterway rectification works at Bulldog Creek, Boggy Creek, or Pan Creek. Waterway rectification works at Pan Creek commenced on 3 November 2025; however, works within the rail corridor were suspended on 27 November 2025 and did not recommence until early March 2026. Works at Bulldog Creek and Boggy Creek subsequently commenced in March 2026. IRPL informed DPHI via email, dated 12 January 2026, that there has been delay in remobilisation of the construction team for the waterways rectification works and independent audit will be rescheduled. The audit was initially scheduled for 2 June 2026; however, due to severe weather conditions, it was postponed to 7 July 2026.

Rectification works for N2NS SP1 commenced on 26 February 2025. In accordance with the *Independent Audit Post Approval Requirements* (IAPAR 2020), the audit period is defined as 26 February 2025 to 7 July 2026.

Review of Compliance

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

- ▶ Effective use of jute mesh and application of hydromulch observed at disturbed batters, swales and creek embankments at locations inspected, with evidence of vegetative growth and establishment.
- ▶ Rock armouring, basins and rock check structures appeared to be effective and in good condition during the site inspection.

Lessons Learnt

As the rectification works has now been completed, the following improvement opportunities were captured as lessons learnt for consideration on future projects:

- **Monitoring Report Requirements:** Monitoring reports were not submitted as there were no results or monitoring triggered as part of the rectification works. Although the frequency of report submissions was not specified within the Monitoring Programs. Future monitoring programs should clearly define reporting triggers and requirements, including circumstances where no monitoring is conducted, to ensure consistent understanding and compliance.

- **Audit Timing and Scheduling:** Delays in the initial audit resulted in the audit being undertaken after completion of the rectification works, limiting the opportunity to assess implementation during construction. Future audits should, where practicable, be scheduled during active construction or rectification phases to maximise assurance value and enable timely identification of compliance issues.
- **Staging Report:** The Staging Report compliance matrix contained under Appx A does not record all Conditions of Approval and their status. Future compliance matrices should include all applicable and non-applicable conditions, with appropriate status updates and justification for exclusions, to demonstrate comprehensive compliance assessment and improve traceability.

Findings

The independent environmental audit as carried out on 7-8 July 2026 comprised of a review of documents and records, interviews with key personnel from IRPL and a site inspection.

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
OPPORTUNITIES FOR IMPROVEMENT			
N2NS-01_OFI-01	B11: A website providing information in relation to the CSSI must be established before commencement of works and maintained for the duration of construction, and for a minimum of 12 months following the completion of construction. The following up-to-date information (excluding confidential commercial information) must be published before the relevant works commencing and maintained on the website or dedicated pages.	The latest revision of the Communication Strategy (Rev. 2) was not available on the project website at the time of the audit.	It is recommended to review and update the project website to ensure that the latest approved revision of the Communication Strategy (Rev. 2) is published and accessible. Following the audit, this was promptly addressed, and Communication Strategy Rev. 2 was uploaded to the project website. This improvement opportunity is now considered CLOSED.

Table 1- Summary of Audit Findings

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

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 Narrabri to North Star Phase 1 (N2NS SP1) stage of the project (the Project) runs between Narrabri to Moree and Camurra to North Star and includes upgrading approximately 171 km of track along the existing corridor.

The Inland Rail – Narrabri to North Star Phase 1 (N2NS SP1) 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-7474 Approval Conditions, approved 13 August 2020. The stage 1 construction were completed on 27 October 2023.

The rectification works were carried out to rectify minor defects and omissions arising from the completion of Stage 1 works. These works include:

- Replacement of existing defective level crossing rubber panels;
- Construction of 25m catchpoint ballast drags at thirteen locations to contain potential derailed trains;
- Downstream culvert scour repair works at Boggy Creek (607.875Km), Bulldog Creek (603.900Km), Pan Creek (602.450) and unnamed creek (730.580Km);
- Installation of prefabricated steel stairs to high rail embankment (735.030Km);
- Wingwall extension to existing culvert (649.520Km);
- Upgrades to signalling power supplies and various minor signalling / electrical / communication wiring changes within existing signalling huts across the project site;
- Activation (installation of signals and boom gates) of Level Crossing 3056 (580.455km);
- Repairs to 4 sided box culvert cracks at various locations across the project site; and
- Adjustments to the private level crossing LX919 approach and the track at LX3164 to achieve the required site line distances for safety at the two level crossings.
- Rectification works identified within the Croppa Creek Flood Review Report.

Independent Environmental Audit

IRPL engaged Bureau Veritas Buildings and Infrastructure (BVBI) to undertake this independent environmental audit on the Inland Rail – Narrabri to North Star Phase 1 (N2NS SP1) rectification works. This was the first Independent Environmental Audit on the rectification works and was undertaken in compliance with SSI-7474:

- ▶ **Condition A35** whereby: *“Proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the commencement of an Independent Audit.”*; and
- ▶ **Condition A36:** *“Independent Audits of the development 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 – Narrabri to North Star Phase 1

Project Details	
Project Application No.:	SSI-7474
Project Address:	Social Co House 167 Balo St, Moree
Project Phase:	Rectification works
Project Activity Summary:	The current status of works is as follows • Replacement of existing defective Level Crossing (LX) rubber panels completed • Waterways rectification works in Pan Creek, Boggy Creek and Bulldog Creek completed • Installation of stair for access to track for maintenance in Croppa Creek completed • Flood rectification works completed on private properties, including the installation of additional culverts and a swale drain at LX 3165, and the installation of a swale drain at LX 3166 • Solar powered signal installation at LX-3166 completed • Demobilisation of site now in progress.

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	Alternate 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](#).

The audit was led by the approved alternate lead independent auditor (Sanan Qasim) due to the unavailability of the nominated lead independent auditor (Barbara Pater).

3. Audit Objectives and Scope

3.1 Audit Objectives

The objective of this IEA was to undertake an independent environmental review of the rectification works in compliance with SSI-7474 Approval Conditions A35 & A36, 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 IEA comprised a review of the project compliance with Schedule 2, SSI-7474 Conditions, Parts A, B, C, E and Appendix A, including the following:

- Review of implementation of management plans, including:
 - Construction Environmental Management Plan (CEMP)
 - Construction Noise and Vibration Management Sub-Plan (CNVMP)
 - Construction Traffic, Transport and Access Management Sub-Plan (CTTAMP)
 - Construction Biodiversity Management Sub-Plan (CBMP)
 - Construction Soil and Water Management Sub-Plan (CSWMP)
 - Construction Flood Emergency Management Sub-Plan (CFEMP)
 - Construction Heritage Management Sub-Plan (CHMP)
- Communications Strategy (CS),
- Documents as listed under Section 5 of this report,
- Site inspection as conducted on 7-8 July 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 first independent environmental audit on the rectification works of the N2NS SP1 project, covering the review of environmental documentation and records, and a site inspection. This report is based on the result of sampling and supplied documentation/records, as well as the site activities during the audit on 7-8 July 2026 and additional documentation as provided up to 7 August 2026.

In accordance with the IAPAR 2020, the audit period is defined as 26 February 2025 to 7 July 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-7474 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) – 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 – Narrabri to North Star Phase 1	7 July 2026, 11:00am	IRPL 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-7474 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 records to verify compliance with the SSI-7474 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-7474 Approval Conditions,
- ▶ Onsite interviews with Inland Rail personnel to verify compliance with the SSI-7474 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 – Narrabri to North Star Phase 1	8 July 2026, 12:10pm	IRPL	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
Justin Bate	IRPL	Environmental Manager

Name	Organisation	Position
Peter Borrelli	IRPL	Project Director

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 – Narrabri to North Star Phase 1	- Pan Creek - Bulldog Creek - Boggy Creek - Croppa Creek - LX 3165 & 3166 – North Star	7 July 2026, 11:30am	IRPL	1 x Observation raised

Table 8- Site Inspection details

Refer to details of the inspection under [Section 6.4](#) of this report and site photos included in [Appendix G](#).

4.6 Consultation

In accordance with Section 3.2 of the IAPAR 2020 guidelines, the auditors wrote to the DPHI on 14 May 2026, prior to the audit, to seek feedback on the proposed audit scope.

DPHI responded on 18 May 2026, confirming that it did not require any additional focus areas to be included within the scope of the audit. DPHI also confirmed that no additional agencies or stakeholders were required to be consulted for the purpose of scoping the audit.

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 9 - 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 Plan (CEMP) – Narrabri to North Star by IRPL, Document No. 6-0000-260-EAP-00-RP-0001, Rev. A, dated 28 January 2025
- Construction Biodiversity Management Sub-Plan (CBMP) by IRPL, Document No. 6-0000-260-EAP-00-RP-0002, Rev. A, dated 20 January 2025
- Construction Flood Emergency Management Sub-Plan (CFEMP) by IRPL, Document No. 6-0000-260-EAP-00-RP-0003, Rev. A, dated 24 January 2025
- Construction Heritage Management Sub-Plan (CHMP) by IRPL, Document No. 6-0000-260-EAP-00-RP-0004, Rev. A, dated 24 January 2025
- Construction Soil and Water Management Sub-Plan (CSWMP) by IRPL, Document No. 6-0000-260-EAP-00-RP-0005, Rev. A, dated 20 January 2025
- Construction Traffic, Transport and Access Management Sub-Plan (CTTAMP) by IRPL, Document No. 6-0000-260-EAP-00-RP-0006, Rev. A, dated 20 January 2025
- Construction Noise and Vibration Management Sub-Plan (CNVMP) by IRPL, Document No. 6-0000-260-EAP-00-RP-0007, Rev. 1, dated 20 January 2025
- Construction Staging Report – Narrabri to North Star Phase 1 by IRPL, Document No. 5-0000-260-EEC-00-RP-0010, Rev. 0, dated 4 December 2024
- Communication Strategy (CS) – N2NS SP1 & Stage 2C by IRPL, Rev. 2, dated 24 February 2026
- Construction Pest and Weed Management Plan, Appendix A of the CBMP, dated 20 January 2025
- Out-of-Hours Work (OOHW) Protocol, Appendix D of the CNVMP, dated 20 January 2025
- Complaints Register, dated 18 June 2026
- N2NS Environmental Inspection Reports, dated 28 May 2026 and 17 June 2026
- Environmental Representative (ER) Monthly Report (final), dated 7 November 2024
- E32 Report – April 2024 Event Flood Review Report, Inland Rail Narrabri to North Star Phase 1, dated April 2024
- DPHI Credit Retirement Reports, Transaction No. CT-11257, dated 5 February 2025
- Briefing Note – Aboriginal Artefact Repatriation (AHIMS #07-1-0003) by IRPL Senior Heritage Advisor, dated 19 May 2026
- Final In-House Noise Treatment Report – 54–58 Railway Parade, Bellata, dated 26 March 2025
- Final Inspection Report – 18 Queen Street, Edgeroi, dated 28 January 2025
- Final At-Home Noise Treatment Report, dated 25 June 2026
- RPL letter to DPHI – staging of remaining project scope, dated 24 July 2024
- Planning Secretary agreement – extended biodiversity offset timeframe, dated 10 October 2024
- IRPL email to DPHI – evidence of compliance with Conditions E18, E21, E25 and E26, dated 12 February 2025
- DPHI correspondence – close-out of biodiversity credit retirement, dated 28 July 2025
- DPHI letter approving the Staging Report, dated 17 January 2026
- DPHI email and IRPL response – E32 Report rectification works update, dated 8 and 9 April 2026
- BVBI audit scope consultation letter and DPHI response, dated 14 and 18 May 2026
- IRPL and DPHI emails – postponement of audit, dated 29 May 2026
- DPHI Post-Approval Meeting minutes, dated 23 June 2026
- Post Approval submission SSI-7474-PA-265 – IRPL request to stage remaining project scope and DPHI approval extending the compliance timeframe for Conditions E16 and E46 to 31 December 2028, dated 20 August 2024

- Post Approval submission SSI-7474-PA-286 – Construction Staging Report submission to DPHI, dated 20 December 2024
- Post Approval submission SSI-7474-PA-294 – IRPL Independent Environmental Audit extension request, dated 10 June 2025, and DPHI approval confirming the audit trigger on commencement of the first rectification works at Bulldog Creek, Boggie Creek or Pan Creek, dated 4 July 2025
- Post Approval submission SSI-7474-PA-298 – DPHI approval of the hydrologist appointed to peer review the FDVR, dated 5 December 2025
- Post Approval submission SSI-7474-PA-299 – DPHI approval of the BVBI audit team, dated 5 February 2026
- Post Approval submission SSI-7474-PA-301 – DPHI approval of the Communication Strategy Rev. 2, dated 21 April 2026
- N2NS Drainage Upgrades – 747910 to 748250 by IRDJV, Drawing No. 3-0001-260-CDR-00-DR-5026, Rev. 2, dated 21 February 2025
- N2NS Drainage Upgrades – 744600 to 745100 by IRDJV, Drawing No. 3-0001-260-CDR-00-DR-5012, Rev. 3, dated 21 February 2025
- Landowner consultation records – 12 Speargap Road (LX3164 design), to 29 August 2025
- Landowner consultation records – 1375 Coppie Creek Road (LX3165 design), to 24 February 2026
- Consultation Manager (CM) records – Complaints 8260 and 8264
- Lease agreement – IRPL and CALDTAV Pty Ltd, Boggie Creek, 3 November 2025 to 2 November 2026
- Biodiversity Conservation Fund payment statement, dated 1 August 2024
- ISC email confirming "Excellent" As Built rating (score 58), dated 1 August 2024, and IRPL letter to DPHI, dated 18 September 2024
- Waste disposal dockets Q49028/1 (3 December 2025) and Q49049/1 (4 December 2025), MacKellar Excavations, EPA Licence No. 20262
- Signed Scope of Works Agreement – Fernance Property, 54–58 Railway Parade, Bellata, dated 31 October 2024
- Completion Certificate – Fernance Property, 54–58 Railway Parade, Bellata, signed by the property owner and builder, dated 26 March 2025
- Signed Scope of Works Agreement – Owens Property, 18 Queen Street, Edgeroi, dated 23 October 2024
- Completion Certificate – Owens Property, 18 Queen Street, Edgeroi, signed by the property owner, dated 13 December 2024
- Completion Certificate – principal residence, signed by PKN Construction, the Department of Housing and the property owner, dated 25 June 2026

6. Audit Findings

Assessment of Compliance

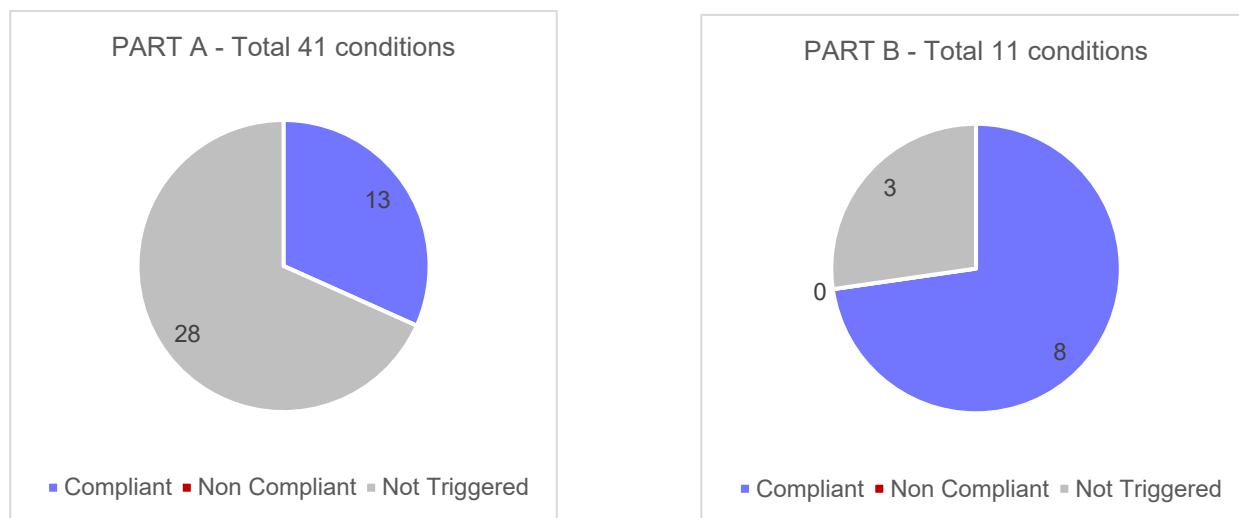
This audit was completed to assess the implementation of the Construction Environmental Management Plan and Sub-Plans, as well as environmental controls established by IRPL for the Inland Rail – Narrabri to North Star Phase 1 project, - rectification works in compliance with SSI-7474 Approval Conditions, Schedule 2 (170 conditions).

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

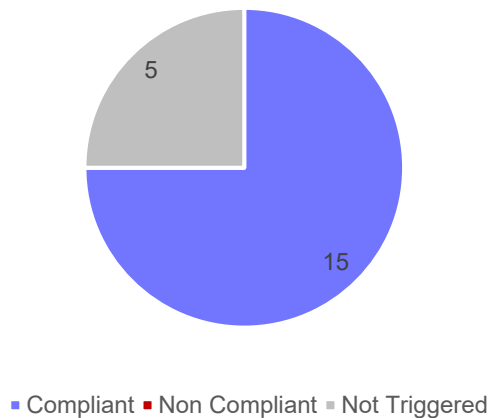
Rating	Number of Findings
Compliant	53
Non-Compliant	0
Not Triggered	117
Total	170

Table 10- Summary count of Findings

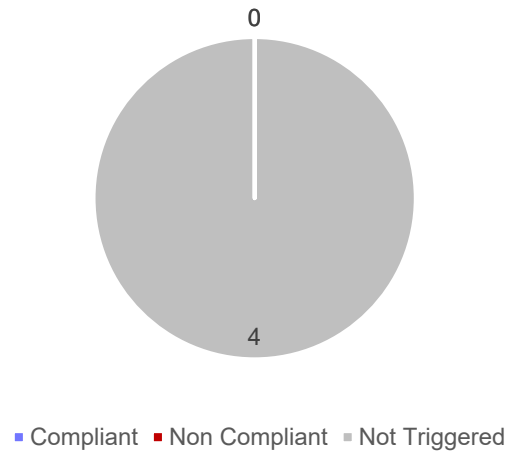
The comparison of audit requirements against the compliance ratings is as follows:



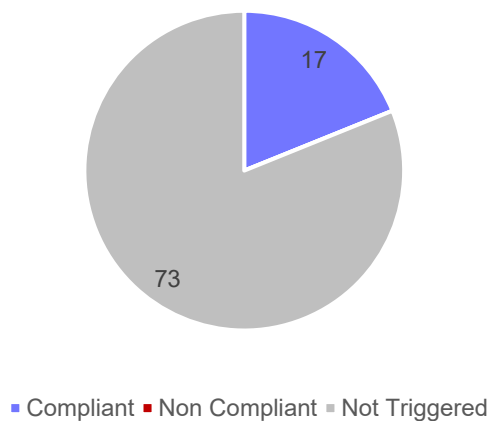
PART C - Total 20 conditions



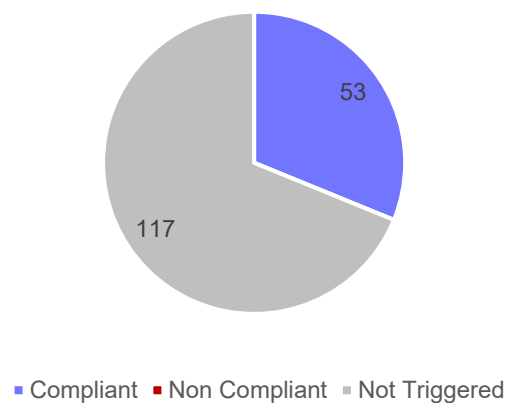
PART D - Total 4 conditions



PART E - Total 90 conditions



Total - 170 Conditions



6.2 Notices, Complaints, Incidents & Non-Compliances

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

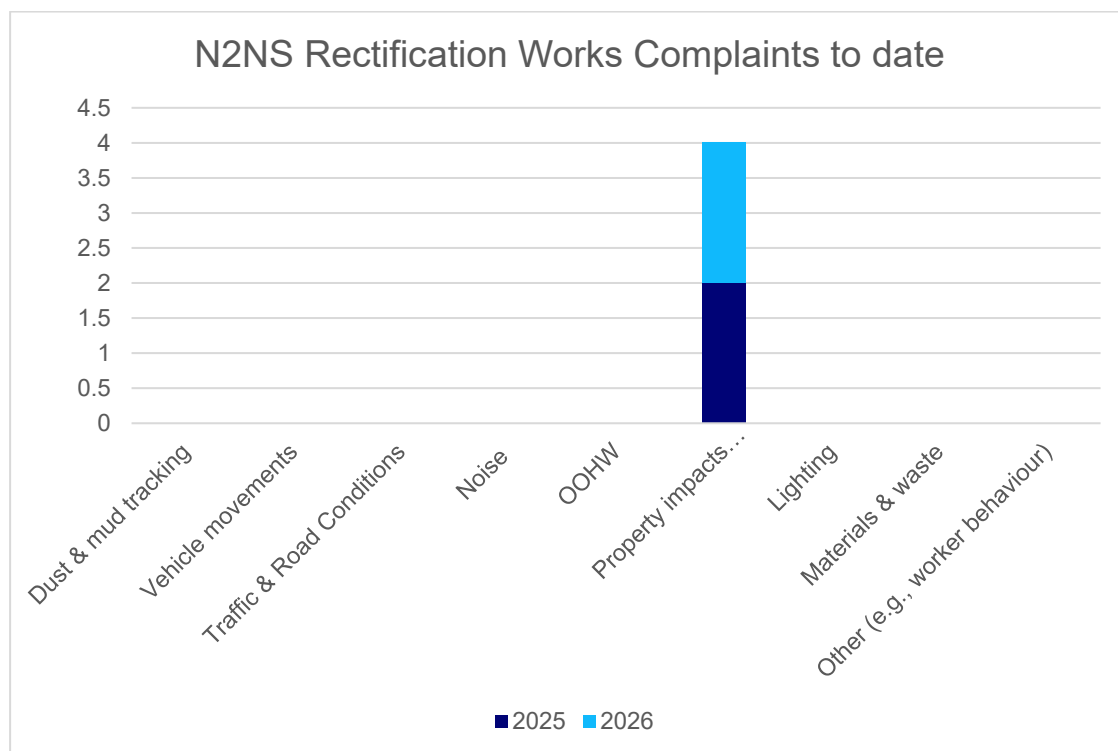
6.2.1 Complaints

A review of the Communication Strategy (CS) was undertaken during the audit in accordance with Condition B1 and B2. The CS appeared to be well implemented. Refer to [Appendix E – Audit Checklist](#) for details.

The project Complaints Register, dated 18 June 2026, was reviewed for the audit period. A total of four (4) complaints were recorded during the rectification works, all of which were addressed and closed out. Two (2) complaints were received during the operations of Stage 1 construction works regarding the water impacts to the private owner's property prior to the commencement of rectification works. The close-out of these complaints were part of the rectification works.

The close-out of Complaint No. 8264, relating to water impacts to a paddock and dated 5 April 2024, was reviewed in detail during the audit interview. Meeting records with the affected landowner were sighted within the Consultation Manager (CM) system. IRPL completed the associated rectification works within the rail corridor at Level Crossing LX3166, which was verified during the site inspection (refer to [Appendix G](#)).

Based on the review of the Part B conditions and the records sighted, the Complaints Management System was assessed as appropriately implemented for the audit period duration of the rectification works.



6.2.2 Incidents

IRPL confirmed during the audit interview that no reportable or environmental-harm incidents were recorded during the audit period.

6.2.3 Non-Compliances

IRPL confirmed during the audit interview that no self-reported non-compliances occurred during the audit period. No non-compliances were identified during the audit.

6.3 Previous Audit Findings

This is the first independent environmental audit undertaken for the rectification works associated with the project. Accordingly, there are no previous audit findings relevant to the audit scope.

6.4 Audit Site Inspection

A site inspection was undertaken on 7 July 2026 from 11:30 am to 4:30 pm at the Pan Creek, Bulldog Creek, Boggy Creek, Croppa Creek and Level Crossing LX 3165 & 3166 – North Star. During the inspections, the BVBI Lead Auditor reviewed the effectiveness of environmental mitigation measures, as outlined below:

Pan Creek

- Rock mattress installed downstream of the culvert at Pan Creek as part of the rectification works.
- Jute mesh and hydromulch applied to creek embankments with vegetation evident as part of the rectification works.
- No evidence of scour, erosion or sediment-laden runoff was observed. Rectification works were complete as advised by IRPL.

Bulldog Creek

- Rock-armoured channel batters and creek bed were observed downstream of the culvert crossing.
- A downstream basin comprising riprap and vegetated swale.
- Rehabilitated creek embankments were treated with jute mesh and hydromulch.
- Replacement of the defective LX rubber panels was observed as complete

Boggy Creek

- Rock mattress installed across the width of the culvert crossing.
- Swale drain installed connecting the small culvert crossing to the rock-armoured culvert crossing. The swale has been stabilised using jute mesh and hydromulch as part of the rectification works.
- A rock-armoured basin was constructed within the reconstructed creek channel and rehabilitated batter stabilised with jute mesh and hydromulch.

Croppa Creek

- Minor drainage works were observed complete, comprising culvert installation and rock protection.
- A staircase was observed installed on the rail embankment and batter was stabilised with jute mesh and hydromulch.

North Star

- Additional culverts and associated rock armouring were observed installed at LX 3165 as part of the flood rectification works.
- Rehabilitated swale drains and associated scour protection works were observed at LX 3165 and adjacent to LX 3166.
- An existing culvert crossing adjacent to LX 3166 was observed with the installation of rock armouring.
- Solar-powered LX signal infrastructure was observed installed and operational at LX 3166.
- Rectification works were complete and demobilisation activities were in progress as advised by IRPL. Residual concrete material was observed stockpiled and awaiting off-site transport for recycling as part of final site clean-up. .

No observation was raised during the site inspection.

Photos of the site inspection are included in [Appendix G](#).

6.5 Suitability of Plans and the Environmental Management System

The Construction Environmental Management Plan (CEMP) and associated Sub-Plans were established as part of Stage 1 Construction and were reviewed by IRPL with minor changes for the rectification works and endorsed by the Environmental Representative (ER) in accordance with Condition C3, prior to the commencement of rectification works. Rhomberg operated under Inland Rail's approved CEMP and Sub-Plans throughout the rectification works.

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, Soil and Water, and Flood Emergency.

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 2 in accordance with the Construction Staging Report (Rev. 0 dated 4 December 2024).

Based on the evidence provided, implementation of the CEMP and Sub-Plans were reviewed through general compliance with approval conditions, observed site conditions, and the management of complaints during the audit period. Refer to [Section 6.8](#) for 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 rectification works on the N2NS SP1 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 rectification works generated a materially lower level of transport activity than predicted for the construction phase; IRPL confirmed during the audit interview that all access associated with the rectification works was undertaken via the rail corridor, that no private access roads were constructed or required, and that property access was maintained throughout the works in accordance with Condition E50. The Construction Traffic, Transport and Access Management Sub-Plan (6-0000-260-EAP-00-RP-0006, Rev. A) was verified to be implemented during the audit. No traffic related complaints were recorded during the audit period, and no traffic-related observations were raised during the site inspection.

6.6.2 Biodiversity

The rectification works were undertaken within previously disturbed areas of the rail corridor and adjacent agreed access and did not require additional native vegetation clearing. The Construction Biodiversity Management Sub-Plan (6-0000-260-EAP-00-RP-0002, Rev. A) was verified to be implemented, including the Pest and Weed Management Plan at Appendix A. DPHI Credit Retirement Reports dated 5 February 2025 evidenced retirement of the required ecosystem and species credits, including the minimum 4,556 species credits required to offset impacts to the koala under Condition E25. Evidence of compliance with Conditions E18, E21, E25 and E26 was submitted to DPHI on 12 February 2025. Condition E25 was carried over from Stage 1 Construction works.

6.6.3 Noise and Vibration

All rectification works were undertaken within the standard hours specified at Condition E1, being 7:00 am to 6:00 pm Monday to Saturday, with no works on Sundays or public holidays. IRPL confirmed during the audit interview that no out-of-hours work was undertaken during the audit period. No noise or vibration complaints were recorded during the audit period.

6.6.4 Air Quality

The rectification works involved limited earthworks confined to the waterway crossing locations. At the time of the site inspection, works were complete and no dust emissions were observed. Disturbed areas had been stabilised using hydromulch and seeding, with vegetation establishment evident across the site

6.6.5 Waste

The waste streams generated by the rectification works was materially narrower than that predicted for the construction phase; IRPL confirmed during the audit interview that concrete was the only significant waste stream generated. MacKellar Excavations (MEX) was engaged for waste and recycling services under EPA licence no. 20262. Disposal dockets were sighted evidencing the off-site transfer of concrete waste for

recycling. Residual concrete material observed on site during the inspection was stockpiled pending off-site transport for recycling as part of demobilisation.

6.6.6 Aboriginal Heritage

The rectification works were undertaken within previously disturbed areas of the rail corridor and, as confirmed by IRPL during the audit interview, did not result in any impacts to heritage items or values. The Construction Heritage Management Sub-Plan (6-0000-260-EAP-00-RP-0004, Rev. A) was verified to be implemented, including the unexpected finds protocols at Sections 5.7 and 5.8.6. A briefing note from the IRPL Senior Heritage Advisor dated 19 May 2026 evidenced completion of the project's outstanding salvage obligations. Of 1,439 stone artefacts recovered during 2021 salvage works, 1,382 were repatriated to Country and 57 retained by Moree LALC under a safekeeping arrangement. Repatriation fieldwork was completed on 7 May 2026 in consultation with the Registered Aboriginal Parties (RAPs), and the reburial site registered in AHIMS as a restricted Aboriginal heritage site (AHIMS #07-1-0003).

6.7 Key Strengths

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

- Effective use of jute mesh and application of hydromulch observed at disturbed batters, swales and creek embankments at locations inspected, with evidence of vegetative growth and establishment.
- Rock armouring, basins and rock check structures appeared to be effective and in good condition during the site inspection.

6.8 Audit Findings and Recommendations

Implementation of Construction Environmental Management Plan and Sub-Plans were generally verified as compliant with SSI-7474 Approval Conditions. Refer to [Appendix E](#) for full details of the completed audit checklist.

One (1) opportunity for improvement was raised within the scope of this audit. This finding is summarised below:



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Audit Rating and Ref	Condition of Consent Details	Audit Finding Details	Recommendations & Close-Out
OPPORTUNITIES FOR IMPROVEMENT			
N2NS-01_OFI-01	B11: A website providing information in relation to the CSSI must be established before commencement of works and maintained for the duration of construction, and for a minimum of 12 months following the completion of construction. The following up-to-date information (excluding confidential commercial information) must be published before the relevant works commencing and maintained on the website or dedicated pages.	The latest revision of the Communication Strategy (Rev. 2) was not available on the project website at the time of the audit.	It is recommended to review and update the project website to ensure that the latest approved revision of the Communication Strategy (Rev. 2) is published and accessible. Following the audit, this was promptly addressed, and Communication Strategy Rev. 2 was uploaded to the project website. This improvement opportunity is now considered CLOSED.

Table 12- Detail of Audit Findings

Appendix A – Audit Agenda

Audit Agenda – INLAND RAIL NARRABRI TO NORTH STAR (N2NS)

Project	Independent Environmental Audit #1 – Inland Rail N2NS (Rectification works)	
Proponent	ARTC	
Contractor	Rhomborg	
Location	Social Co House 167 Balo St, Moree	
Date and Time	Tuesday, 7 July 2026 Wednesday, 8 July 2026	11:00 AM – 04:00 PM 9:00 AM – 5:00 PM
Auditing Team	Sanan Qasim (Lead Auditor)	
Site contact	Justin Bate	
Audit criteria	Development Consent SSI-7474, and in accordance with the Independent Audit Post Approval Requirements (IAPAR 2020)	
Audit scope	Audit # 1 – Review of construction activities for Stage 2C	

Agenda

Item	Time
Day 1 – 7 July 2026	
Opening Meeting Confirm scope of the audit, outline the audit process, methodology, timing, access, and resources required.	11:00 AM – 11:30 AM
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.	11:30 AM – 4:00PM
Day 2 – 8 July 2026	
Review of Consent Conditions SSI-7474:	

Item	Time
▶ Part A – Administrative Conditions	9:00 AM – 11:00 AM
▶ Part B – Community Information and Reporting	11:00 AM – 12:00 PM
Lunch Break	12:00 PM – 12:30 PM
▶ Part C – Construction Environmental Management	12:30 PM – 2:00 PM
▶ Part E – Key Issue Conditions	2:00 PM – 5:00 PM
Day 3 – Contingency - TBD	
▶ Review of remaining Conditions	TBD
Closing Meeting ▶ Outcome of audit and presentation of findings. Deliverables as noted below.	TBD

Deliverables

Audit Deliverables	Responsibility
Draft Report Submission ▶ 28 days following conduct of independent audit, or following additional documentation/evidence	BVBI
Response to draft report ▶ 7 days following receipt of draft audit report from BVBI	IRPL
Final report submission ▶ Finalised within 7 days following receipt of comments from IRPL ▶ Submitted to IRPL	BVBI
Response to findings and submission of final audit report ▶ › Final audit report submitted to the DPHI within 60 days	IRPL

Audit Deliverables	Responsibility
Non-Compliances / Incidents (if applicable) ▶ Inland Rail is to follow the process to notify DPHI within 7 days regarding any non-compliances or incident raised during the audit.	IRPL

Limitations

- The audit will cover the construction requirements and will therefore include all applicable conditions of Part A, B, C, E and Appendix B in accordance with Conditions of Approval SSI-7474.
- 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.
- BVBI will conduct the audit in accordance with the Department of Planning and Environment's *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 N2NS	Audit No.	01
Auditee	IRPL; Rhomburg	Lead Auditor	Sanan Qasim
Location	167 Ballo St, Moree		
Opening Meeting Date	7 July 2026		11:00 AM
Closing Meeting Date	8 July 2026		12:10 PM

Name	Organisation	Position	Signature	
			Opening Meeting	Closing Meeting
Sanan Qasim	BVBI	L. Auditor	SQ	SQ
Justin Bore	Inland Rail	Environmental Manager	[Signature]	[Signature]
Peter Borrelli	Inland Rail	Project Director	[Signature]	[Signature]
Patric Thelbar	IRPL	Snr. Enviro Advisor	Online	online
Peter Borrelli	IRPL	Project Director		

Appendix C – Approval of Auditors

Department of Planning, Housing and Infrastructure

Reference: SSI-7474-PA-299

Peter Borrelli
IRPL Project Director
Inland Rail Pty Limited
05/02/2026

Sent via the Major Projects Portal only

Subject: Narrabri to North Star Phase 1- Rectification Works Alternate Auditor Approval / SSI-7474

Dear Mr. Borrelli,

I refer to your request for the Planning Secretary's reapproval of suitably qualified, experienced, and independent person to conduct an Independent Audit of the Narrabri to North Star, Phase 1 Rectification Works (**Works**). The request was submitted as required by Schedule 2, Condition A35 of SSI-7474, as modified (the **Approval**) to NSW Department of Planning, Housing and Infrastructure (the **Department**) on 2 February 2026.

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

Pursuant to Schedule 2, Condition A35 of the Approval and the Department's *Independent Audit Post Approval Requirements* (2020) (**IAPAR**), as nominee of the Planning Secretary, I endorse Sanan Qasim from Bureau Veritas as Alternate Lead Auditor.

I note this approval supersedes Sanan Qasim's previous appointment as Auditor, dated 2 May 2025 (SSI-7474-PA-292). The appointment of Barbara Pater as Lead Auditor on the same date remains valid.

Please note:

- This correspondence, and the Departments previous approval letter dated 2 May 2025 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), or as updated from time to time and published on the Department's website. Failure to meet these requirements will require revision and resubmission.
- The audit team is approved for the duration of the Works; 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.



Department of Planning, Housing and Infrastructure

- The Lead Auditor must attend the site inspection component of the audit.
- The audit period either starts on the day after the previous audit's site inspection and ends on the final inspection date of the current audit, or it starts on the date the Works begin.
- The Planning Secretary may request that an independent technical specialist with specific skills, knowledge or experience be used in an audit.

Should you wish to discuss the matter further, please contact Astrid Christensen, Senior Compliance Officer at compliance@planning.nsw.gov.au.

Yours sincerely

Nick Ballard

Nick Ballard
Team Leader – Far North Region
Compliance

As nominee of the Planning Secretary

Appendix D – Independent Audit Declarations

Declaration of Independence Form

Independent Audit Declaration Form	
Project Name:	Inland Rail – Narrabri to North Star Phase 1
Consent Number:	SSI-7474
Description of Project:	The Narrabri to North Star Phase 1 (N2NS SP1) stage of the project (the Project) runs between Narrabri to Moree and Camurra to North Star and includes upgrading approximately 171 km of track along the existing corridor.
Project Address:	Social Co House 167 Balo St, Moree
Proponent:	Australian Rail Track Corporation
Date:	21 July 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:	Alternate Lead Environmental Auditor
Company:	Bureau Veritas Buildings & Infrastructure Pty Ltd
Company Address:	Level 14, 10 Spring Street, Sydney NSW 2000

Declaration of Independence Form

Independent Audit Declaration Form	
Project Name:	Inland Rail – Narrabri to North Star Phase 1
Consent Number:	SSI-7474
Description of Project:	The Narrabri to North Star Phase 1 (N2NS SP1) stage of the project (the Project) runs between Narrabri to Moree and Camurra to North Star and includes upgrading approximately 171 km of track along the existing corridor.
Project Address:	Social Co House 167 Balo St, Moree
Proponent:	Australian Rail Track Corporation
Date:	21 July 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:	Barbara Pater
Signature:	
Qualification:	Lead Environmental Auditor
Company:	Bureau Veritas Buildings & Infrastructure Pty Ltd
Company Address:	Level 14, 10 Spring Street, Sydney NSW 2000

Appendix E – Audit Checklist

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
1.	PART	A	ADMINISTRATIVE CONDITIONS			
	A		GENERAL			
1.1.	A	A1	The CSSI may only be carried out in accordance with the terms of this approval and generally in accordance with the description of the CSSI in the Inland Rail – Narrabri to North Star Environmental Impact Statement, Volumes 1-7 (prepared by GHD and dated November 2017), the Inland Rail – Narrabri to North Star Submissions Preferred Infrastructure Report (ARTC, dated December 2019) and (updated BDAR, RtS on the SPIR and RFI responses).	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
1.2.	A	A2	The CSSI must be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	Mitigation measures are as reviewed under Audit Report Section 6.4 (Audit Findings). Based on a review of the current management plans, procedures and mitigation measures being implemented one (1) improvement opportunity was identified.		Compliant
1.3.	A	A3	In the event of an inconsistency between the documents listed in Condition A1 or any other document required under this approval, and a term of this approval, the term of this approval prevails to the extent of the inconsistency. <i>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.</i>	IRPL confirmed during the audit interview that there have been no inconsistencies identified during rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
1.4.	A	A4	The Proponent must comply with the written requirements or directions of the Planning Secretary, including in relation to: (a) the environmental performance of the CSSI; (b) any document or correspondence under the terms of this approval in relation to the CSSI (including the provision of such documentation or correspondence); (c) any independent appointment or dismissal made in relation to the CSSI; (d) any notification given to the Planning Secretary under the terms of this approval; (e) any audit of the construction or operation of the CSSI; (f) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval); (g) the carrying out of any additional monitoring or mitigation measures; and (h) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.	A DPHI letter (Ref: SSI-7474-PA-294), dated 4 July 2025, was sighted confirming approval of the extension to the independent audit requirement. The letter stated that the audit would be triggered upon commencement of the first rectification works at any of the three creeks: Bulldog Creek, Boggy Creek, or Pan Creek.		Compliant
1.5.	A	A5	Where the terms of this approval require a document or monitoring program to be prepared, or a review to be undertaken, in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Planning Secretary in accordance with the Department's Post Approval Guidance: Defining Engagement Terms (DPIE, 2020). The evidence must include: (a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval;	IRPL confirmed during the audit interview that no consultation was required under the rectification works phase. All the consultation were undertaken during the stage 1 construction phase for the N2NS SP1 project.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(b) a log of the dates of engagement or attempted engagement with the identified party and a summary of the issues raised by them; (c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; (d) outline of the issues raised by the identified party and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.			
1.6.	A	A6	Any document that must be submitted, or approval that must be obtained, within a timeframe specified in or under the conditions of this approval may be submitted within a later timeframe agreed with the Planning Secretary. This condition does not apply to the immediate written notification required in respect of an incident under Condition A41. The Proponent must provide supporting evidence so that the Secretary can consider the need, environmental impacts and consistency of any request. <i>Note: Inaction and/or expedience will not be supported as justifications for need unless it can be demonstrated that there are beneficial environmental impacts associated with the request.</i>	The initial IEA extension request was submitted to DPHI on 10 June 2025 (Ref: SSI-7474-PA-294). The request noted that while the project had commenced minor defect rectification works considered by ARTC to be of low environmental risk, the waterway rectification works at Bulldog Creek, Pan Creek and Boggy Creek were considered high environmental risk and would benefit from review through an independent audit. A DPHI letter (Ref: SSI-7474-PA-294), dated 4 July 2025, was sighted confirming approval of the extension to the independent audit requirement. The letter stated that the audit would be triggered upon commencement of the first rectification works at any of the three creeks: Bulldog Creek, Boggy Creek, or Pan Creek. IRPL confirmed via email, as part of the RFI response dated 21 July 2026, that works at Pan Creek commenced on 3 November		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				2025. However, contractor Rhomberg (appointed for the rectification works) were stopped from doing any works for reasons undisclosed within the rail corridor on 27 November 2025 and was unable to resume until early March 2026. Works at Bulldog Creek and Boggie Creek also commenced in March 2026. Sighted email from IRPL to DPHI, dated 18 December 2025, confirming that the audit is to be re-scheduled for the end of January 2026. Sighted email correspondence from IRPL to DPHI dated 12 January 2026, confirming that the remobilisation of the contractor had been delayed. As a result, the Waterway Rectification Works were rescheduled to commence in mid-February 2026, and the audit to be reorganised. IRPL also advised that DPHI would be kept informed of project progress as works proceeded. The audit was initially scheduled for 2 June 2026. However, due to severe weather conditions, it was postponed. An IRPL email to DPHI dated 29 May 2026 was sighted, notifying DPHI of the postponement. A DPHI email dated 29 May 2026 was also sighted, acknowledging receipt of the notification and the postponement of the audit due to weather constraints. The audit proceeded 7-8 July 2026.		

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
1.7.	A	A7	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this approval.	Construction Environmental Management Plan Rev. A, document no. 6-0000-260-EAP-00-RP-0001, dated 28 January 2025 reviewed as part of this audit was verified to include Appendix A1 Compliance Matrix Table and Legal Register which lists the relevant acts and regulations.		Compliant
1.8.	A	A8	This approval lapses five (5) years after the date on which it is granted, unless works for the purpose of the CSSI are physically commenced on or before that date.	Minister's Conditions of Approval (MCoA's) were issued for the Critical State Significant Infrastructure (CSSI) Project No 7474 Narrabri to North Star, Phase 1 on 13 August 2020 (N2NS SP1 Planning Approval). The works were physically commenced on 10 April 2021; therefore, the approval was not lapsed. This audit relates to the rectification works only.		Not Triggered
	A		INDEPENDENT APPOINTMENTS			
1.9.	A	A9	All Independent Appointments required by this approval must be in accordance with the Department's guideline Seeking approval from the Department for the appointment of independent experts (DPIE, 2020).	Sighted DPHI letter ref. SSI-7474-PA-299, dated 5 February 2026, confirming Barbara Pater as Lead Auditor and Sanan Qasim as Alternate Lead Auditor.		Compliant
1.10.	A	A10	The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must: (a) facilitate and assist the Planning Secretary in any such audit; and	DPHI have not requested any audits on independent appointments as confirmed by IRPL during the audit interview.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit. The Planning Secretary may dismiss an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval.			
	A		STAGING			
1.11.	A	A11	The CSSI may be constructed and operated in stages. Where staged construction or operation is proposed, a Staging Report (for either or both construction and operation as the case requires) must be prepared and submitted to the Secretary for approval. The Staging Report must be submitted to the Secretary no later than one (1) month prior to the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month prior to the commencement of operation of the first of the proposed stages of operation).	Sighted Construction Staging Report December 2024 document no. 5-0000-260-EEC-00-RP-0010, Rev. 0, dated 4 December 2024. Sighted Staging Report submission to DPHI, dated 20 December 2024 (ref. SSI-7474-PA-286) prior to the commencement of Stage 2 including rectification works and stage 2C, which was due to commence January 2025. Rectification works commenced 26 February 2025 as confirmed by IRPL during the audit interview. Stage 2C works have been deferred subject to Federal Government preserving the corridor. Sighted letter from DPHI, dated 17 January 2025, confirming the approval of the staging report.		Compliant
1.12.	A	A12	The Staging Report must: (a) if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged,	The Staging Report includes: (a) as per section 1.2 “Project Overview”		Compliant

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			including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish; (b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including general details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant); (c) specify how compliance conditions will be achieved across and between each of the stages of the CSSI; and (d) set out mechanisms for managing any cumulative impacts arising from the proposed staging.	(b) refer to Narrabri to North Star Phase 1: Operational Staging Report (Ref: 5-0000260-EEC-00-RP-0010) (c) as per section 4 “Compliance” (d) as per section 3 “Environmental Impacts”		
1.13.	A	A13	The CSSI must be staged in accordance with the Staging Report, as approved by the Secretary.	The Inland Rail – Narrabri to North Star Phase 1 project is currently being delivered as Stage 2 – Rectification works under Staging Report Rev. 0, document no. 5-0000-260-EEC-00-RP-0010, dated 4 December 2024. During the audit period, the following rectification works had occurred: • Replacement of existing defective LX rubber panels • Waterways rectification works in Pan Creek, Boggy Creek and Bulldog Creek. • Installation of stair for access to track for maintenance in Croppa Creek • Flood rectification works on private properties, including the installation of additional culverts and a swale drain at LX 3165, and the		Compliant

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				installation of a swale drain at LX 3166. Solar powered signal installation at LX-3166.		
1.14.	A	A14	Where staging is proposed, the terms of this approval that apply or are relevant to the works or activities to be carried out in a specific stage must be complied with at the relevant time for that stage.	The N2NS SP1 project is currently being delivered as rectification works under Staging Report Rev. 0, document no. 5-0000-260-EEC-00-RP-0010, dated 4 December 2024. IRPL confirmed during the audit interview that rectification works are completed and currently demobilisation is in progress. Stage 2C has been deferred subject to Federal Government preserving the corridor. Demobilisation of the site was in process at the time of the audit – refer to site inspection photos under Appendix G.		Compliant
1.15.	A	A15	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Secretary for approval no later than one (1) month prior to the proposed change in the staging.	IRPL confirmed during the audit interview that there have been no revisions of the Staging Report required during the audit period or for the rectification works.		Not Triggered
	A		ANCILLARY FACILITIES			
1.16.	A	A16	Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 can only be established and used in each case if: (a) they are located within or immediately adjacent to the construction boundary; and	IRPL confirmed during the audit interview that no ancillary facilities were required during the rectification works.		Not Triggered

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			(b) they are not located next to a sensitive receiver (including where an access road is between the facility and the receiver), unless the sensitive receiver landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location; and (c) they have no impacts on heritage items (including areas of archaeological sensitivity), threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and (d) the establishment and use of the facility can be carried out and managed within the performance outcomes set out in the terms of this approval, including in relation to environmental impacts.			
	A		SITE ESTABLISHMENT WORKS			
1.17.	A	A17	Site Establishment Management Plan The Proponent must prepare and submit for approval to the Planning Secretary one (1) month before the establishment of any construction ancillary facility (excluding minor construction ancillary facilities established under Condition A21) a Site Establishment Management Plan. The Plan must be prepared in consultation with the relevant council/s and TfNSW. The Site Establishment Management Plan must detail the management of the establishment of the construction ancillary facilities and must include: (a) a description of activities to be undertaken during establishment of the construction ancillary facility (including indicative scheduling and duration of works to be undertaken at the site); (b) figures illustrating the proposed operational site layout/s;	IRPL confirmed during the audit interview that no ancillary facilities were required during the rectification works; therefore, a Site Establishment Management Plan (SEMP) was not required.		Not Triggered

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			(c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment works; (d) details of how the site establishment activities described in subsection (b) of this condition will be carried out to: (i) meet the performance outcomes stated in the documents listed in Condition A1, and (ii) manage the risks identified in the risk analysis undertaken in subsection (d) of this condition; and (e) a program for monitoring the performance outcomes, including a program for noise monitoring of site establishment activities. Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each construction ancillary facility or one Site Establishment Management Plan for all facilities. The approved Site Establishment Management Plan(s) must be implemented. Upon commencement of construction, the Site Establishment Management Plan will cease to have effect and the CEMP required by Condition C1 will apply to the operation of ancillary facilities.			
1.18.	A	A18	Operation of Ancillary Facilities The operation of an ancillary facility for construction must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C4 and relevant Construction Monitoring Programs required by Condition C14 have been approved by the Planning Secretary. This condition does not apply to Condition A21.	IRPL confirmed during the audit interview that no ancillary facilities were required during the rectification works.		Not Triggered

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1.19.	A	A19	Access to Ancillary Facilities Where possible, ancillary facilities must be accessed via existing public roads and/or the existing rail corridor. Access directly via classified roads should be avoided where access from an existing local road is reasonably available. Where access via existing roads or the rail corridor is not possible, the Proponent may utilise existing private access tracks on private property but only with the written permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition A16.	IRPL confirmed during the audit interview that no ancillary facilities were required during the rectification works.		Not Triggered
1.20.	A	A20	The Proponent must ensure that all roads / tracks that will be used to access construction ancillary facilities are to the standard necessary to provide access as agreed with landowners and the relevant roads authority, including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	IRPL confirmed during the audit interview that no ancillary facilities were required during the rectification works. Therefore, no access was required.		Not Triggered
1.21.	A	A21	Minor Ancillary Facilities Facilities including lunch sheds, office sheds, material lay down sites, stockpile areas, areas used to assemble infrastructure, and portable toilet facilities can be established and operated where they satisfy the following criteria: (a) are located within the construction boundary; and (b) have been assessed by the ER to have – i. low amenity impacts to surrounding residences and businesses, after	IRPL confirmed during the audit interview that no minor ancillary facilities were required during the rectification works.		Not Triggered

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			consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and ii. low environmental impact with respect to waste management and flooding, and iii. no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.			
1.22.	A	A22	Boundary Screening Boundary screening must be erected around all ancillary facilities that are adjacent to and visible from sensitive receivers for the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners.	IRPL confirmed during the audit interview that no ancillary facilities were required during the rectification works.		Not Triggered
1.23.	A	A23	Boundary screening required under Condition A22 of this approval must minimise visual, noise and air quality impacts on adjacent sensitive receivers.	IRPL confirmed during the audit interview that no ancillary facilities were required during the rectification works.		Not Triggered
	A		ENVIRONMENT REPRESENTATIVE			
1.24.	A	A24	Works must not commence until an ER has been approved by the Planning Secretary and engaged by the Proponent.	Steve Fermio approved as an ER by DPHI on 13 October 2020 during the stage 1 construction. This condition is not triggered for rectification works.		Not Triggered
1.25.	A	A25	The Planning Secretary's approval of an ER must be sought no later than one (1) month before the commencement of works.	Steve Fermio approved as an ER by DPHI on 13 October 2020 during stage 1 construction. This condition is not triggered for rectification works.		Not Triggered

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1.26.	A	A26	The proposed ER must be a suitably qualified and experienced person who was not involved in the preparation of the documents listed in Condition A1, and is independent from the Proponent and companies involved in the design and construction of the CSSI. Skills, qualifications, experience, availability and capacity of the ER must meet the requirements of the Environmental Representative Protocol, Department of Planning and Environment, October 2018. The appointment of the ER must have regard to the Department's guideline Seeking approval from the Department for the appointment of independent experts (DPIE, 2020).	Steve Fermio approved as an ER by DPHI on 13 October 2020 during stage 1 construction. This condition is not triggered for rectification works.		Not Triggered
1.27.	A	A27	The Proponent may engage more than one ER for the CSSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Secretary for the purposes of the CSSI.	Peter Hatton approved as an Alternate ER by DPHI on 22 April 2022 during stage 1 construction. This condition is not triggered for rectification works.		Not Triggered
1.28.	A	A28	For the duration of the works until 12 months after the completion of construction, the approved ER must: (a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI; (b) consider and inform the Planning Secretary on matters specified in the terms of this approval; (c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; (d) review documents identified in Conditions A11, A17, A31, C1, and C13, and any other documents that are identified by the Secretary, to ensure they are consistent with requirements in or under this approval and if so:	Steve Fermio approved as an ER by DPHI on 13 October 2020 during stage 1 construction. IRPL confirmed during the audit interview that an ER was not required during rectification works and that this had been discussed with DPHI. IRPL provided an email correspondence as part of RFI response on 8 August 2026, that IRPL sent an email to DPHI, dated 27 July 2026, advising that ER reporting had ceased at the end of 2024 and noting discussions held at the end of 2025 with DPHI regarding whether Condition A28 should be reinstated for the rectification works. DPHI responded on 7 August 2026, confirming that discussions had occurred regarding ER involvement; however, no record of those discussions could be located. DPHI further advised that, in accordance with the Staging		Not Triggered

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			(i) make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or (ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary/Department); (e) regularly monitor the implementation of the documents listed in Conditions A11, A17, A31, C1, and C14, 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, attend or undertake audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A35 of this approval; (g) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints; (h) assess the impacts of minor ancillary facilities comprising lunch sheds, office sheds, material lay down sites, areas used to assemble culverts and turnouts, and portable toilet facilities as required by Condition A21 of this approval; (i) consider any minor amendments to be made to the CEMP, CEMP Sub-plans and Construction Monitoring Programs that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and Construction Monitoring Programs	Report, an ER should be in place during the rectification works, but that it was comfortable not receiving monthly ER reports where there is no, or minimal, ER activity to report.		

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			approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval; and (j) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly Report must be submitted within seven (7) calendar days following the end of each month for the duration of the ER's engagement for the CSSI.			
1.29.	A	A29	The Proponent must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in Condition A28 (including preparation of the ER Monthly Report), as well as: (a) the complaints register (to be provided on a weekly basis); 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).	Steve Fermio approved as an ER by DPHI on 13 October 2020 during stage 1 construction. IRPL confirmed during the audit interview that an ER was not required during rectification works and that this had been discussed with DPHI. IRPL provided an email correspondence as part of RFI response on 8 August 2026, that IRPL sent an email to DPHI, dated 27 July 2026, advising that ER reporting had ceased at the end of 2024 and noting discussions held at the end of 2025 with DPHI regarding whether Condition A28 should be reinstated for the rectification works. DPHI responded on 7 August 2026, confirming that discussions had occurred regarding ER involvement; however, no record of those discussions could be located. DPHI further advised that, in accordance with the Staging Report, an ER should be in place during the rectification works, but that it was comfortable not receiving monthly ER		Not Triggered

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				reports where there is no, or minimal, ER activity to report.		
1.30.	A	A30	The Planning Secretary may at any time commission an audit of an ER's exercise of its functions under Condition A28. The Proponent must: (a) facilitate and assist the Secretary in any such audit; and (b) make it a term of their engagement of an ER that the ER facilitate and assist the Secretary in any such audit. Note: The Planning Secretary may dismiss the ER should they consider the ER has not exercised their functions in accordance with this approval.	IRPL confirmed during the audit interview that DPHI has not commissioned an audit of the ER to date.		Not Triggered
	A		COMPLIANCE REPORTING REQUIREMENTS			
1.31.	A	A31	Compliance Reports of the project must be carried out in accordance with the Compliance Reporting Requirements outlined in the Compliance Reporting Post Approval Requirements (2020).	IRPL confirmed during the audit interview that no compliance reporting required for rectification phase works under the Compliance Reporting Post Approval Requirements (2020).		Not Triggered
1.32.	A	A32	Compliance Reports must be submitted to the Department in accordance with the timeframes set out in the Compliance Reporting Post Approval Requirements (2020), unless otherwise agreed by the Planning Secretary.	IRPL confirmed during the audit interview that no compliance reporting required for rectification phase works under the Compliance Reporting Post Approval Requirements (2020).		Not Triggered
1.33.	A	A33	The Applicant must make each Compliance Report publicly available 60 days after submitting it to the Planning Secretary, unless otherwise agreed by the Planning Secretary.	IRPL confirmed during the audit interview that no compliance reporting required for rectification phase works under the Compliance Reporting Post Approval Requirements (2020).		Not Triggered

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1.34.	A	A34	Notwithstanding the requirements of the Compliance Reporting Post Approval Requirements (2020), the Planning Secretary may approve a request for ongoing annual operational compliance reports to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that an operational compliance report has demonstrated operational compliance.	IRPL confirmed during the audit interview that no compliance reporting required for rectification phase works under the Compliance Reporting Post Approval Requirements (2020).		Not Triggered
	A		AUDITING			
1.35.	A	A35	Proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the commencement of an Independent Audit.	Sighted DPHI letter ref. SSI-7474-PA-299, dated 5 February 2026, confirming the Bureau Veritas Buildings & Infrastructure. An update to the audit team was approved by DPHI on 5 February 2026 to endorse Sanan Qasim as the Alternate Lead Auditor and Barbara Pater as Lead Auditor. A copy of the correspondence is attached to Appendix C of this report. Due to unavailability of the lead auditor, the audit was conducted by the alternate lead, with the lead auditor providing a peer review of the audit report.		Compliant
1.36.	A	A36	Independent Audits of the development must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (2020).	The initial IEA extension request was submitted to DPHI on 10 June 2025 (Ref: SSI-7474-PA-294). The request noted that while the project had commenced minor defect rectification works considered by ARTC to be of low environmental risk, the waterway rectification works at Bulldog Creek, Pan Creek and Boggy Creek were considered high environmental risk and		Compliant

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				would benefit from review through an independent audit. A DPHI letter (Ref: SSI-7474-PA-294), dated 4 July 2025, was sighted confirming approval of the extension to the independent audit requirement. The letter stated that the audit would be triggered upon commencement of the first rectification works at any of the three creeks: Bulldog Creek, Boggy Creek, or Pan Creek. IRPL confirmed via email, as part of the RFI response dated 21 July 2026, that works at Pan Creek commenced on 3 November 2025. However, Rhomberg were stopped from doing any works within the rail corridor on 27 November 2025 and was unable to resume until early March 2026. Works at Bulldog Creek and Boggy Creek also commenced in March 2026. Sighted email from IRPL to DPHI, dated 18 December 2025, confirming that the audit being scheduled for the end of January 2026. Sighted email correspondence from IRPL to DPHI dated 12 January 2026, confirming that the remobilisation of the contractor had been delayed. As a result, the Waterway Rectification Works were rescheduled to commence in mid-February 2026, and the audit to be reorganised. IRPL also advised that DPHI would be kept informed of project progress as works proceeded.		

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				The audit was initially scheduled for 2 June 2026. However, due to severe weather conditions, it was postponed. An IRPL email to DPHI dated 29 May 2026 was sighted, notifying DPHI of the postponement. A DPHI email dated 29 May 2026 was also sighted, acknowledging receipt of the notification and the postponement of the audit due to weather constraints. The auditor notified DPHI by email on 26 June 2026 that the audit had been rescheduled to 7-8 July 2026 and sought confirmation as to whether DPHI had any specific issues or areas of focus for the audit. DPHI responded on 26 June 2026, confirming that there was nothing further to add.		
1.37.	A	A37	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified above, upon giving at least 4 weeks' notice (or timing as stipulated by the Planning Secretary) to the applicant of the date upon which the audit must be commenced.	The initial IEA extension request was submitted to DPHI on 10 June 2025 (Ref: SSI-7474-PA-294). The request noted that while the project had commenced minor defect rectification works considered by ARTC to be of low environmental risk, the waterway rectification works at Bulldog Creek, Pan Creek and Boggy Creek were considered high environmental risk and would benefit from review through an independent audit. A DPHI letter (Ref: SSI-7474-PA-294), dated 4 July 2025, was sighted confirming approval of the extension to the independent audit requirement. The letter stated that the audit would be triggered upon		Compliant

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				commencement of the first rectification works at any of the three creeks: Bulldog Creek, Boggy Creek, or Pan Creek. IRPL confirmed via email, as part of the RFI response dated 21 July 2026, that works at Pan Creek commenced on 3 November 2025. However, Rhomberg were stopped from doing any works within the rail corridor on 27 November 2025 and was unable to resume until early March 2026. Works at Bulldog Creek and Boggy Creek also commenced in March 2026. Sighted email from IRPL to DPHI, dated 18 December 2025, confirming that the audit being scheduled for the end of January 2026. Sighted email correspondence from IRPL to DPHI dated 12 January 2026, confirming that the remobilisation of the contractor had been delayed. As a result, the Waterway Rectification Works were rescheduled to commence in mid-February 2026, and the audit to be reorganised. IRPL also advised that DPHI would be kept informed of project progress as works proceeded. The audit was initially scheduled for 2 June 2026. However, due to severe weather conditions, it was postponed. An IRPL email to DPHI dated 29 May 2026 was sighted, notifying DPHI of the postponement. A DPHI email dated 29 May 2026 was also sighted, acknowledging receipt of the		

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				notification and the postponement of the audit due to weather constraints. The auditor notified DPHI by email on 26 June 2026 that the audit had been rescheduled to 7-8 July 2026 and sought confirmation as to whether DPHI had any specific issues or areas of focus for the audit. DPHI responded on 26 June 2026, confirming that there was nothing further to add.		
1.38.	A	A38	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (2020), the Proponent must: (a) review and respond to each Independent Audit Report prepared under Condition A36 or Condition A37; (b) submit the response to the Planning Secretary; and (c) make each Independent Audit Report and response to it publicly available 60 days after submission to the Planning Secretary, unless otherwise agreed by the Planning Secretary.	This is the initial construction audit on the rectification works. This condition is not yet triggered.		Not Triggered
1.39.	A	A39	Independent Audit Reports and the Proponent's response to audit findings must be submitted to the Planning Secretary within 2 months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (2020), unless otherwise agreed by the Planning Secretary.	This is the initial construction audit on rectification works. This condition is not yet triggered.		Not Triggered
1.40.	A	A40	Notwithstanding the requirements of the Independent Audit Post Approval Requirements (2020), the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the	The operational audit for the stage 1 construction was conducted on 12 November 2024. The rectification works are currently underway and nearing completion. IRPL confirmed during the audit interview		Not Triggered

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			Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.	that no discussions had been held regarding the cessation of operational auditing.		
	A		INCIDENT NOTIFICATION AND REPORTING			
1.41.	A	A41	During construction, DPIE must be notified in writing immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one), and set out the time, date, location and nature of the incident. A description of whether the incident was a result of any actual or potential non-compliance with this approval should be provided within one week of the notification. The requirement to notify DPIE under this condition excludes incidents which are required to be notified to the Office of the National Rail Safety Regulator. Subsequent notification must be given and reports submitted in accordance with the requirements set out in Appendix B – WRITTEN INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS.	IRPL confirmed during the audit interview that no notifiable or reportable incidents have occurred during the audit period.		Not Triggered
2.	PART	B	COMMUNITY INFORMATION AND REPORTING			
	B		COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT			
2.1.	B	B1	A Communication Strategy must be prepared to facilitate communication between the Proponent, and the community and government authorities (including relevant councils,	Sighted Communication Strategy N2NS SP1 & Stage 2C, Rev. 2, dated 24 February 2026(rectification works included under stage 2) presented as evidence, provides comprehensive framework to facilitate		Compliant

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			government agencies, adjoining affected landowners and businesses, and others directly impacted by the CSSI).	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).		
2.2.	B	B2	The Communication Strategy must: (a) identify people, organisations and government authorities to be consulted during works; (b) set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the CSSI; (c) identify opportunities to provide accessible information regarding regularly updated site construction activities, schedules and milestones at each construction ancillary facility and at construction sites located adjacent to town centres; (d) consider opportunities for the community to visit construction sites (taking into consideration workplace, health and safety requirements); (e) provide for the formation of issue or location-based community forums that focus on key environmental	The Communication Strategy as prepared under condition B1 addresses each of condition B2 items in the following sections: (a) as per section 5.2 “Key stakeholders to be consulted during design and work phases” and Table 6 “N2NS SP1 and Stage 2C Key Stakeholders” (b) as per section 5 “Stakeholders & Community” and table 5 “Community demographics” (c) as per section 5.2 “Key stakeholders to be consulted during design and work phases” and Table 6 “N2NS SP1 and Stage 2C Key Stakeholders”		Compliant

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			management issues of concern to the relevant community(ies) for the CSSI; (f) set out the procedures and mechanisms for consulting with relevant councils and government authorities required by Condition A5, including procedures for repeated requests and nil responses; (g) describe the method for broadcasting the 24-hour toll-free telephone complaints number and postal and email addresses for enquiries, as required by Condition B8; (h) set out procedures and mechanisms: (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; and (iii) to resolve any issues and mediate any disputes that may arise in relation to environmental management and delivery of the CSSI, including timing for mediation to be undertaken once it has been escalated to the dispute resolution process.	(d) as per section 6 “Accessibility mechanisms and procedures”, Table 7 “Accessibility mechanisms and procedures” and Table 8 “Communication tools and engagement methods” (e) as per section 7 “Communication tools and engagement methods” and Table 8 “Communication tools and engagement methods” (f) as per section 7 “Communication tools and engagement methods” (g) as per section 7 “Communication tools and engagement methods” and Table 8 “Communication tools and engagement methods” (h) as per section 8 “Feedback channels and complaints management” and table 11 “Feedback channels”		
2.3.	B	B3	The Communication Strategy must be submitted to the Secretary for approval no later than one (1) month before the commencement of any work.	IRPL confirmed during the audit interview that the initial Communication Strategy was submitted to the Planning Secretary on 2 November 2020 for the N2NS SP1 stage 1 construction, and was approved by the Planning Secretary on 23 December 2020 prior to the commencement of stage 1 construction. The timing of this condition is not applicable for rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
2.4.	B	B4	Work for the purposes of the CSSI must not commence until the Communication Strategy has been approved by the Secretary.	IRPL confirmed during the audit interview that the initial Communication Strategy was submitted to the Planning Secretary on 2 November 2020. The Communication Strategy was approved by the Planning Secretary on 23 December 2020 prior to the commencement of stage 1 construction works. The timing of this condition is not applicable for rectification works.		Not Triggered
2.5.	B	B5	The Communication Strategy, as approved by the Secretary, must be implemented for the duration of the works and for six (6) months following the completion of construction.	The Communication Strategy (CS) N2NS SP1 & Stage 2C, Rev. 2, dated 24 February 2026, is the current version as presented. Sighted DPHI approval of CS, dated 21 April 2026 (ref: SSI-7474-PA-301). The CS applies to the N2NS SP1 project as whole including the rectification works under stage 2 as verified during a review of the CS. Consultation with RAPs were undertaken regarding the repatriation of Aboriginal artefacts which were collected during stage 1 construction; sighted Briefing Note from IRPL Senior Heritage Advisor, dated 19 May 2026, providing the consultation records with RAPs and artefact repatriation activity. Key stakeholder consultation was undertaken as required by section 5.2 of the CS. Sighted consultation with Landowner of a Speargap Road property regarding the		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Level Crossing LX3164 design with last email sent on 29 August 2025. Sighted consultation with Landowner of a Croppa Creek Road, North Star NSW property, with last meeting occurred on 24 February 2026 regarding the Level Crossing LX3165 design.		
	B		COMPLAINTS MANAGEMENT SYSTEM			
2.6.	B	B6	A Complaints Management System must be prepared and implemented before the commencement of any works and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI.	The Communication Strategy includes a Complaints Management System under section 8 'Feedback Channels and Complaints Management'. Implementation was reviewed as per Conditions B9.		Compliant
2.7.	B	B7	The following information must be available to facilitate community enquiries and manage complaints one (1) month before the commencement of works and for 12 months following the completion of construction: (a) a 24-hour telephone number for the registration of complaints and enquiries about the SSI; (b) a postal address to which written complaints and enquires may be sent; (c) an email address to which electronic complaints and enquiries may be transmitted; and (d) a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.	The Communication Strategy includes 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

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
2.8.	B	B8	The telephone number, postal address and email address required under Condition B11 of this approval must be published in a newspaper circulating in the relevant local area and on site hoarding at each construction site before the commencement of construction and published in the same way again before the commencement of operation. This information must also be provided on the website required under Condition B11 of this approval.	Contact information was verified to be available on the project website. IRPL confirmed during the audit interview that no newspaper notifications or hoardings were required for the rectification works.		Compliant
2.9.	B	B9	A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any works and for a minimum of 12 months following the completion of construction. The Complaints Register must record the: (a) number of complaints received; (b) number of people affected in relation to a complaint; and (c) means by which the complaint was addressed and whether resolution was reached, with or without mediation.	Sighted Complaints Register, dated 18 June 2026. (a) A total of 4 complaints were received during the rectification works which were addressed and closed-out. (b) Each complaint related to a single affected person, resulting in a total of 4 complaints. (c) IRPL confirmed during the audit interview that no mediation was required for all 4 complaints, and closure details were included in the complaints register. The close-out of Complaint No. 8264, relating to water impacts to a paddock, dated 5 April 2024, was reviewed during the audit interview. Meeting records with the landowner were sighted in the Consultation Management (CM) system. IRPL has completed the rectification works within the rail corridor at Level Crossing LX3166, as confirmed during the site		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				inspection (refer to site inspection photographs in Appendix G).. A DPHI email dated 8 April 2026 was sighted, requesting an update on the implementation of rectification works identified in the E32 Report (April 2024 Event Flood Review Report, Inland Rail Narrabri to North Star Phase 1), specifically regarding the property relevant to the complainant (Complaint No. 8264). An IRPL response dated 9 April 2026 was sighted, providing an update on the rectification works, supported by relevant evidence. Meeting minutes from the DPHI Post-Approval Meeting dated 23 June 2026 were sighted, confirming the close-out of complaint relating to the property. The close-out of Complaint No. 8260, relating to flood impacts to the School House, dated 5 April 2024, was reviewed during the audit interview. This complaint was raised during operation of stage 1 construction works. IRPL completed rectification works, including raising the shed by 200 mm. The works have been completed and closed out. Sighted evidence of completion of rectification works: Completion Certificate dated 25 June 2026, signed by PKN Construction, the Department of		

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Housing, and the owner of the principal residence. Final At-Home Noise Treatment Report, dated 25 June 2026, confirming completion of the required treatment works.		
2.10.	B	B10	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.	IRPL confirmed during the audit interview that there have been no requests from DPHI for the Complaints Register to be provided; however, there was a request to provide an update on the rectification works which were linked to the complaint: A DPHI email dated 8 April 2026 was sighted, requesting an update on the implementation of rectification works identified in the E32 Report (April 2024 Event Flood Review Report, Inland Rail Narrabri to North Star Phase 1), specifically regarding the property (Complaint No. 8264). An IRPL response dated 9 April 2026 was sighted, providing an update on the rectification works, supported by relevant evidence. Meeting minutes from the DPHI Post-Approval Meeting dated 23 June 2026 were sighted, confirming the close-out of complaint relating to the property.		Not Triggered
	B		PROVISION OF ELECTRONIC INFORMATION			

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
2.11.	B	B11	A website providing information in relation to the CSSI must be established before commencement of works and maintained for the duration of construction, and for a minimum of 12 months following the completion of construction. The following up-to-date information (excluding confidential commercial information) must be published before the relevant works commencing and maintained on the website or dedicated pages: (a) the current implementation status of the CSSI; (b) a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the CSSI or the terms of this approval; (c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; (d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; (e) where a condition(s) of this approval requires a document(s) to be prepared before work, construction or operational activity commences, a current copy of the relevant document(s) must be published on the website before the work, construction or operational activity is undertaken; and (f) a copy of each document required to be made publicly available under this approval must be published within 14 days of the finalisation or approval of the relevant document, unless an alternate timeframe is prescribed by another condition of this approval.	Project website: Inland Rail in NSW: Narrabri to North Star Section - Inland Rail 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) Statutory approval, licence or permit is included on the website under tab 'Approval & Compliance' (e) Post approval documents including CEMP and Sub-Plan under tab 'Approval & Compliance' (f) Independent audit reports included under tab 'Approval & Compliance'	Opportunity for Improvement: N2NS-01_OFI-01: The latest revision of the Communication Strategy (Rev. 2) was not available on the project website at the time of the audit. Following the audit, this was promptly addressed, and Communication Strategy Rev. 2 was uploaded to the project website. This improvement opportunity is now considered CLOSED.	Compliant
	PART	C	CONSTRUCTION ENVIRONMENTAL MANAGEMENT			

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
3.	C		CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN			
3.1.	C	C1	A Construction Environmental Management Plan (CEMP) must be prepared in accordance with the Department's Environmental Management Plan Guideline for Infrastructure Projects (DPIE, 2020) to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during all stages of construction.	The Construction Environmental Management Plan (CEMP) Narrabri to North Star, document no. 6-0000-260-EAP-00-RP-0001, Rev. A, dated 28 January 2025, was provided to the auditor as evidence. The initial CEMP, dated 4 February 2021, was prepared prior to the commencement of stage 1 construction and approved by DPHI on 7 April 2021. The current Plan was updated with minor changes for the rectification works and endorsed by ER on 25 February 2025. Implementation of the CEMP was reviewed as part of this audit and is detailed under Condition C13.		Compliant
3.2.	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 policies, guidelines and principles to be followed in the construction of the SSI; (c) a program for ongoing analysis of the key environmental risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the SSI; (d) details of how the activities described in subsection (a) of this condition will be carried out to:	The CEMP Rev A dated 28 January 2025 was verified to meet condition C2 requirements by addressing these items in the following sections of the plan: (a) As per section 4 "Project Descriptions" includes scope of works and construction activities. (b) As per section 3 "Introduction"; section 8 "Environmental Management Framework" and appendix B "Inland Rail's Environment and Sustainability Policy"		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(i) meet the performance outcomes stated in the documents listed in Condition A1; and (ii) manage the risks identified in the risk analysis undertaken in subsection (d) of this condition; (e) an inspection program detailing the activities to be inspected and frequency of inspections; (f) a protocol for managing and reporting 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 C4. Where staged construction of the SSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction; (i) a description of the roles and environmental responsibilities for relevant employees and their relationship with the ER; (j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental and compliance obligations under the terms of this approval; (k) for periodic review and update of the CEMP and all associated plans and programs; and (l) relevant details from the Site Establishment Management Plan(s).	(c) As per section 7 “Environmental Risk Assessment”; section 12 “CEMP Review and Revision Process” and appendix D “Environmental Risk Assessment” (d) As per section 8 “Environmental Management Framework” (e) As per section 8.8 “Environmental and Sustainability Inspections” (f) As per section 10.2 “External Reporting” and 10.3 “Non-Conformance Events” (g) As per section 10.2 “External Reporting” and 10.3 “Non-Conformance Events” (h) As per section 6 “Legal and Compliance Requirements” and section 8 “Environmental Management Framework” (i) As per section 8.4 “Key Environmental Management Roles and Responsibilities” (j) As per section 8.5 “Competence, Training and Awareness” (k) As per section 12 “CEMP Review and Revision Process” (l) As per appendix H “Additional Mitigation Measures (Specific to the Site Establishment Management Plan)”		
3.3.	C	C3	The CEMP must be endorsed by the ER and then submitted to the Secretary for approval no later than one (1) month before the commencement of construction or where construction is	The current revision of CEMP Rev. A was submitted to the ER on 30 January 2025, as sighted: ER endorsement letter of the CEMP, dated 25 February 2025. There were		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating																					
			staged, no later than one (1) month before the commencement of that stage.	minor admin amendments to the CEMP due to which approval of DPHI was not required. Therefore this condition is not triggered for rectification works.																							
3.4.	C	C4	The following CEMP Sub-plans must be prepared in consultation with the relevant government agencies and relevant councils identified for each CEMP Sub-plan and be consistent with the CEMP referred to in the EIS. Required CEMP Sub-plans (with consultation parties): <table><tr><th></th><th>Required CEMP Sub-plan</th><th>Relevant government authorities to be consulted for each CEMP Sub-plan</th></tr><tr><td>(a)</td><td>Traffic, transport and access</td><td>TfNSW and relevant councils</td></tr><tr><td>(b)</td><td>Noise and Vibration</td><td>Relevant councils</td></tr><tr><td>(c)</td><td>Biodiversity</td><td>EES, DAWE and relevant councils</td></tr><tr><td>(d)</td><td>Soil and Water</td><td>Relevant councils, Water Group, and EES</td></tr><tr><td>(e)</td><td>Heritage</td><td>DPC Heritage, RAPs and relevant councils</td></tr><tr><td>(f)</td><td>Flood Emergency Management</td><td>SES, EES and relevant councils</td></tr></table>		Required CEMP Sub-plan	Relevant government authorities to be consulted for each CEMP Sub-plan	(a)	Traffic, transport and access	TfNSW and relevant councils	(b)	Noise and Vibration	Relevant councils	(c)	Biodiversity	EES, DAWE and relevant councils	(d)	Soil and Water	Relevant councils, Water Group, and EES	(e)	Heritage	DPC Heritage, RAPs and relevant councils	(f)	Flood Emergency Management	SES, EES and relevant councils	The initial version of following Sub-Plans were prepared in consultation with the relevant government agencies during stage 1 construction. The current version was updated with minor changes for the rectification works and endorsed by ER on 25 February 2025 : (a) Construction Traffic, Transport and Access Management Sub-Plan (CTTAMP), document no. 6-0000-260-EAP-00-RP-0006, Rev. A, dated 20 January 2025. The consultation is included under appendix D. (b) Construction Noise and Vibration Management Sub-Plan (CNVMP), document no. 6-0000-260-EAP-00-RP-0007, Rev. 1, dated 20 January 2025. The consultation is included under appendix C. (c) Construction Biodiversity Management Sub-Plan (CBMP), document no. 6-0000-260-EAP-00-RP-0002, Rev. A, dated 20 January 2025. The consultation is included under appendix B. (d) Construction Soil and Water Management Sub-Plan (CSWMP), document no. 6-0000-260-EAP-00-RP-0005, Rev. A, dated 20 January		Compliant
	Required CEMP Sub-plan	Relevant government authorities to be consulted for each CEMP Sub-plan																									
(a)	Traffic, transport and access	TfNSW and relevant councils																									
(b)	Noise and Vibration	Relevant councils																									
(c)	Biodiversity	EES, DAWE and relevant councils																									
(d)	Soil and Water	Relevant councils, Water Group, and EES																									
(e)	Heritage	DPC Heritage, RAPs and relevant councils																									
(f)	Flood Emergency Management	SES, EES and relevant councils																									

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				2025. The consultation is included under appendix A. (e) Construction Heritage Management Sub-Plan (CHMP), document no. 6-0000-260-EAP-00-RP-0004, Rev. A, dated 24 January 2025. The consultation is included under appendix D. (f) Construction Flood Emergency Management Sub-Plan (CFEMP), document no. 6-0000-260-EAP-00-RP-0003, Rev. A, dated 24 January 2025. The consultation is included under appendix A.		
3.5.	C	C5	The CEMP Sub-plans listed in Condition C4 must state how: (a) the environmental performance outcomes identified in the documents listed in Condition A1, as modified by these conditions, will be achieved; (b) the mitigation measures identified in the documents listed in Condition A1, as modified by these conditions will be implemented; (c) the relevant terms of this approval will be complied with; and (d) issues requiring management during construction (including coordination of concurrent activities of other projects as well as concurrent activities in this CSSI), as identified through ongoing environmental risk analysis, will be managed.	Compliance with Condition C5 was verified as follows: (a) Section 3.3 of CBMP& CSWMP outlines the mitigation measures and performance outcomes. (b) Section 4.3 of CBMP & CSWMP outlines the risk assessment and indicative mitigation measures. (c) as per section 6 of CBMP & CSWMP outlines the environmental management framework including compliance monitoring and reporting. (d) as per section 7 of CBMP & CSWMP outlines the risk management and implementation of mitigation measures.		Compliant
3.6.	C	C6	The CEMP Sub-plans must be developed in consultation with relevant parties identified in Condition C4. Details of all information requested by an agency to be included in a CEMP	Consultation with relevant parties is included in appendices of each of CEMP Sub-Plans e.g. Appendix D “Stakeholder		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Sub-plan as a result of consultation, including copies of all correspondence from those agencies, must be provided with the relevant CEMP Sub-plan.	Correspondence” in CTTAMP. The consultation was undertaken during the stage 1 construction. IRPL confirmed during the audit interview that no consultation was required for rectification works.		
3.7.	C	C7	Any of the CEMP Sub-plans may be submitted to the Secretary along with, or subsequent to, the submission of the CEMP, but in any event, no later than one (1) month prior to construction.	The initial CEMP and Sub-Plans were approved by DPHI on 7 April 2021 prior to the commencement of stage 1 construction. The latest revision of CEMP Sub-Plans for rectification works were submitted to ER on 30 January 2025, as sighted. Sighted ER endorsement of CEMP Sub-Plans, dated 25 February 2025. There were minor admin amendments to the CEMP Sub-Plans due to which approval of DPHI was not required. Therefore this condition is not triggered for rectification works.		Not Triggered
3.8.	C	C8	The Traffic and Transport Management Sub-plan must be consistent with agreements with Councils about the use of local roads and include: (a) measures to minimise impacts on seasonal traffic, including harvest-related vehicles, and public transport (including school buses and bus stops) and inform freight operators of changes to traffic conditions; and (b) measures to maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and implement measures prior to any access disruption.	Construction Traffic, Transport and Access Management Sub-Plan (CTTAMP), document no. 6-0000-260-EAP-00-RP-0006, Rev. A, dated 20 January 2025. The consultation with the Council is included under appendix D and was actioned during stage 1 construction. IRPL confirmed during the audit interview that no consultation or agreement was required during rectification works. (a) As per section 6 “Access Management” (b) As per section 6 “Access Management”		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
3.9.	C	C9	The Biodiversity Management Sub-plan must include: (a) a weed management plan, including appropriate weed control to manage introduction and/or spread of weeds from construction areas to any retained Weeping Myall Woodlands TEC, and appropriate protocols to demonstrate compliance with the requirements of the Biosecurity Act 2015 and Biosecurity Regulation 2017; (b) procedures for pre-clearing surveys for threatened species to be undertaken by a suitably qualified and experienced ecologist, including survey and relocation methodologies and management/offset measures; (c) measures to control cane toads, as relevant to the construction phase areas and scope in accordance with the Threat abatement plan for the biological effects, including lethal toxic ingestion, caused by cane toads (relevant to works adjacent to retained Brigalow (<i>Acacia harpophylla</i> dominant and co-dominant) TEC and Weeping Myall Woodlands TEC); and (d) measures to protect EPBC Act listed threatened species, in particular the koala, and threatened ecological communities.	Construction Biodiversity Management Sub-Plan (CBMP), document no. 6-0000-260-EAP-00-RP-0002, Rev. A, dated 20 January 2025. The plan includes: (a) as per appendix A “Construction Pest and Weed Management Plan” (b) as per ID-15 under section 6 “Environmental Management Measures” (c) as per appendix A “Construction Pest and Weed Management Plan” (d) as per section 6 “Environmental Management Measures”		Compliant
3.10.	C	C10	The Soil and Water Management Sub-plan must include: (a) a draft water balance for the project; (b) information demonstrating that the required construction water resources are legally and physically available; and (c) mitigation measures to address construction water resource shortages that arise.	Construction Soil and Water Management Sub-Plan (CSWMP), document no. 6-0000-260-EAP-00-RP-0005, Rev. A, dated 20 January 2025. (a) N2NS Water Balance Model included under appendix F (b) As per section 5 “Construction Water” (c) As per section 7.1.2 “Soil and Water Mitigation Measures”		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
3.11.	C	C11	The Heritage Management Sub-plan must include: (a) identification of the Aboriginal objects that must be avoided and the protective measures to be put in place; (b) procedures for salvaging and safe keeping the Aboriginal objects identified in the documents listed in Condition A1, and their long-term management; (c) measures to avoid or minimise disturbance to Aboriginal heritage where areas, objects or places of moderate to high significance are found to be present. Where impacts cannot be avoided, details on the methodology for archaeological excavation and/or salvage works (including Survey Areas 15 and 55); (d) a process for inspecting trees for evidence of cultural scarring in areas that were not subject to archaeological survey and measures to avoid impact. If impact is unavoidable, works shall be undertaken under the guidance of an appropriately qualified heritage specialist; (e) the involvement of a suitably qualified and skilled heritage architect or consultant to provide input to the detailed design of works to and near Moree Railway Station; (f) measures to prevent vibration and direct impacts to the Moree Railway Station; (g) measures to minimise impacts on and retain the legibility of the concrete post and panel platform at Moree Railway Station; (h) an interpretation strategy for Edgeroi, Bellata and Gurley Railway Stations; (i) all practical options for offering components of the Croppa Creek rail bridge to the local community;	Construction Heritage Management Sub-Plan (CHMP), document no. 6-0000-260-EAP-00-RP-0004, Rev. A, dated 24 January 2025. (a) As per section 5.7 “Aboriginal Heritage Management” (b) As per section 5.7 “Aboriginal Heritage Management” (c) As per section 4.2 “Aboriginal Heritage” and section 5.7 “Aboriginal Heritage Management” (d) As per section 5.8 “Historic Heritage Management” (e) The Plan states that “<i>Moree Railway Station works have been descoped from the Project.</i>” (f) The Plan states that “<i>Moree Railway Station works have been descoped from the Project.</i>” (g) The Plan states that “<i>Moree Railway Station works have been descoped from the Project.</i>” (h) As per section 5.8.4 “Interpretation Plan” and Appendix E “Interpretation Plan: ARTC N2NS SP1 Historical Heritage Assessment” (i) As per section 2 “Community and Stakeholder Engagement” (j) As per section 5.8.1 “Site Protection” (k) As per section 5.8.6 “Unexpected Finds (non-Aboriginal); appendix B “Unexpected Finds Protocol –		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(j) measures to retain the existing North Star station sign in situ (or re-instated following construction) alongside the rail corridor in North Star Community Park; and (k) an Unexpected Heritage Finds and Human Remains Procedure, with the requirement that DPC Heritage are contacted and consulted upon the discovery of human remains, prepared by a suitably qualified and experienced heritage specialist. The Proponent must consult with the Registered Aboriginal Parties in the development of the Sub-plan with respect to Aboriginal objects. <i>Note: Human remains that are found unexpectedly during works are under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.</i>	Human Remains and appendix C “Unexpected Finds (Aboriginal and non-Aboriginal Heritage) Procedure” The consultation with Registered Aboriginal Parties is included under section 2.1 and appendix A.		
3.12.	C	C12	The Flood Emergency Management Sub-plan must include measures for managing flood risks during construction and address flood recovery.	Construction Flood Emergency Management Sub-Plan (CFEMP), document no. 6-0000-260-EAP-00-RP-0003, Rev. A, dated 24 January 2025. Section 4 “Environmental Risk Assessment” and Table 6 “Flood Risk Assessment” provides a risk assessment of the flood risks during construction and the mitigation measures for managing the flood risks.		Compliant
3.13.	C	C13	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Secretary. The CEMP and CEMP Sub-plans, as approved by the Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and sub-plans have been endorsed by the ER and approved by the Secretary.	The initial version of CEMP and Sub-Plans were approved by DPHI on 7 April 2021 prior to the commencement of stage 1 construction. The CEMP and Sub-Plans were updated with minor changes for rectification works; therefore DPHI approval was not required.		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				The CEMP and Sub-Plans were endorsed by ER on 25 February 2025. The rectification works were commenced on 26 February 2025. Sighted N2NS Environmental Inspection, dated 28 May 2026. Wet weather conditions were observed across multiple locations after heavy rain for the prior week. Erosion controls looked to be largely effective. Stockpiled material and exposed drainage areas require vegetated stabilisation. Sighted N2NS Environmental Inspection, dated 17 June 2026. One negative observation was raised regarding the disturbance of areas around LX 3151 and 3152 and no environmental controls were installed to prevent material from being washed out from site. The actions were undertaken to install controls and rehab the area and closed out the negative observation on the same day as evidenced in the inspection report.		
	C		CONSTRUCTION MONITORING PROGRAMS			
3.14.	C	C14	The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies and relevant councils identified for the Construction Monitoring Programs to compare actual performance of construction of the CSSI against performance predicted in the documents specified in Condition A1. Required Construction Monitoring Programs (with consultation parties):	The following construction programs have been prepared and implemented in consultation with relevant stakeholders: (a) Construction Noise and Vibration Monitoring Program – incorporated as section 11 within Construction Noise and Vibration Management Sub-Plan.		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement			Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Required Construction Monitoring Programs	Relevant government authorities to be consulted for each Construction Monitoring Program	(b) Construction Monitoring Program – incorporated as section 7.2 within Construction Soil and Water Management Sub-Plan. (c) Air Quality Monitoring Program – incorporated as appendix D within Construction Soil and Water Management Sub-Plan. (d) Physical Condition of Local Roads – incorporated as section 11 within Construction Traffic, Transport and Access Management Sub-Plan.		
			(a)	Noise and vibration	Nil			
			(b)	Water usage	Water Group			
			(c)	Air Quality	Nil			
			(d)	Physical condition of local roads	Relevant councils			
3.15.	C	C15	Each Construction Monitoring Program must provide: (a) details of baseline data available; (b) details of any baseline data to be obtained and when; (c) details of all monitoring of the CSSI to be undertaken; (d) the parameters of the CSSI to be monitored; (e) the frequency of monitoring to be undertaken; (f) the location of monitoring; (g) the reporting of monitoring and analysis results against relevant criteria; (h) procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and (i) any consultation required in relation to the monitoring programs.			The initial version of CEMP, Sub-plans, and monitoring programs have been prepared and approved in consultation with DPHI and the relevant government agencies and relevant councils during stage 1 construction. The CEMP, Sub-Plans including monitoring program was updated with minor changes for rectification works. IRPL confirmed during the audit interview that no consultation was required during rectification works. The Construction Monitoring Programs (CMP) were verified to address the requirements outlined in condition C15. (a) As per section 11.3.1 of CNVMP (b) As per section 11.3.1 and 11.4.1 of CNVMP (c) As per section 11.2 and 11.4 of CNVMP (d) As per section 11.3.3 and 11.4.2.3 of CNVMP		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				(e) As per section 11.3.2 and 11.4.2 of CNVMP (f) As per section 11.3.2 and 11.4.2 of CNVMP (g) As per section 5.6 and 5.8 of CNVMP (h) As per section 11.6 (i) As per section 11.2 of CNVMP		
3.16.	C	C16	The Construction Monitoring Programs must be developed in consultation with relevant government agencies as identified in Condition C14 of this approval and must include information requested by an agency to be included in a Construction Monitoring Programs during such consultation. Details of all information requested by an agency including copies of all correspondence from those agencies, must be provided with the relevant Construction Monitoring Program.	IRPL confirmed during the audit interview that the Construction Monitoring Program developed in consultation with relevant government agencies during the stage 1 construction phase and remained unchanged for the rectification works. The consultation records are included within relevant Sub-Plans. Sighted Construction Traffic, Transport and Access Management Sub-Plan (CTTAMP), document no. 6-0000-260-EAP-00-RP-0006, Rev. A, dated 20 January 2025. The monitoring program is included under section 11 and consultation records are included under Appendix D “Stakeholders Correspondence”.		Compliant
3.17.	C	C17	The Construction Monitoring Programs must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one month before the commencement of construction.	IRPL confirmed during the audit interview that the Construction Monitoring Program developed during the construction phase remained unchanged for the rectification works. As no amendments were made, DPHI approval was not required and ER endorsement was sufficient.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
3.18.	C	C18	Construction must not commence until the Planning Secretary has approved all of the required Construction Monitoring Programs, and all relevant baseline data for the specific construction activity has been collected.	IRPL confirmed during the audit interview that the Construction Monitoring Program developed during the construction phase remained unchanged for the rectification works. As no amendments were made, DPHI approval was not required and ER endorsement was sufficient.		Not Triggered
3.19.	C	C19	The Construction Monitoring Programs, as approved by the Planning Secretary including any minor amendments approved by the ER must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	<u>Sighted ER endorsement of CEMP and Sub-Plans including Construction Monitoring Program, dated 25 February 2025.</u> IRPL confirmed during the audit interview that the Construction Monitoring Program developed during the construction phase remained unchanged for the rectification works. Additionally, environmental monitoring was not triggered for the rectification works due to the low-risk nature and limited scope of the activities undertaken.		Compliant
3.20.	C	C20	The results of the Construction Monitoring Programs must be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program. <i>Note: Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.</i>	IRPL confirmed during the audit interview that environmental monitoring was not triggered for the rectification works due to the low-risk nature and limited scope of the activities undertaken.		Not Triggered
4.	PART	D	OPERATIONAL ENVIRONMENTAL MANAGEMENT			

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
	D		OPERATIONAL ENVIRONMENTAL MANAGEMENT			
4.1.	D	D1	An Operational Management Plan (OEMP) must be prepared in accordance with the Department's Environmental Management Plan Guideline for Infrastructure Projects (DPIE, 2020) to detail how the performance outcomes, commitments and mitigation measures made and identified in the documents listed in Condition A1 will be implemented and achieved during operation. This condition (Condition D1) does not apply if Condition D2 of this approval applies.	The audit was conducted in relation to the rectification works only. Accordingly, conditions applicable to operational activities were not relevant to the scope of this audit.		Not Triggered
4.2.	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 Secretary, and can demonstrate, to the written satisfaction of the Secretary, that through the EMS: (a) the performance outcomes, commitments and mitigation measures, made and identified in the documents listed in Condition A1, and terms of this of approval can be achieved; (b) issues identified through ongoing risk analysis can be managed; and (c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation.	The audit was conducted in relation to the rectification works only. Accordingly, conditions applicable to operational activities were not relevant to the scope of this audit.		Not Triggered
4.3.	D	D3	The performance measures and mitigation measures detailed in the OEMP must address the maintenance of culverts with respect to blockages, siltation and scouring.	The audit was conducted in relation to the rectification works only. Accordingly, conditions applicable to operational activities were not relevant to the scope of this audit.		Not Triggered
4.4.	D	D4	The OEMP or EMS (or equivalent) as agreed with the Secretary must be submitted to the Secretary for information	The audit was conducted in relation to the rectification works only. Accordingly,		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			at least one (1) month prior to the commencement of operation of the CSSI.	conditions applicable to operational activities were not relevant to the scope of this audit.		
5.	PART	E	KEY ISSUE CONDITIONS			
	E		NOISE AND VIBRATION – Work Hours			
5.1.	E	E1	Works must be undertaken during the following hours: (a) 7:00 am to 6:00 pm Mondays to Fridays; (b) 7:00 am to 6:00 pm Saturdays; and (c) at no time on Sundays or public holidays.	All works have been undertaken within approved work hours as advised by IRPL. No OOHW works were undertaken for the rectification works.		Compliant
5.2.	E	E2	Notwithstanding Condition E1, works affecting any given receiver may be undertaken during the hours of 6.00 am to 6.00 pm each day over a three (3) month period provided that there is no work between the hours of 6:00 pm on a Saturday and 7:00 am on a Monday every second week.	IRPL confirmed during the audit interview that all rectification works were undertaken in accordance with condition E1.		Not Triggered
5.3.	E	E3	Variation to Work Hours Notwithstanding Conditions E1 and E2, works associated with the CSSI may be undertaken outside the hours specified under those conditions in the following circumstances: (a) for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or (b) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or (c) where different construction hours are permitted under an EPL in force in respect of the CSSI; or	During the audit interview, IRPL confirmed that all works were carried out within the approved working hours, and no variations to the approved working hours were required.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(d) work approved under an Out-of-Hours Work Protocol for work not subject to an EPL as required by Condition E8; or (e) where a negotiated agreement is in force, in accordance with Condition E4 and E5; or (f) construction that causes LAeq(15 minute) noise levels: (i) no more than 5 dB(A) above the rating background level at the façade of any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009) or if between the hours of 10:00 pm and 7:00 am no more than 52 dB(A)LA(max) or more than 15 dB(A)LA(Max) above the rating background level whichever is the higher, and (ii) no more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (DECC, 2009) at other sensitive land uses, and (iii) continuous or impulsive vibration values, measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), and (iv) intermittent vibration values measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006).			
5.4.	E	E4	The Proponent may reach negotiated agreements with sensitive receivers (owners and occupiers) to carry out works in accordance with the hours and noise limits specified in the negotiated agreements.	IRPL confirmed during the audit interview that there were no sensitive receivers located in the vicinity of the rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.5.	E	E5	All negotiated agreements must be in writing and finalised before the commencement of works.	IRPL confirmed during the audit interview that there were no sensitive receivers located in the vicinity of the rectification works.		Not Triggered
5.6.	E	E6	On becoming aware of the need for emergency works in accordance with Condition E3(b), the Proponent must notify the Department in writing to compliance@planning.nsw.gov.au, the ER and the EPA of the need for that work. The Proponent must use best endeavours to notify all affected sensitive receivers of the likely impact and duration of those works.	IRPL confirmed during the audit interview that no emergency works were undertaken during the audit period.		Not Triggered
5.7.	E	E7	Highly Noise Intensive Work Except as permitted by an EPL or approved through an Out of Hours Works Protocol (for works not subject to an EPL), highly noise intensive work that results in an exceedance of the applicable NML at the same receiver must only be undertaken: (a) between the hours of 8:00 am to 6:00 pm Monday to Friday; (b) between the hours of 8:00 am to 1:00 pm Saturday; and (c) in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block. For the purpose of this condition, 'continuous' includes any period during which there is less than a one-hour respite between ceasing and recommencing any works that are the subject of this condition.	IRPL confirmed during the audit interview that no highly noise intensive works were undertaken during the audit period.		Not Triggered
5.8.	E	E8	Out-of-Hours Work Protocol An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of	The Out-of-Hours Work (OOHW) Protocol is included within the CNVMP under Appendix D. The initial revision of CNVMP was approved by DPHI on 7 April 2021 during		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			work which is outside the hours defined in Conditions E1 and E2, and that is not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the relevant out-of-hours work. The Protocol must be prepared in consultation with the EPA. The Protocol must: (a) provide a process for the consideration of out-of-hours work against the relevant noise and vibration criteria, including the determination of low and high-risk activities; (b) provide a process for the identification and implementation of mitigation measures for residual impacts, including respite periods in consultation with the community at each affected location; (c) identify procedures to facilitate the coordination of out-of-hours work approved by an EPL to ensure appropriate respite is provided; (d) identify an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: (i) low risk activities can be approved by the ER, and (ii) high risk activities that are approved by the Planning Secretary; and (e) identify Department, EPA and community notification arrangements for approved out-of-hours works, which maybe detailed in the Communication Strategy.	stage 1 construction. IRPL confirmed during the audit interview there have been no changes to OOHW Protocol for rectification works. IRPL confirmed during the audit interview that no OOHW were undertaken during the audit period.		
5.9.	E	E9	Noise generating work in the vicinity of potentially-affected community, religious, educational institutions and noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled within sensitive periods or during important events, unless other reasonable arrangements with the affected institutions are	IRPL confirmed during the audit interview that no rectification works were undertaken in the vicinity of potentially-affected community, religious, educational institutions and noise and vibration-sensitive businesses and critical working areas.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			made at no cost to the affected institution or as otherwise approved by the Planning Secretary.			
5.10.	E	E10	Noise and Vibration Mitigation Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria: (a) construction 'Noise affected' noise management levels established using the Interim Construction Noise Guideline (DECC, 2009); (b) vibration criteria established using the Assessing Vibration: A Technical Guideline (DEC, 2006) (for human exposure); (c) Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives"; (d) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and (e) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage). Any works identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the Construction Noise and Vibration Management Sub-plan required by Condition C4. <i>Note: The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction Noise Management Level.</i>	IRPL confirmed during the audit interview that the rectification works did not involve any significant noise-generating activities or machinery. No rock hammering, piling, or similar high-noise activities were undertaken. Given the limited scale and nature of the works, no noise monitoring or Noise Impact Statement was required. Furthermore, no sensitive receivers were located in the vicinity of rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.11.	E	E11	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before construction that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owner and occupiers must be provided with a schedule of potential exceedances for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Construction Noise and Vibration Management Sub-plan required by Condition C4.	IRPL confirmed during the audit interview that no vibration generating works were undertaken during the audit period.		Not Triggered
5.12.	E	E12	This approval does not permit blasting.	IRPL confirmed during the audit interview that no blasting occurred during the audit period.		Not Triggered
5.13.	E	E13	Noise Mitigation – Operational Noise 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 and identification / selection of any noise mitigation measures must be prepared in consultation with the EPA and impacted sensitive receivers. Where barrier options (e.g. noise walls or mounds) are proposed to be implemented, consultation must also be undertaken with the relevant councils. The ONVR must: (a) confirm the appropriate operational noise and vibration objectives and levels for adjoining development, including existing sensitive receivers; (b) confirm the operational noise and vibration predictions based on the final design. Confirmation must be based on an appropriately calibrated noise model (which has incorporated additional noise monitoring, and	IRPL confirmed during the audit interview that ONVR was actioned and closed-out during the stage 1 construction. This condition is not applicable to the scope of rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			concurrent traffic counting, where necessary for calibration purposes); (c) Identify / confirm sensitive receivers at which the criteria set out in the Rail Infrastructure Noise Guideline (EPA, 2013) are predicted to be exceeded once the CSSI is operational and in 2040; (d) review the suitability of the operational noise mitigation measures identified in the documents listed in Condition A1 and, where necessary, investigate and identify additional noise and vibration mitigation measures required to achieve the noise criteria outlined in the Rail Infrastructure Noise Guideline once the CSSI is operational and in 2040. This review must consider local climate and impacts on existing cooling devices, and alternative at-property mitigation measures where the physical condition of a receiver building would render acoustic glazing and seals ineffective; (e) describe the final suite of noise and vibration mitigation measures that will be implemented to achieve the noise criteria outlined in the Rail Infrastructure Noise Guideline once the CSSI is operational and in 2040, including the timing of implementation in accordance with Condition E14; (f) include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures; and (g) procedures for the management of operational noise and vibration complaints. The ONVR is to be verified by a suitably qualified and experienced noise and vibration expert. The ONVR is to be undertaken at the Proponent's expense and submitted to the Secretary for approval within three (3) months of construction commencing.			

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.14.	E	E14	Operational noise mitigation measures identified in Condition E13 (such as at-property architectural treatments) that will not be affected by construction works, must be implemented: (a) within six (6) months of the commencement of construction affecting the impacted receiver/s; (b) in the case of at-property treatments, as agreed with the landowner; or (c) as agreed by the Planning Secretary.	During the audit interview, IRPL confirmed that all residential noise treatment works and associated completion reports had been finalised. The following records were sighted: Private Property, Railway Parade, Bellata • Completion Certificate signed by the property owner and builder on 26 March 2025. • Signed Scope of Works Agreement dated 31 October 2024. • Final In-House Noise Treatment Report dated 26 March 2025. The completed treatments included window upgrades and sealing around the air-conditioning unit penetration through the wall. Private Property, Queen Street, Edgeroi • Completion Certificate dated 13 December 2024, signed by the property owner. • Signed Scope of Works Agreement dated 23 October 2024. • Final Inspection Report dated 28 January 2025. The completed treatments included installation of fans and noise treatment works to doors and windows.		Compliant
5.15.	E	E15	Where implementation of operational noise mitigation measures are not proposed in accordance with Conditions E13 and E14, the Proponent must submit to the Planning Secretary	The noise treatment for all resident properties were actioned as part of condition E14; therefore this condition is not triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			a report providing justification as to why, along with details of temporary measures that would be implemented to reduce construction noise impacts, until such time that the operational noise mitigation measures identified in Condition E13 are implemented. The report must be endorsed by the ER and submitted to the Planning Secretary prior to the commencement of construction which would affect the identified sensitive receivers.			
5.16.	E	E16	In 2026 and 2035, or as otherwise agreed with the Planning Secretary, the Proponent must undertake monitoring of operational noise to compare actual noise performance of the CSSI against the noise performance predicted in the review of noise mitigation measures required by Condition E13. The Proponent must prepare an Operational Noise Compliance Report (ONCR) to document this monitoring. The Report must include, but not necessarily be limited to: (a) noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E13; (b) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which CSSI noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers; (c) details of any complaints and enquiries received in relation to operational noise generated by the CSSI between the date of commencement of operation and the date the report was prepared; (d) any required recalibrations of the noise model taking into consideration factors such as noise monitoring and actual train movements; (e) an assessment of the performance and effectiveness of applied noise mitigation measures together with a	Sighted letter from IRPL to DPHI dated 24 July 2024, advising that construction of the remaining project scope would be staged due to the complexity of signalling and track works arising from the Federal Government's review of Inland Rail. The letter stated that, under the revised staging approach, the full increase in rail traffic operations is not expected until all sections of Inland Rail are completed. Accordingly, IRPL requested approval to defer compliance with Conditions E16 and E46 from 2026 to 2028. Sighted DPHI approval letter dated 20 August 2024 (Ref: SSI-7474-PA-265), confirming approval of the request and extending the compliance timeframe for Conditions E16 and E46 until 31 December 2028. This condition relates to stage 1 operation and therefore not applicable for rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating						
			review and if necessary, reassessment of mitigation measures; and (f) identification of additional measures to those identified in the review of noise mitigation measures required by Condition E13, that would be implemented with the objective of meeting the criteria outlined in the Rail Infrastructure Noise Guideline, when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA. The ONCR is to be verified by a suitably qualified and experienced noise and vibration expert. The ONCR must be submitted to the Secretary and the EPA for information within 90 days of completing the operational noise monitoring. <i>Note: 2026 and 2035 are specified as representing 12 months and 10 years after the anticipated commencement of operation of the entire Inland Rail project. Should this timeframe change, the Proponent should seek the approval of the Planning Secretary to vary the timeframe in which to satisfy this condition.</i>									
	E		BIODIVERSITY									
5.17.	E	E17	The Proponent must minimise impacts to plant community types and not exceed the total areas impacted as identified in Table E1: Native Vegetation Impacted <table><tr><td><i>Vegetation Zone and Plant Community Type (PCT) ID and Name</i></td><td><i>TEC under the EPBC Act (ha)</i></td><td><i>Total Area impacted (ha)</i></td></tr><tr><td></td><td></td><td></td></tr></table>	<i>Vegetation Zone and Plant Community Type (PCT) ID and Name</i>	<i>TEC under the EPBC Act (ha)</i>	<i>Total Area impacted (ha)</i>				IRPL confirmed during the audit interview that no clearing works were undertaken during the rectification works.		Not Triggered
<i>Vegetation Zone and Plant Community Type (PCT) ID and Name</i>	<i>TEC under the EPBC Act (ha)</i>	<i>Total Area impacted (ha)</i>										

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement			Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion	<i>Weeping Myall</i> <i>Wo</i> <i>odla</i> <i>nds</i> — 9.16	17.94			
			Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion	<i>Brigalow (Acacia harpophylla dominant and codominant) –</i> 16.13	17.31			
			Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coolabah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion	<i>Coolabah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions</i> — 1.74	1.74			
			Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly	<i>Natural Grasslands on Basalt and Fine-textured Alluvial Plains of Northern NSW and Southern</i>	432.07			

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement			Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			the northern-eastern Darling Riverine Plains Bioregion	Qld – 432.07				
			Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW	Not listed	143.95			
			Zone 6 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW (Derived - Native Grasslands)	Not listed	249.85			
			Zone 7 - PCT71 (BR127, NA126) Carbeen – White Cypress Pine - River Red Gum - bloodwood tall woodland on sandy loam alluvial and aeolian soils in the northern Brigalow Belt South Bioregion and Darling Riverine Plains Bioregion	Not listed	0.51			

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement			Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion	Not listed	11.82			
			Zone 9 - PCT 135 Coobah - Western Rosewood low open tall shrubland or woodland mainly on outwash areas in the Brigalow Belt South Bioregion	Not listed	9.50			
			Zone 10 - PCT 413 Silver-leaved Ironbark - White Cypress Pine - box dry shrub grass woodland of the Pilliga Scrub - Warialda region, Brigalow Belt South Bioregion	Not listed	5.72			
			Total Area Impacted	459.10	890.41			
5.18.	E	E18	The Proponent must meet the biodiversity offset obligations for ecosystem and species credits as set out in Tables E2 and E3, within two (2) years of the CSSI approval. The retirement of the biodiversity credits must be carried out in accordance with the NSW Biodiversity Offsets Policy for Major Projects and can be achieved by a combination of: (a) acquiring and retiring "biodiversity credits" within the meaning of the Biodiversity Conservation Act 2016; and/or			During the audit interview, IRPL confirmed that biodiversity offset obligations associated with the project had been actioned during stage 1 construction for the N2NS SP1 project (separate to the scope of this audit). IRPL also noted that a letter was sent to the DPHI seeking agreement to extend the timeframe to 13 February 2025. Formal		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating												
			(b) making a payment into the Biodiversity Conservation Fund; and/or (c) outlining in a Biodiversity Offset Strategy the provision of supplementary measures. The Strategy must be prepared in consultation with EES and DAWE. <i>Notes: 1. Following repeal of the Threatened Species Conservation Act 1995 on 25 August 2017, “biodiversity credits” created under that Act are taken to be “biodiversity credits” under the Biodiversity Conservation Act 2016 by virtue of clause 19 of the Biodiversity Conservation (Savings and Transitional) Regulation 2017.</i> Table E2: Ecosystem Credits to be Retired <table><tr><th colspan="3">Ecosystem Credits</th></tr><tr><th>Vegetation Zone and Plant Community Type (PCT) ID and Name</th><th>EPBC Act equivalent TEC or habitat of EPBC Act listed threatened species</th><th>Number of Credits</th></tr><tr><td>Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion</td><td>Weeping Myall Woodlands</td><td>900</td></tr><tr><td>Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondiwindi,</td><td>Brigalow (Acacia harpophylla dominant and codominant)</td><td>1223</td></tr></table>	Ecosystem Credits			Vegetation Zone and Plant Community Type (PCT) ID and Name	EPBC Act equivalent TEC or habitat of EPBC Act listed threatened species	Number of Credits	Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion	Weeping Myall Woodlands	900	Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondiwindi,	Brigalow (Acacia harpophylla dominant and codominant)	1223	agreement was received from the Planning Secretary on 10 October 2024, as sighted. Sighted email from IRPL to DPHI dated 12 February 2025, providing evidence of compliance with Conditions E18, E21, E25 and E26 and confirming that IRPL had met its biodiversity offset obligations. Supporting documentation included: - A statement confirming payment into the Biodiversity Conservation Fund for offset obligations, dated 1 August 2024. - Credit Retirement Reports issued by DPHI dated 5 February 2025 (Transaction No. CT-11257). Individual credit retirement reports evidencing the retirement of the required biodiversity credits. Sighted correspondence from DPHI dated 28 July 2025, confirming acceptance and close-out of the biodiversity credit retirement requirements.		
Ecosystem Credits																		
Vegetation Zone and Plant Community Type (PCT) ID and Name	EPBC Act equivalent TEC or habitat of EPBC Act listed threatened species	Number of Credits																
Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion	Weeping Myall Woodlands	900																
Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondiwindi,	Brigalow (Acacia harpophylla dominant and codominant)	1223																

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement			Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Brigalow Belt South Bioregion					
			Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coobah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion	<i>Coolibah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions</i>	93			
			Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion	<i>Natural Grasslands on Basalt and Fine-textured Alluvial Plains of Northern NSW and Southern Qld</i>	20102			
			Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW	Not Listed	8851			

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement			Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Zone 6 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW (Derived - Native Grasslands)	Not listed	8294			
			Zone 7 - PCT71 (BR127, NA126) Carbeen – White Cypress Pine - River Red Gum - bloodwood tall woodland on sandy loam alluvial and aeolian soils in the northern Brigalow Belt South Bioregion and Darling Riverine Plains Bioregion	Not listed	23			
			Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion	Not listed	549			

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement			Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Zone 9 - PCT 135 Coobah - Western Rosewood low open tall shrubland or woodland mainly on outwash areas in the Brigalow Belt South Bioregion Not listed 354					
			Zone 10 - PCT 413 Silver-leaved Ironbark - White Cypress Pine - box dry shrub grass woodland of the Pilliga Scrub - Warialda region, Brigalow Belt South Bioregion Not listed 250					
			TOTAL ECOSYSTEM CREDITS 40639					
			Notes: 1. Credits have been calculated using the Framework for Biodiversity Assessment. 2. Zone 5 vegetation and parts of Zone 6 vegetation are likely to conform with the Poplar Box Grassy Woodland on Alluvial Plains which was listed as a TEC under the EPBC Act in July 2019. As the listing occurred after the controlled action decision was made, ecosystem credits for impacts to the TEC are not required.					
			Table E3: Species Credits to be Retired Species Credits					

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating												
			<table><tr><th>Species</th><th>Number of Credits</th></tr><tr><td>Koala (<i>Phascolarctos cinereus</i>)</td><td>4556</td></tr><tr><td>Finger panic grass (<i>Digitaria porrecta</i>)</td><td>858 (by no of individuals) 1287 (by habitat area in ha)</td></tr><tr><td>Creeping tick-trefoil (<i>Desmodium campylocaulon</i>)</td><td>4752</td></tr><tr><td>Belsons panic (<i>Homopholis belsonii</i>)</td><td>6630 (by individuals) 2600 (by habitat area in ha)</td></tr><tr><td>TOTAL SPECIES CREDITS</td><td>20683</td></tr></table> <i>Note: Credits have been calculated using the Framework for Biodiversity Assessment.</i>	Species	Number of Credits	Koala (<i>Phascolarctos cinereus</i>)	4556	Finger panic grass (<i>Digitaria porrecta</i>)	858 (by no of individuals) 1287 (by habitat area in ha)	Creeping tick-trefoil (<i>Desmodium campylocaulon</i>)	4752	Belsons panic (<i>Homopholis belsonii</i>)	6630 (by individuals) 2600 (by habitat area in ha)	TOTAL SPECIES CREDITS	20683			
Species	Number of Credits																	
Koala (<i>Phascolarctos cinereus</i>)	4556																	
Finger panic grass (<i>Digitaria porrecta</i>)	858 (by no of individuals) 1287 (by habitat area in ha)																	
Creeping tick-trefoil (<i>Desmodium campylocaulon</i>)	4752																	
Belsons panic (<i>Homopholis belsonii</i>)	6630 (by individuals) 2600 (by habitat area in ha)																	
TOTAL SPECIES CREDITS	20683																	
5.19.	E	E19	The Proponent may review and update the ecosystem and species credit requirements in Tables E2 and E3, except as required by Condition E25, to reflect the final construction footprint and resulting extent and type of plant community types to be cleared. Amendments to the ecosystem and species credit requirements must be undertaken in consultation with EES and DAWE and submitted to the Planning Secretary for approval within six (6) months after the commencement of construction or as agreed in writing by the Planning Secretary.	During the audit interview, IRPL confirmed that biodiversity offset obligations associated with the project had been actioned during stage 1 construction through the retirement of the required biodiversity credits. No amendments or update to the eco system and species credit requirements were undertaken during rectification works.		Not Triggered												
5.20.	E	E20	The review and update of credit requirements must be undertaken by: (a) using the vegetation mapping, and the extent of impact in the revised development footprint (Table 3.4) in the July 2020 Addendum to the Inland Rail – Narrabri to North Star Biodiversity Assessment Report; and/or (b) completing verification surveys to confirm the extent, type and condition of native vegetation to be impacted.	During the audit interview, IRPL confirmed that biodiversity offset obligations associated with the project had been actioned during stage 1 construction through the retirement of the required biodiversity credits. This condition is not applicable for rectification works.		Not Triggered												

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Where verification surveys are required, they must be undertaken in consultation with EES. Any additional surveys must be undertaken at the time of year when groundcover is most likely to be predominantly native. If evaluation is not possible at a time when groundcover is most likely to be native, the assumed presence of any relevant species and ecosystems may be applied to conservatively evaluate impacts and associated credit requirements.			
5.21.	E	E21	The Proponent must submit to the Planning Secretary for information a copy of the Credit Retirement Report for the retirement of the ecosystem and species credits required by Condition E18 within one month of receiving the report.	During the audit interview, IRPL confirmed that biodiversity offset obligations associated with the project had been actioned during construction works. IRPL also notes that a letter was sent to the DPHI seeking agreement to extend the timeframe to 13 February 2025. Formal agreement was received from the Planning Secretary on 10 October 2024, as sighted. Sighted email from IRPL to DPHI dated 12 February 2025, providing evidence of compliance with Conditions E18, E21, E25 and E26 and confirming that IRPL had met its biodiversity offset obligations. Supporting documentation included: - A statement confirming payment into the Biodiversity Conservation Fund for offset obligations, dated 1 August 2024. - Credit Retirement Reports issued by DPHI dated 5 February 2025 (Transaction No. CT-11257). Individual credit retirement reports		Compliant



ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating						
				evidencing the retirement of the required biodiversity credits. Sighted correspondence from DPHI dated 28 July 2025, confirming acceptance and close-out of the biodiversity credit retirement requirements.								
5.22.	E	E22	Re-use of Timber Prior to vegetation clearing, the Proponent must consult with community and landcare groups and government agencies to determine if retained timber and root balls can be reused in habitat enhancement and rehabilitation work, before pursuing other disposal options. The retained timber and root balls may be used on or off the CSSI site.	IRPL confirmed during the audit interview that no clearing works were undertaken during the rectification works therefore no timber or root balls available for reuse.		Not Triggered						
5.23.	E	E23	Koala Habitat The Proponent must reduce the area of koala habitat, identified in Table E4, that is impacted by the CSSI by at least 25%, or as otherwise agreed by the Planning Secretary. Table E4: Vegetation zones/plant community types identified as koala habitat <table><tr><th><i>Vegetation Zone and Plant Community Type (PCT) ID and Name</i></th><th><i>Total Area impacted (ha)</i></th></tr><tr><td>Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion</td><td>17.31</td></tr><tr><td>Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coobah - Lignum woodland wetland of frequently flooded floodplains mainly in</td><td>1.74</td></tr></table>	<i>Vegetation Zone and Plant Community Type (PCT) ID and Name</i>	<i>Total Area impacted (ha)</i>	Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion	17.31	Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coobah - Lignum woodland wetland of frequently flooded floodplains mainly in	1.74	IRPL confirmed during the audit interview that no clearing works were undertaken during the rectification works, and that there has been no change in the area of koala habitat during the rectification works.		Not Triggered
<i>Vegetation Zone and Plant Community Type (PCT) ID and Name</i>	<i>Total Area impacted (ha)</i>											
Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaied clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion	17.31											
Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coobah - Lignum woodland wetland of frequently flooded floodplains mainly in	1.74											

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement		Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			the Darling Riverine Plains Bioregion				
			Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/-Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion	0.08 (scattered trees)			
			Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW	143.95			
			Zone 6 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW (Derived - Native Grasslands)	0.35 (scattered trees)			
			Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion	11.82			
			Total Area Impacted	175.25			
5.24.	E	E24	The Proponent must submit a report on the final construction footprint demonstrating how impacts to the plant community types identified in Table E4 have been reduced. This must be provided to the Planning Secretary, EES and DAWE for information, within six (6) months after the commencement of construction or as agreed by the Planning Secretary.		This condition is not triggered for rectification works. IRPL confirmed during the audit interview that this condition was addressed during the stage 1 construction .		Not Triggered
5.25.	E	E25	The Proponent must provide a minimum of 4556 species credits to offset impacts to the koala.		During the audit interview, IRPL confirmed that biodiversity offset obligations associated with the project had been actioned during construction works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				IRPL also notes that a letter was sent to the DPHI seeking agreement to extend the timeframe to 13 February 2025. Formal agreement was received from the Planning Secretary on 10 October 2024, as sighted. Sighted email from IRPL to DPHI dated 12 February 2025, providing evidence of compliance with Conditions E18, E21, E25 and E26 and confirming that IRPL had met its biodiversity offset obligations. Supporting documentation included: - A statement confirming payment into the Biodiversity Conservation Fund for offset obligations, dated 1 August 2024. - Credit Retirement Reports issued by DPHI dated 5 February 2025 (Transaction No. CT-11257). Individual credit retirement reports evidencing the retirement of the required biodiversity credits. Sighted correspondence from DPHI dated 28 July 2025, confirming acceptance and close-out of the biodiversity credit retirement requirements.		
5.26.	E	E26	The offset credits required by Condition E25 must be sourced where practicable, from: (a) The same IBRA subregion as the impacted site, or (b) The adjoining IBRA subregions within the same IBRA region as identified in (a).	During the audit interview, IRPL confirmed that biodiversity offset obligations associated with the project had been actioned during construction works. IRPL also notes that a letter was sent to the DPHI seeking agreement to extend the timeframe to 13 February 2025. Formal		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				agreement was received from the Planning Secretary on 10 October 2024, as sighted. Sighted email from IRPL to DPHI dated 12 February 2025, providing evidence of compliance with Conditions E18, E21, E25 and E26 and confirming that IRPL had met its biodiversity offset obligations. Supporting documentation included: - A statement confirming payment into the Biodiversity Conservation Fund for offset obligations, dated 1 August 2024. - Credit Retirement Reports issued by DPHI dated 5 February 2025 (Transaction No. CT-11257). Individual credit retirement reports evidencing the retirement of the required biodiversity credits. Sighted correspondence from DPHI dated 28 July 2025, confirming acceptance and close-out of the biodiversity credit retirement requirements.		
	E		FLOODING			
5.27.	E	E27	Quantitative Design Limits (QDLs) The CSSI must meet the QDLs in Appendix A – FLOODING QUANTITATIVE DESIGN LIMITS AND MODELLING REQUIREMENTS. Unless otherwise noted, these QDLs apply outside the rail corridor except for level crossings. These QDLs apply in any flood event up to and including the 1% AEP, and in any duration.	IRPL confirmed during the audit interview that Flood Design Review Report (FDVR) was actioned during stage 1 construction. This condition is not applicable for rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			In circumstances where the CSSI does not meet the QDL at a specific location, the Proponent must achieve compliance through modified design of the CSSI. If this is not possible or practical the Proponent must: (a) document the extent of the non-compliance with the QDL and justify why it is not possible or practical to achieve compliance through CSSI design changes; (b) in every instance of non-compliance with the QDLs, consult with and obtain agreement from the affected land or property owners to either: (i) the non-compliance; or (ii) establish an alternative level of mitigation of impacts for that location through alternative design measures; (c) where an alternative level of mitigation of impacts is required for a location, achieve a level of mitigation through design measures beyond the rail corridor; and (d) describe and detail the mitigation measures in the Flood Design Verification Report required by Condition E28.			
5.28.	E	E28	Flood Design Verification Report Compliance with the QDLs as required by Condition E27 must be demonstrated in a Flood Design Verification Report that details flood behaviour under existing conditions and with the final detailed design of the approved CSSI. The flood modelling informing the report must be developed in consultation with EES, relevant councils and Transport for NSW, and completed to the specifications in Appendix A – FLOODING QUANTITATIVE DESIGN LIMITS AND MODELLING REQUIREMENTS. The Flood Design Verification Report must include:	IRPL confirmed during the audit interview that FDVR was actioned during stage 1 construction. This condition is not applicable for rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(a) details of the flood modelling that informs the report; (b) details of how the project's flood planning level (FPL) was decided, with reference to relevant considerations of the NSW Floodplain Development Manual; (c) an assessment of the infrastructure's compliance with the Quantitative Design Limits (QDLs) for flooding, hydrology and geomorphology listed in Appendix A; (d) floor level surveys of potentially affected buildings to accurately confirm compliance with afflux limits. Where a floor level has not been surveyed, the Report shall adopt the existing ground level as the floor level, with appropriate annotation; (e) an assessment of the impacts of the CSSI on erosion, scouring, bank stability, stream stability and geomorphology; (f) mitigation and management measures that will be undertaken if the QDLs are exceeded, as specified in Condition E27; (g) mitigation measures to minimise potential adverse impacts and responses to actual impacts with regard to the NRAR's Guidelines for Controlled Activities on Waterfront Land; (h) an assessment of risk to life caused by formation failure in extreme flood events, including management measures to mitigate this risk; and (i) an assessment of aquaplaning risks where the CSSI produces additional inundation of highways or sealed roads with a speed limit of 80km/h or greater. Where an aquaplaning risk is attributable to the CSSI, undertake infrastructure changes to remove the additional inundation or to introduce risk mitigation measures to manage this risk. The flood model and results must be independently peer-reviewed in accordance with Condition E29 and be submitted to the Planning Secretary for information at least one month			

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			prior to the commencement of construction of permanent works that may impact on flooding. Note: Components of the SPIR hydrology technical report that are still relevant to the final design of the CSSI may be reused to prepare the Flood Design Verification Report where they meet the requirements of Condition E28 and Appendix A			
5.29.	E	E29	Independent Peer Review The Flood Design Verification Report (including the flood model upon which it is based) must be reviewed and endorsed by a suitably qualified and experienced hydrologist who has extensive experience in flood modelling including with the hydrological and hydraulic software used for the model. This hydrologist must be independent of the Proponent and the organisation(s) who prepared the flood model, having regard to the Department's Post Approval Guidance for Infrastructure Projects: Seeking Approval from the Department for the Appointment of Independent Experts (DPIE, 2020). The review must: (a) review the flood model files and the description of the model provided within SPIR and any adjustments to this as per the Flood Design Verification Report; (b) assess the establishment, calibration, validation and operation of the flood model items as per (a); (c) identify and document existing and future purposes for which the model can and cannot be used, including adaptation of this model by others, and any limitations on this; (d) document the review findings including specifically responding to Condition E28(a) to E28(i) and, after any recommended model and/or reporting improvements have been undertaken to the peer reviewer's satisfaction, provide written certification	IRPL confirmed during the audit interview that FDVR peer review was actioned during stage 1 construction. This condition is not applicable for rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			within the review report that the Flood Design Verification Report, modelling and mitigation measures: (i) have been prepared consistent with current and appropriate methodologies and standards; and (ii) accurately depict and resolve design impacts of the CSSI. The peer reviewer's endorsement must be appended to the Flood Design Verification Report. The peer reviewer's endorsement must be appended to the Flood Design Verification Report. Note: The independent reviewer must have extensive experience with the software packages applied in the modelling for the SPIR and the Flood Design Verification Report, although this may not necessarily include the specific software version(s) used in the SPIR and Flood Design Verification Report, provided the software version updates are not relevant to the peer review.			
5.30.	E	E30	Flood Emergency Response Plan (FERP) The Proponent must prepare a Flood Emergency Response Plan (FERP) which documents how the risks to life and property within the rail corridor are to be safely managed during a flood. The FERP must detail activities before, during and after a flood, including for staff training and maintenance and updating of the FERP. (a) The FERP must be prepared by an experienced flood emergency response specialist who has extensive experience in preparation of these plans. (b) This specialist must confirm that residual flood risks are acceptable and the procedures within the FERP are consistent with best practice and the requirements of the NSW Floodplain Development Manual.	IRPL confirmed during the audit interview that FERP was actioned during stage 1 construction. This condition is not applicable for rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(c) The FERP must be appended to the Flood Design Verification Report. <i>Note: Nothing in this condition prevents the adaptation of an existing flood management or emergency plan to satisfy this condition.</i>			
5.31.	E	E31	Information to Facilitate Management of Flood Emergency Risks beyond the Rail Corridor Where the CSSI has the potential to adversely impact flood risks to life or property beyond the rail corridor, the Proponent must document the flood risk information in sufficient detail so that relevant emergency services personnel and affected third parties can prepare, respond and recover from future flood emergencies. This shall include but not be limited to: (a) documentation of the changes to flood behaviour including levels, depths, velocities, etc, that may result in adverse impacts to life and property beyond the rail corridor, in any future flood events including events up to the PMF; (b) consideration of changes to flood behaviour that may result from CSSI infrastructure failures or embankment collapses where these may occur during floods; (c) provision of sufficient detail and scope to enable the relevant personnel or agency (including the NSW SES, the local council, affected property or infrastructure owners) to prepare for management of flood emergencies; (d) respond to requests for information about the CSSI from those personnel or agencies in (c) to assist them in preparing their own flood emergency response plans. This documentation shall be appended to the Flood Design Verification Report and be certified as consistent with the	IRPL confirmed during the audit interview that this condition was actioned during stage 1 construction. This condition is not applicable for rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			requirements of this condition by the same specialist preparing and certifying the FERP (required by Condition E30).			
5.32.	E	E32	Flood Review after Construction For the first 15 years of operation, the Proponent must prepare Flood Review Report(s) within three months after the first defined flood event for any of the following flood magnitude ranges that occur – the 1-5% AEP, 5-10% AEP and 10-20% AEP events. The Flood Review Report(s) must be prepared by a suitably qualified and experienced hydrologist(s) and include: (a) a comparison of the observed extent, level, and duration of the flooding event against those predicted in (or inferred from) the SPIR and the Flood Design Verification Report required by Condition E28; (b) identification of the properties and infrastructure affected by flooding during the reportable event; and (c) where the observed extent and level of flooding or other flooding or erosion impacts exceed those predicted due to the CSSI with the consequent effect of adversely impacting on property(ies), structures, infrastructure or the environment, and/or exceed the requirements specified in Conditions E27 and E28: (i) determine if the exceedance is attributable to the CSSI, and (ii) where the cause is attributable to the CSSI, identification of the rectification measures that would be implemented to reduce future adverse impacts of flooding from similar events related to the CSSI works, including the timing and responsibilities for implementation.	IRPL confirmed during the audit interview that this condition is not applicable to IRPL scope of works and rectification works; therefore, this condition is not triggered.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			A copy of the Flood Review Report(s) must be submitted for information to the Secretary and EES and relevant council(s) within three (3) months of finalising the report. Any rectification measures identified within the Flood Review Report(s) must be developed in consultation with the affected third parties (e.g. land and property owners, infrastructure owners, EES, the relevant council(s), state and local government agencies, etc) and implemented within the timeframes specified in the Flood Review Report(s) or as agreed with the affected parties.			
5.33.	E	E33	To analyse the lengths of rail corridor impacted by rainfall and consequential flood events for the purposes of Condition E32, the Proponent must develop spatially defined monitoring zones and associated monitoring methodologies for the flood catchments modelled in the SPIR. The monitoring methodologies shall provide an approach to inter rainfall intensities utilising the available Bureau of Meteorology rainfall monitoring stations suitable for each catchment. The methodology must be developed in consultation with DPIE and submitted to the Planning Secretary for information within six (6) months prior to the commencement of operation of the CSSI.	IRPL confirmed during the audit interview that monitoring methodology was actioned during stage 1 construction; therefore, this condition is not applicable for rectification works.		Not Triggered
5.34.	E	E34	Information Sharing Flood information resulting from the requirements of this approval, including flood reports, models and geographic information system outputs, and work as executed information from a registered surveyor certifying finished ground levels and the dimensions and finished levels of all structures within flood prone land, must be made available to the relevant council(s), TfNSW, EES and the SES upon request. The relevant councils, TfNSW, EES and the SES must be notified in writing that the information is available no later than one (1) month	IRPL confirmed during the audit interview that this condition is not applicable for rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			following the completion of construction. Information requested by a relevant council, TfNSW, EES or the SES must be provided within six (6) months.			
	E		WATER QUALITY AND DRAINAGE			
5.35.	E	E35	The CSSI must be designed, constructed and operated so as to: (a) maintain the NSW Water Quality Objectives where they are being achieved as at the date of this Approval; (b) contribute towards achievement of the NSW Water Quality Objectives over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the NSW Water Quality Objectives, in which case those requirements must be complied with; (c) ensure all drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) new or modified surface water drainage (including cess drains) and depressions are designed and constructed in accordance with relevant guidelines; (d) locate all scour protection works associated with replacement culverts or the construction of new culverts within the rail corridor, or as agreed to by the relevant landowner; (e) not result in changes to the direction of watercourses or the direction of flood flows except within the rail corridor, other than as agreed with the landowner; (f) ensure that there is no permanent interception of, and/or connection with, groundwater;	During the audit interview, IRPL confirmed that rectification works were undertaken for the temporary watercourse crossings at Boggy Creek, Pan Creek and Bulldog Creek and works did not alter the direction of flow of the watercourses and did not result in any permanent interception of groundwater. IRPL further confirmed that erosion and scour protection measures were incorporated into the design and implemented during the rectification works to maintain watercourse stability and minimise environmental impacts. IRPL confirmed during the audit interview that water rectification works were undertaken as per the designs. The following designs were provided as evidence: • Narrabri to North Star Drainage Upgrades – 747910 to 748250, drawing no. 3-0001-260-CDR-00-DR-5026, Rev. 2 prepared by IRDJV, dated 21 February 2025. • Narrabri to North Star Drainage Upgrades – 744600 to 745100, drawing no. 3-0001-260-CDR-00-		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(g) ensure all discharges from new or modified surface drainage (including cess drains) adjacent to the new and upgraded track are released at a controlled rate to prevent scour; (h) ensure works on waterfront land are undertaken in accordance with the NRAR guidelines for controlled activities on waterfront land; (i) ensure that any recycled wastewater (including recycled/treated water) proposed for use by the CSSI, is fit for purpose and does not pose a risk to human health or the receiving environment.	DR-5012, Rev. 3 prepared by IRDJV, dated 21 February 2025.		
5.36.	E	E36	The Proponent must consult with TfNSW in relation to stormwater and drainage management to coordinate drainage infrastructure with the Newell Highway Upgrade.	During the audit interview, IRPL confirmed that no consultation with Transport for NSW (TfNSW) was undertaken in relation to the rectification works. IRPL advised that the works did not affect the adjacent highway network and did not involve any modifications to existing drainage infrastructure.		Not Triggered
5.37.	E	E37	Prior to the installation of a new culvert, the Proponent must consult with the landowner that is located immediately downstream of the new culvert to determine the potential for impacts on agricultural productivity, farm operations and farm dams (including changes in water supply yield, reliability of supply, flood flows and embankment stability) due to the introduction or alteration of flows. Where potential adverse impacts are identified, the Proponent must consult with the affected landowner on the management measures that will be implemented to mitigate the impacts.	Flood rectification works completed on private properties, including the installation of additional culverts and a swale drain at public crossing LX 3165, and the installation of a swale drain at public level crossing LX 3166. The installation of culverts were undertaken adjacent to the following properties and consultation were undertaken with the landowners. Sighted consultation with Landowner of 12 Speargap Road regarding the LX3164 design with last email sent on 29 August 2025.		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Sighted consultation with Landowner of 1375 Croppa Creek Road, North Star NSW, with last meeting occurred on 24 February 2026 regarding the LX3165 design.		
	E		TRAFFIC, TRANSPORT AND ACCESS			
5.38.	E	E38	Construction traffic must not use local roads or privately-owned roads (other than to avoid direct access from ancillary facilities and construction sites to the Newell Highway) unless no alternative access is available. Use of private access roads must be in accordance with Conditions A19 and A20. Local or privately owned roads used for access to ancillary facilities and construction sites must be identified in the Construction Traffic, Transport and Access Management Sub-plan required by Condition C4.	During the audit interview, IRPL confirmed that all access associated with the rectification works was undertaken via the rail corridor. No private access roads were constructed or required for the works.		Not Triggered
5.39.	E	E39	Before any local or private road is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for the road. A copy of the Road Dilapidation Report must be provided to the relevant road authority(ies) and landowners within one (1) month of completion of the survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the SSI.	During the audit interview, IRPL confirmed that all access associated with the rectification works was undertaken via the rail corridor. No private access roads were constructed or required for the works. This condition is not triggered.		Not Triggered
5.40.	E	E40	If damage to roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction, either (at the landowner or relevant road authority's discretion): (a) compensate the relevant road authority(ies) and landowner for the damage so caused. The amount of compensation may be agreed with the relevant road	IRPL confirmed during the audit interview no damage to roads occurred during rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			authority(ies) and landowners, but compensation must be paid even if no agreement is reached; (b) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey; or (c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.			
5.41.	E	E41	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within 400 metres of the original bus stop. The relocation of bus stops must be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	IRPL confirmed during the audit interview that no bus stops were relocated or temporarily closed during rectification works.		Not Triggered
5.42.	E	E42	The Proponent must consult with TfNSW prior to, and at regular intervals during, construction to co-ordinate and implement mitigation measures to reducing any potential concurrent impacts arising from the construction of the CSSI and Newell Highway upgrade works. Procedures for consultation must be outlined in the Traffic, Transport and Access Management Sub-plan required by Condition C4.	During the audit interview, IRPL confirmed that no consultation with TfNSW was undertaken in relation to the rectification works. IRPL advised that the works did not affect the adjacent highway network.		Not Triggered
5.43.	E	E43	Level Crossing Treatment Reports In order to maintain safe and efficient operation of the road network, the Proponent must prepare a Public Level Crossing Treatment Report in consultation with Transport for NSW and relevant councils. The report must: (a) illustrate the location of all public level crossings which traverse the CSSI;	IRPL confirmed during the audit interview that Public Level Crossing Treatment Report was actioned during stage 1 construction. This condition is not applicable to rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(b) list, and identify on a figure, any public level crossings that will be closed or upgraded, including the type of treatment proposed where a level crossing is to be upgraded; (c) where no works are proposed at a public crossing, provide reason for the decision; (d) consider measures to avoid potential short-stacking at level crossings; and (e) provide justification for any proposed closures. The assessment of level crossings must utilise the Australian Level Crossing Assessment Model (ALCAM). The process for determining the type of level crossing treatment must be consistent with the methodology outlined in Appendix L of the Submissions Preferred Infrastructure Report. The report must also include an assessment of the road risks, consistent with the guideline Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011). The design of any level crossing on a public road must be endorsed by Transport for NSW or the relevant road authority (where not Transport for NSW) prior to commencing construction of that crossing.			
5.44.	E	E44	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;	IRPL confirmed during the audit interview that Private Level Crossing Treatment Report was actioned during stage 1 construction. This condition is not applicable to rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(c) describe the treatments that will be implemented at upgraded crossings; and (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. Closures, relocations or modifications of private level crossings must be agreed to by the relevant landowner prior to any work on a crossing, noting that any closure, relocation or modification must be in accordance with AS/RISSB 7658:2012 Railway Infrastructure – Railway Level Crossing and relevant rail safety legislation. The Proponent must consult with relevant landowners on the design of the crossing and where consistent with relevant safety standards and legislation, incorporate landowner requirements into the design.			
5.45.	E	E45	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to the Planning Secretary for information at least one (1) month prior to the closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI.	IRPL confirmed during the audit interview that Public Level Crossing Treatment Report and Private Level Crossing Treatment Report was actioned during stage 1 construction. This condition is not applicable to rectification works.		Not Triggered
5.46.	E	E46	Level Crossing Performance Report In 2026 and 2035, or as otherwise agreed by the Planning Secretary, the Proponent must prepare a Level Crossing Performance Report to confirm the operational traffic impacts of the level crossings on the classified road network. The review of the operation of the level crossings that interact with the classified road network must be carried out in consultation with TfNSW and the relevant councils and include: (a) updated traffic analysis of movements on these roads;	Sighted letter from IRPL to DPHI dated 24 July 2024, advising that construction of the remaining project scope would be staged due to the complexity of signalling and track works arising from the Federal Government's review of Inland Rail. The letter stated that, under the revised staging approach, the full increase in rail traffic operations is not expected until all sections of Inland Rail are completed. Accordingly, IRPL requested approval to defer		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(b) assessment of the level of service at these level crossings (queue length, queuing time delay); (c) identification of additional new works outside of the rail corridor delivered by third parties that may result in changes to traffic movements as initially considered in the Level Crossing Treatment Report; (d) assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E43; (e) all reported near misses and collisions at level crossings within the project area; and (f) mitigation measures to manage any actual or predicted road network performance impacts.	compliance with Conditions E16 and E46 from 2026 to 2028. Sighted DPHI approval letter dated 20 August 2024 (Ref: SSI-7474-PA-265), confirming approval of the request and extending the compliance timeframe for Conditions E16 and E46 until 31 December 2028. This relates to stage 1 construction and therefore not applicable to rectification works.		
5.47.	E	E47	Each Level Crossing Performance Report must also review the impact on level crossings interacting with local roads and include: (a) assessment of safety and/or operational impacts on nearby classified roads as a result of vehicle queuing; and (b) all reported near misses and collisions at level crossings within the project area.	Sighted letter from IRPL to DPHI dated 24 July 2024, advising that construction of the remaining project scope would be staged due to the complexity of signalling and track works arising from the Federal Government's review of Inland Rail. The letter stated that, under the revised staging approach, the full increase in rail traffic operations is not expected until all sections of Inland Rail are completed. Accordingly, IRPL requested approval to defer compliance with Conditions E16 and E46 from 2026 to 2028. Sighted DPHI approval letter dated 20 August 2024 (Ref: SSI-7474-PA-265), confirming approval of the request and extending the compliance timeframe for		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Conditions E16 and E46 until 31 December 2028. This relates to stage 1 construction and therefore not applicable for rectification works.		
5.48.	E	E48	Mitigation measures to manage any actual or predicted road network performance impacts resulting from the construction and operation of the CSSI must be implemented within one year of the completion of each report. The Report must include an implementation plan of the identified mitigation measures. The Level Crossing Performance Report must be submitted to the Secretary, RMS and relevant councils for information within 60 days of its completion. Note: 2026 and 2035 are specified as representing 12 months and 10 years after the anticipated commencement of operation of the entire Inland Rail project. Should this timeframe change, the Proponent should seek the approval of the Planning Secretary to vary the timeframe in which to satisfy this condition.	Sighted letter from IRPL to DPHI dated 24 July 2024, advising that construction of the remaining project scope would be staged due to the complexity of signalling and track works arising from the Federal Government's review of Inland Rail. The letter stated that, under the revised staging approach, the full increase in rail traffic operations is not expected until all sections of Inland Rail are completed. Accordingly, IRPL requested approval to defer compliance with Conditions E16 and E46 from 2026 to 2028. Sighted DPHI approval letter dated 20 August 2024 (Ref: SSI-7474-PA-265), confirming approval of the request and extending the compliance timeframe for Conditions E16 and E46 until 31 December 2028. This relate to stage 1 construction and therefore not applicable for rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.49.	E	E49	Property Access No part of any crossing loop may cross over any driveway, private road or public road unless decided in consultation with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop.	IRPL confirmed during the audit interview that no crossing loop was part of rectification works.		Not Triggered
5.50.	E	E50	The Proponent must maintain access to properties during the entirety of works unless an alternative access is agreed in writing with the landowner(s) whose access is impacted by the CSSI works.	During the audit interview, IRPL confirmed that all access associated with the rectification works was undertaken via the rail corridor. No private access roads were constructed or required for the works. The private access was maintained throughout the rectification works.		Compliant
5.51.	E	E51	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road decided through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	During the audit interview, IRPL confirmed that all access associated with the rectification works was undertaken via the rail corridor. No private access roads were constructed or required for the works.		Not Triggered
5.52.	E	E52	Where construction of the CSSI restricts the ability of a resident or landowner to access other parts of their property via a level crossing, the Proponent must, until the permanent level crossing is reinstated, supply the property with a temporary alternate level crossing access at a convenient location decided through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner. This can include other existing level crossings or a new alternative temporary level crossing access that is both safe and agreed to.	During the audit interview, IRPL confirmed that all access associated with the rectification works was undertaken via the rail corridor.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.53.	E	E53	Road Safety The CSSI (including any new overbridges, new or modified roads, and new or modified level crossings) must be designed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management. The design of any new road overbridges or new or modified roads must be developed in consultation with the relevant roads authority prior to construction of the new road overbridges or new or modified roads.	IRPL confirmed during the audit interview that no new or modified roads or bridges were part of rectification works.		Not Triggered
5.54.	E	E54	For all new overbridges, new or modified roads, and new or modified level crossings provided as part of the CSSI, the Proponent must undertake a Safe System Assessment in accordance with the Austroads Safe System Assessment Framework and Austroads Guide to Traffic Management Part 13: Safe Systems Approach to Transport Management in consultation with the relevant roads authority. For all areas identified by the Safe Systems Assessment as requiring further assessment, an independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request.	IRPL confirmed during the audit interview that no new or modified roads or bridges were part of rectification works.		Not Triggered
5.55.	E	E55	Pedestrian and Cyclist Access Safe pedestrian access must be maintained around work sites during construction. In circumstances where pedestrian and cyclist access is restricted or removed due to construction activities, an alternate route which complies with the relevant standards must be provided and signposted.	During the audit interview, IRPL confirmed that all access associated with the rectification works was undertaken via the rail corridor. No pedestrian and cyclist access was restricted or removed as evidenced during site inspection.		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.56.	E	E56	Transport Network and Connectivity Analysis (Jones Avenue Overbridge) The design and location of new road and road bridge components of the CSSI must not introduce into or increase by way of redistribution heavy vehicle movements through the residential and commercial areas of Moree. This objective must inform the comparative analysis of alternative overbridge locations required by Condition E57.	IRPL confirmed during the audit interview that no new or modified roads or bridges were part of rectification works.		Not Triggered
5.57.	E	E57	The Proponent must undertake a comparative analysis of an alternative location(s) for grade-separated road and active transport crossings of the rail corridor as an alternative(s) to the Jones Avenue overbridge. This analysis must focus on the area to the south of Moree Airport, or other location(s) identified through the Moree Special Activation Precinct (SAP) investigations and as agreed by the Planning Secretary. The analysis must consider: (a) consistency with future land use planning for Moree, with a particular focus on the proposed Special Activation Precinct and Moree Intermodal projects to the south of Moree; (b) the local and regional traffic network, including operational efficiency, and connectivity to existing and future local and regional road networks; (c) the ability for use by a range of heavy vehicles and compliance with relevant road design standards; (d) community safety and severance impact of formal or informal changes to heavy vehicle routes; (e) a risk assessment of the impacts on emergency services in accessing the community in required	This condition is not applicable under the scope of rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			timeframes in the event level crossings are blocked in Moree; (f) consideration of the environmental impacts of a relocated bridge, having regard to the CSSI's Secretary's Environmental Assessment Requirements (SEARs) dated 8 November 2016; and (g) the requirements of Condition E58.			
5.58.	E	E58	The Proponent's analysis required by Condition E57 above must consider active transport rail crossings between Moree Railway Station and Bullus Drive to address severance impacts caused by the proposal. This analysis must include: (a) potential community severance caused by the proposal; (b) pedestrian and cyclist movement patterns, existing as well as those associated with future infrastructure or strategic planning initiatives being undertaken in the locality; (c) measures to minimise informal rail corridor crossings; and (d) an assessment of potential crossings that considers: (i) demand for a crossing in that location; (ii) the distance between formal rail crossings; (iii) rail safety requirements; (iv) accessibility in accordance with the Disability Discrimination Act 1992; (v) pedestrian safety and security, including Crime Prevention Through Environment Design (CPTED); and (vi) pedestrian access during extended severance events, including a train breakdown blocking level crossings.	This condition is not applicable under the scope of rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.59.	E	E59	The analysis required by Conditions E57 and E58 must be prepared in consultation with Moree Plains Shire Council, Transport for NSW, the Special Activation Precinct Team within the Department of Planning, Industry and Environment, emergency services, the affected community, including but not limited to the Moree Local Aboriginal Land Council and the East Moree community. Evidence of such consultation must be provided as part of the analysis. The analysis must clearly justify the chosen bridge location and be undertaken prior to construction of the Jones Avenue bridge or within one year of project determination (whichever is earlier). The analysis must be provided to the Planning Secretary for approval or form part of a project modification under section 5.25 of the EP&A Act. The approved crossings (including vehicular, cycle and pedestrian crossings) must be completed by 2025, unless otherwise approved by the Planning Secretary. Note: 2025 is specified as the anticipated commencement of operation of the entire Inland Rail project. Should this timeframe change, the Proponent should seek the approval of the Planning Secretary to vary the completion date of the crossings.	This condition is not applicable under the scope of rectification works.		Not Triggered
	E		SPOIL MOUNDS			
5.60.	E	E60	Permanent spoil mounds are to be located: (a) within the existing rail corridor; (b) at least 50 metres from any watercourse or culvert or where the rail formation is predicted to be overtopped during a flood event; (c) at least 500 metres from any residence; and (d) outside the drip lines of trees located on private property.	No permanent spoil mounds were observed along the rail alignment during the site inspection. IRPL confirmed during the audit interview that no permanent spoil mounds are located within rail corridor.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Note: For the purpose of Condition E60(d), the Proponent must not affect trees outside of the rail corridor for the purpose of preventing those trees' driplines overhanging spoil mounds.			
5.61.	E	E61	Spoil mounds are to comply with the following requirements: (a) maximum height must not exceed the top height of the upgraded rail line; (b) not result in the clearing or covering of native vegetation beyond that described in the documents listed in Condition A1; (c) not result in heritage impacts beyond that described in the documents listed in Condition A1; (d) not result in additional changes to the upstream flooding regime beyond those described in the documents listed in Condition A1; (e) not affect the downstream flood regime; (f) not impede the flow of water through culverts; (g) not contain any contaminated soil classified as unsuitable for the proposed land use, acid sulphate soils or green waste; (h) are to be stabilised during construction of the CSSI; and (i) are to be stabilised prior to operation of the CSSI.	No permanent spoil mounds were observed along the rail alignment during the site inspection. IRPL confirmed during the audit interview that no permanent spoil mounds are located within rail corridor.		Not Triggered
	E		VISUAL AMENITY			
5.62.	E	E62	The construction and operation of the parts of the CSSI located within 200 kilometres of the Siding Spring Observatory, must comply with the 'Good Lighting Design Principles' as described in the Department's 'Dark Sky Planning Guideline'.	IRPL confirmed during the audit interview that the rectification works did not involve any changes to the existing permanent lighting. No lighting-related complaints were received under the rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.63.	E	E63	The Proponent must construct and operate the CSSI with the objective of minimising light spillage to residences. All lighting associated with the construction and operation of the CSSI must be consistent with the requirements of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting. Notwithstanding, the Proponent must provide mitigation measures to manage any residual night-lighting impacts to protect residences adjoining or adjacent to the CSSI, in consultation with affected landowners.	IRPL confirmed during the audit interview that the rectification works did not involve any changes to the existing permanent lighting. No lighting-related complaints were registered during the Audit Period.		Not Triggered
5.64.	E	E64	The Proponent must consult with all landowners whose visual amenity from their residence is identified as highly impacted by the CSSI (as per Table 5 of Technical Report 10 in the EIS) to determine the mitigation measures that will be implemented to maintain visual amenity. The Proponent must come to an agreement with the landowner on the mitigation measures and implement the measures prior to the operation of the CSSI.	IRPL confirmed during the audit interview that the rectification works did not involve any changes to the existing permanent lighting. No lighting-related complaints were registered received under the rectification works.		Not Triggered
	E		HERITAGE			
5.65.	E	E65	The Proponent must not destroy, modify or otherwise physically affect any heritage items, including Aboriginal objects, outside of the CSSI construction boundary.	Sighted Briefing Note from IRPL Senior Heritage Advisor, dated 19 May 2026. The briefing note documents the completion of the repatriation of Aboriginal cultural heritage artefacts salvaged during the Narrabri to North Star (SP1) Inland Rail project. A total of 1,439 stone artefacts were recovered during archaeological salvage works in 2021, with 1,382 artefacts repatriated to Country and 57 artefacts retained by Moree Local Aboriginal Land Council under a safekeeping arrangement. The repatriation fieldwork was successfully completed on 7 May 2026, and the reburial		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				site was subsequently registered in AHIMS as a restricted Aboriginal heritage site (AHIMS #07-1-0003). IRPL confirmed during the audit interview that the rectification works did not result in any impacts on heritage items/values.		
5.66.	E	E66	The Proponent must not harm, modify, or otherwise impact human remains uncovered during the construction of the CSSI.	IRPL confirmed during the audit interview that no human remains were uncovered as part of the rectification works.		Not Triggered
5.67.	E	E67	Identified impacts to heritage items must be minimised through both design and construction. The measures for ensuring this are to be detailed in the Construction Heritage Management Sub-Plan required by Condition C4.	IRPL confirmed during the audit interview that no impacts to heritage items were identified within the scope of the rectification works.		Not Triggered
5.68.	E	E68	Non-Aboriginal Heritage The Proponent must undertake Heritage Photographic Archival Recordings (of heritage items and potential heritage items associated with the existing rail line (including culverts/underbridges with timber components and former rail station sites) which have been identified for demolition in the EIS and Submissions Report. The photographic recording of items with a statutory listing must be undertaken in accordance with NSW Heritage Division guidelines. The photographic recording of items with potential heritage significance but no statutory listing may be undertaken in accordance with ARTC's Archival Recording Standard.	IRPL confirmed during the audit interview that heritage photo archival was actioned prior to the stage 1 construction. This condition is not applicable for rectification works.		Not Triggered
5.69.	E	E69	The design of any proposed works or alterations to TfNSW assets, including but not limited to railway stations at Edgeroi, Bellata, Gurley and Moree must be developed in consultation	IRPL confirmed during the audit interview that consultation was undertaken during		Not Triggered

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			with and endorsed by TfNSW prior to the commencement of works affecting these assets.	stage 1 construction. This condition is not applicable for rectification works.		
5.70.	E	E70	Aboriginal Heritage Prior to the commencement of investigation activities within the expanded construction footprint identified in the SPIR, the Proponent must prepare a methodology for archaeological investigation in consultation with DPC Heritage and Registered Aboriginal Parties (RAPs).	This condition is not applicable for rectification works.		Not Triggered
5.71.	E	E71	Prior to the commencement of any construction works within areas identified as requiring archaeological investigation by the methodology required by Condition E70 the Proponent must: (a) Undertake archaeological investigations; and (b) report on the results of the archaeological investigation, including, but not necessarily be limited to: (i) consideration of measures to avoid or minimise disturbance to Aboriginal objects where objects of moderate to high archaeological or cultural significance are found to be present; (ii) where impacts cannot be avoided, recommendations for any further investigations or salvage; (iii) management and mitigation measures to ensure there are no additional impacts due to preconstruction and construction activities; and (iv) demonstration of additional consultation with the Registered Aboriginal Parties about items i) to iii).	This condition is not applicable for rectification works.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.72.	E	E72	The methodology required by Condition E70 and the report required by Condition E71 must be provided to the Planning Secretary for information and its results incorporated into the Construction Heritage Management Sub Plan required by Condition C4.	This condition is not applicable for rectification works.		Not Triggered
	E		LAND USE AND PROPERTY			
5.73.	E	E73	Dilapidation Surveys and Rectification The Proponent must undertake dilapidation surveys on the current condition of surface and sub-surface structures owned by third parties and identified at risk from vibration. The dilapidation surveys must be prepared by a suitably qualified and experienced person(s).	IRPL confirmed during the audit interview that there were no nearby structures within the vicinity of the rectification works; therefore, dilapidation surveys were not required.		Not Triggered
5.74.	E	E74	The results of the dilapidation surveys must be provided to the relevant owners of surface and sub-surface structures for review prior to the commencement of potentially impacting works.	IRPL confirmed during the audit interview that there were no nearby structures within the vicinity of the rectification works; therefore, dilapidation surveys were not required.		Not Triggered
5.75.	E	E75	Subsequent dilapidation surveys must be undertaken to assess damage to the surface and sub-surface structures that may have resulted from the construction of the CSSI within three months of the completion of construction, unless otherwise agreed by the Secretary.	IRPL confirmed during the audit interview that there were no nearby structures within the vicinity of the rectification works; therefore, dilapidation surveys were not required.		Not Triggered
5.76.	E	E76	The results of the subsequent dilapidation surveys for each surface and sub-surface structure surveyed must be provided to the relevant owners of the structures within one (1) month of undertaking the surveys.	IRPL confirmed during the audit interview that there were no nearby structures within the vicinity of the rectification works; therefore, dilapidation surveys were not required.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.77.	E	E77	The Proponent must carry out rectification at its expense and to the reasonable requirements of the surface and sub-surface structure owner(s) within three (3) months of completion of the post-dilapidation surveys unless otherwise agreed with the owner of the affected surface and sub-surface structure.	IRPL confirmed during the audit interview that there were no nearby structures within the vicinity of the rectification works.		Not Triggered
5.78.	E	E78	Rehabilitation Any agreements for the temporary use of land for construction purposes must provide for the rehabilitation of that land and any structures on it to its pre-construction state, unless otherwise agreed with the landowner.	IRPL confirmed during the audit interview that access to private land was required to facilitate rectification works at the affected waterways. Access arrangements were agreed with the relevant landowners prior to commencement of the works. Sighted a lease agreement between IRPL and CALDTAV Pty Ltd for the Boggy Creek area, covering the period from 3 November 2025 to 2 November 2026. Signatures of the relevant parties were noted on the agreement.		Compliant
	E		SUSTAINABILITY			
5.79.	E	E79	The CSSI must achieve a minimum 'excellent' rating for both 'Design' and 'As built', under the Infrastructure Sustainability Council of Australia infrastructure rating tool [version 1.2 or 2.0], or through the use of an equivalent process or an equivalent level of performance using a demonstrated equivalent rating tool.	Provided letter to DPHI, dated 18 September 2024, confirming that an As Built 'Excellent' rating had been achieved for stage 1 construction. Sighted email from Infrastructure Sustainability Council, dated 1 August 2024, with an excellent level with a score of 58. This condition is not triggered for rectification works.		Not Triggered
	E		SOILS			

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
5.80.	E	E80	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise any water pollution. When implementing such controls, any relevant guidance in the Managing Urban Stormwater series must be considered.	Rectification works were completed at the time of the site inspection. Erosion and sediment controls were observed to be appropriately implemented; Although, given that the works are complete and the site is undergoing demobilisation, temporary controls such as coir logs and sediment fencing will be removed as advised by IRPL.		Compliant
5.81.	E	E81	Contaminated Sites In the event that soils suspected to be contaminated are unexpectedly found, the Proponent must engage a suitably experienced and qualified contaminated land consultant to undertake further investigations to determine the type and extent of any contamination. The investigation must be undertaken in accordance with guidelines made or approved under the Contaminated Land Management Act 1997 (NSW). The results of the investigation must be documented in a Site Contamination Assessment Report.	IRPL confirmed during the audit interview that no contamination finds were identified during the rectification works.		Not Triggered
5.82.	E	E82	Where the results of site investigations required by Condition E81 indicate that the contamination poses unacceptable risks to human health or the environment under either the present or proposed land use, the Proponent must engage a suitably experienced and qualified contaminated land consultant to develop and implement any necessary remediation measures. The remediation measures must be documented in a Remediation Report.	IRPL confirmed during the audit interview that no contamination finds were identified during the rectification works.		Not Triggered
5.83.	E	E83	If remediation is required under Condition E82, a Site Audit Statement and Site Audit Report must be prepared by a NSW EPA Accredited Site Auditor. Contaminated land must not be used for the purpose approved under the terms of this approval until a Site Audit Statement determines the land is suitable for	IRPL confirmed during the audit interview that no contamination finds were identified during the rectification works.		Not Triggered

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			that purpose and any conditions on the Site Audit Statement have been complied with.			
5.84.	E	E84	Nothing in Conditions E81 to E83 prevents the Proponent from preparing a single Site Contamination Report or Remediation Report or obtaining a single Site Audit Statement and Site Audit Report for the entire CSSI.	IRPL confirmed during the audit interview that no contamination finds were identified during the rectification works.		Not Triggered
5.85.	E	E85	An Unexpected Contaminated Land and Asbestos Finds Procedure must be prepared before the commencement of construction and must be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during construction.	IRPL confirmed during the audit interview that the Unexpected Discovery of Contaminated Land Procedure (Contaminated Land, Asbestos Containing Material and Acid Sulfate Soils) was prepared prior to the commencement of stage 1 construction and remained unchanged for rectification works. The procedure is included in Appendix C of the CSWMP, dated 20 January 2025. No unexpected contamination finds or contamination incidents were reported during the audit period.		Not Triggered
	E		AIR QUALITY			
5.86.	E	E86	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	Rectification works were completed at the time of the site inspection. No dust emissions were observed during the inspection. The disturbed areas had been stabilised using hydromulch and seeding, with vegetation establishment evident across the site. Refer to the site inspection photos under Appendix G.		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
	E		WASTE			
5.87.	E	E87	Waste generated during construction and operation is to be dealt with in accordance with the following priorities: (a) waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced; (b) where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered in accordance with the requirements of the Protection of the Environment Operations Act 1997 and its regulations; and (c) where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed of at a waste management facility or premise lawfully permitted to accept the materials or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste.	Construction Environmental Management Plan document no. 6-0000-260-EAP-00-RP-0001, Rev. A, dated 28 January 2025 was provided as part of this audit. Section 8.7.6 “Waste and Resource Recovery” describes the management measures to reduce waste, reuse or recycled waste and disposal process. IRPL confirmed during the audit interview that only concrete waste is generated during rectification works and MacKellar Excavations (MEX) engaged for waste & recycling services with EPA licence no. 20262.		Compliant
5.88.	E	E88	The importation of waste and the storage, treatment, process, reprocessing or disposal of such waste must comply with the conditions of the current EPL for the CSSI, or be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, as the case may be.	IRPL confirmed during the audit interview that there has been no importation of waste material for rectification works.		Not Triggered
5.89.	E	E89	Waste must only be exported to a site licensed by the EPA for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste.	Concrete waste generated during the rectification works. MacKellar Excavations (MEX) engaged for waste & recycling services as per evidence presented. MEX is EPA approved with licence number 20262.		Compliant

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			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.	Following delivery dockets were sighted as evidence: - Docket Q49028/1, dated 3 December 2025, documenting the disposal of 39.52 tonnes of concrete waste. - Docket Q49049\1, dated 4 December 2025, documenting the disposal of 40.24 tonnes of concrete waste.		
5.90.	E	E90	All waste generated during construction and operation must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	Concrete waste generated during the rectification works. MacKellar Excavations (MEX) engaged for waste & recycling services as per evidence presented. MEX is EPA approved with licence number 20262. Following delivery dockets were sighted as evidence: - Docket Q49028/1, dated 3 December 2025, documenting the disposal of 39.52 tonnes of concrete waste. - Docket Q49049\1, dated 4 December 2025, documenting the disposal of 40.24 tonnes of concrete waste.		Compliant
6.	PART	APPX B	WRITTEN INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS			
6.1.	APPX B	1	A written incident notification addressing the requirements set out below must be emailed to the Department at the following address: compliance@planning.nsw.gov.au within seven days after the Proponent becomes aware of an incident. Notification	IRPL confirmed during the audit interview that no notifiable or reportable incidents have occurred during the audit period.		Not Triggered

ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			is required to be given under this condition even if the Proponent fails to give the notification required under Condition A41 or, having given such notification, subsequently forms the view that an incident has not occurred.			
6.2.	APPX B	2	Written notification of an incident must: (a) identify the SSI and application number; (b) provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident); (c) identify how the incident was detected; (d) identify when the Proponent became aware of the incident; (e) identify any actual or potential non-compliance with conditions of approval; (f) describe what immediate steps were taken in relation to the incident; (g) identify further action that will be taken in relation to the incident; and (h) identify a project contact for further communication regarding the incident.	IRPL confirmed during the audit interview that no notifiable or reportable incidents have occurred during the audit period.		Not Triggered
6.3.	APPX B	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.	IRPL confirmed during the audit interview that no notifiable or reportable incidents have occurred during the audit period.		Not Triggered
6.4.	APPX B	4	The Incident Report must include: (a) a summary of the incident;	IRPL confirmed during the audit interview that no notifiable or reportable incidents have occurred during the audit period.		Not Triggered



ID No.	CSSI Part	Req. No.	SSI 7474 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			(b) outcomes of an incident investigation, including identification of the cause of the incident; (c) details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and (d) details of any communication with other stakeholders regarding the incident.			

Appendix F – Consultation

DPHI:

From: Nick Ballard
Sent: Monday, 18 May 2026 11:30 AM
To: sanan.qasim@bureauveritas.com
Cc: barbara.pater@bureauveritas.com
Subject: RE: Independent Environmental Audit - Narrabri to North Star Phase 1

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

Dear Sanan,

Thank you for your email advising that you will be undertaking the Independent Environmental Audit for the Inland Rail – Narrabri to North Star Phase 1 project (rectification works), and for seeking the Department's input into the proposed audit scope and stakeholders to be consulted.

At this stage, the Department does not have any additional specific issues or areas of focus to nominate beyond the audit scope you have outlined (i.e., assessment against the relevant conditions of approval and the Independent Audit Post Approval Requirements).

The Department also does not require any additional agencies or stakeholders to be contacted for the purposes of scoping this audit. Please document in the audit report that consultation with the Department was undertaken and that no additional focus areas/stakeholders were nominated.

Best Regards

Nick Ballard

Team Leader Compliance – Far North Region
Planning Compliance | Development Assessment & Sustainability
Department of Planning, Housing and Infrastructure

PO Box 72, Murwillumbah NSW 2484 | Level 1, 135 Murwillumbah Street, Murwillumbah NSW 2484

Working days Monday to Friday - 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.



If you are submitting a compliance document or request as required under the conditions of consent or approval, please note that the Department is no longer accepting lodgement via compliance@planning.nsw.gov.au. Please submit all post approval documents online, via the Major Projects website. To do this, please refer to the instructions available [here](#).

I acknowledge the traditional custodians of the land and pay respects to Elders past and present. I also acknowledge all the Aboriginal and Torres Strait Islander staff working with NSW Government at this time.

Please consider the environment before printing this email.

From: Sanan Qasim <sanan.qasim@bureauveritas.com>
Sent: Thursday, 14 May 2026 8:43 AM
To: DPE PSVC Compliance Mailbox <compliance@planning.nsw.gov.au>
Cc: Barbara Pater <barbara.pater@bureauveritas.com>
Subject: Independent Environmental Audit - Narrabri to North Star Phase 1

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 – Narrabri to North Star Phase 1 project (rectification works), as required under the Conditions of Consent SSI 7474.

The audit will be undertaken on 2 June 2026 and will assess compliance with Schedule 2, Parts A, B, C and E, and relevant appendices of SSI 7474.

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
in 📷 f 📺

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This message may contain confidential information. To know more, please click on the following link:
<https://disclaimer.bureauveritas.com>

Appendix G – Audit Photos

Site Inspection Photos

Site Inspection Photos – 20 May 2026

Pan Creek



Rock mattress installed downstream of the culvert at Pan Creek as part of the rectification works.



Rock mattress installed downstream of the culvert at Pan Creek as part of the rectification works.

Site Inspection Photos – 20 May 2026



Jute mesh and hydromulch applied to creek embankments as part of the rectification works.



Jute mesh and hydromulch applied to creek embankments as part of the rectification works

Site Inspection Photos – 20 May 2026



Rock-armoured basin within the reconstructed creek channel.

Bulldog Creek



Downstream view of the culvert crossing showing rock mattresses in creek bed and behind head walls

Site Inspection Photos – 20 May 2026



Downstream basin comprising riprap and vegetated swale



Rock lined basin downstream of the culvert, with vegetation evident above batters and in swale

Site Inspection Photos – 20 May 2026



Rehabilitated creek embankments treated with jute mesh and hydromulch.



Replacement of defective level crossing rubber panels completed.

Site Inspection Photos – 20 May 2026



Replacement of defective level crossing rubber panels completed.

Boggy Creek



Rock mattress installed across the width of the culvert crossing.

Site Inspection Photos – 20 May 2026



Swale drain installed connecting the small culvert crossing to the rock-armoured culvert crossing. The swale has been stabilised using jute mesh and hydromulch as part of the rectification works.



Connection of swale drain to the rock mattress at culvert crossing. The swale has been stabilised using jute mesh and hydromulch as part of the rectification works.

Site Inspection Photos – 20 May 2026



Rock-armoured basin within the reconstructed creek channel.



Rehabilitated batter stabilised with jute mesh and hydromulch.

Site Inspection Photos – 20 May 2026



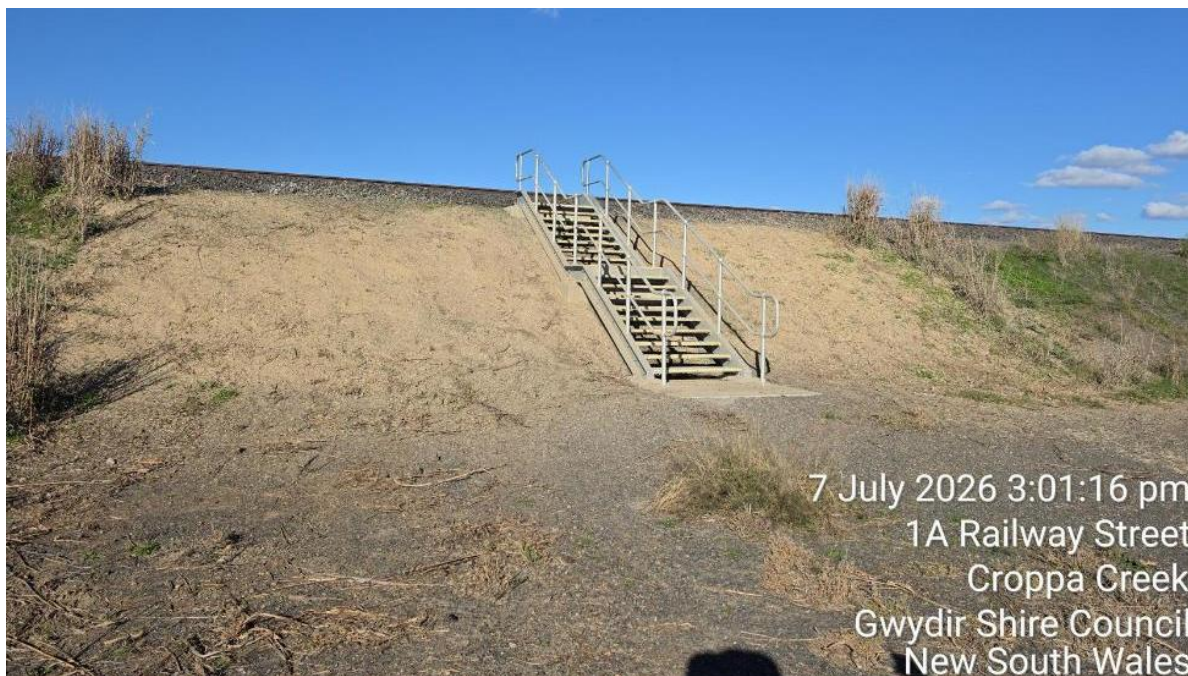
Discussion on site regarding installation of clean water diversions to reduce ponding and support long term stability of the rectification works.

Croppa Creek

Site Inspection Photos – 20 May 2026



Minor drainage works at Croppa Creek comprising culvert installation and rock protection.



Staircase installed on the embankment at Croppa Creek to provide safe access to the maintenance track for inspection and maintenance activities, and batter stabilised with jute mesh and hydromulch.

Site Inspection Photos – 20 May 2026

North Star



Additional culverts and associated rock armouring installed at LX 3165 as part of the rectification works.



Rehabilitated swale drain and associated rock mattress at LX 3165.

Site Inspection Photos – 20 May 2026



Solar-powered level crossing signal infrastructure installed at LX 3166.



Solar-powered level crossing signal infrastructure installed at LX 3166.

Site Inspection Photos – 20 May 2026

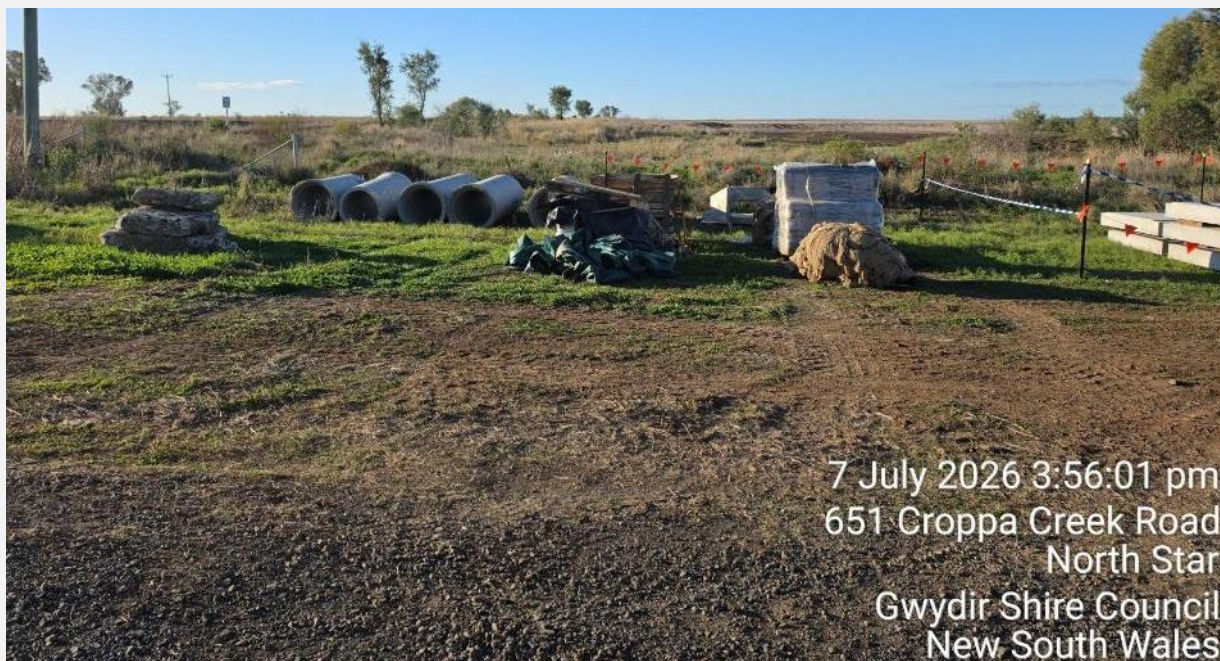


Rehabilitated swale drain and associated rock mattress adjacent to LX3166.

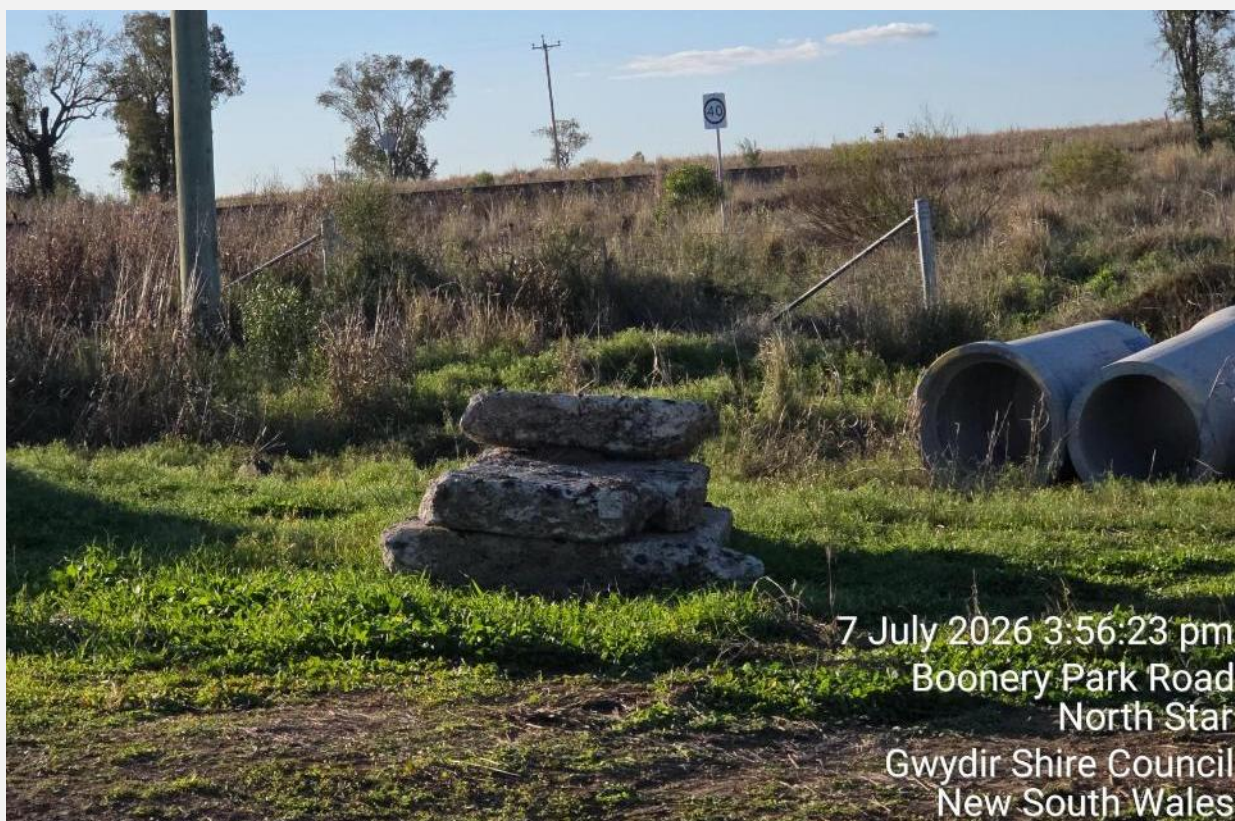


Existing culvert crossing with rock armouring as part of the rectification works adjacent to LX3166.

Site Inspection Photos – 20 May 2026



Rectification works completed, with demobilisation activities in progress and remaining construction materials awaiting removal from site.



Residual concrete material from the rectification works awaiting off-site transport for recycling as part of the final demobilisation and site clean-up activities.



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