

Inland Rail – Albury to Illabo

Independent Environmental Audit Report #2

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

Audit Reference:	A01535-02
Audit Organisation:	Inland Rail (Proponent) Martinus Rail (Contractor)
Auditors:	Grant Brown – Lead Auditor Sanan Qasim – Auditor
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This report has been prepared and reviewed in accordance with our quality control system.

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Date: 16 December 2025

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Abbreviations and Definitions

A2I	Albury to Illabo section of Inland Rail
AA	Acoustic Advisor
CEMP	Construction Environmental Management Plan
CIZ	Construction Impact Zone
CPESC	Certified Professional in Erosion and Sediment Control
DPHI	NSW Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Assessment
ER	Environmental Representative
ESCP	Erosion and Sediment Control Plan
IEA	Independent Environmental Auditor
J2I	Junee to Illabo section within the project
SSI	State Significant Infrastructure

Executive Summary

Inland Rail and Martinus Rail are delivering the Albury to Illabo (**A2I**) section of the Inland Rail program under a collaborative construction model. The A2I section includes enhancements along approximately 185km of existing rail corridor from the Victoria-NSW border to Illabo in regional New South Wales. Enhancement works includes track realignment, lowering and/or modification within the existing rail corridor, modification, removal or replacement of bridge structures (rail, road and/or pedestrian bridges), raising or replacing signal gantries, level-crossing modifications and other associated works.

This Independent Environmental Audit (**IEA**) report presents the outcomes of the assessment of environmental controls established by Inland Rail and Martinus Rail against the requirements of the State Significant Infrastructure conditions SSI-10055 for the Inland Rail – Albury to Illabo. The audit was conducted by The APP Group (**APP**) on Tuesday 28th and Wednesday 29th October 2025, covering the relevant conditions of Schedule 2 Parts A, B, C, D, E and Appendix A of SSI-10055.

This is the second IEA on the project, covering the review of environmental documentation, records, and site inspections for the Inland Rail – Albury to Illabo works during the period 1st May to 29th October 2025. This report is based on the result of sampling and supplied documentation/records, as well as the site activities during the audit on 28th and 29th October 2025, and additional documentation as provided up to 5th November 2025.

Martinus Rail demonstrated reasonable implementation of controls during the audit period to address environmental impacts. The following key strengths were noted:

- ▶ Clean organised site compounds
- ▶ Well positioned environmental monitoring for air quality & noise.
- ▶ Continued community initiatives in supporting of local accommodation and facilities during possessions

1.1. Findings

Three (3) non-compliance and three (3) opportunities for improvement were identified during this audit:

Audit Rating and Ref	Condition of Consent	Audit Finding Details	Audit Recommendations
Non-compliance A2I-02_NC-01	A7. Any document that must be submitted or action taken within a timeframe specified in or under the terms of this approval, may be submitted or undertaken within a later timeframe agreed in writing with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident or a non-compliance.	A self-identified non-compliance was raised due to the failure to submit the Quarterly Monitoring Report by the extended deadline of 13 October 2025.	It is recommended that all future monitoring reports and documentation be submitted by their respective due dates to ensure compliance with Condition A7.
Non-compliance A2I-02_NC-02	C7. The CEMP Sub-plans must state how: b) the mitigation measures identified in the documents listed in Condition A1 will be monitored and implemented;	The mitigation measures identified in Chapter 23 of the EIS, Waste and resource management, have not been implemented. Section 23.5.2 Mitigation measures requires that at Detailed Design/pre-construction phase, <i>a spoil management strategy would be developed to define the preferred approach to managing spoil (WM2).</i> The Construction Waste Contamination and Hazardous Materials Management Plan Rev. 1, Section 6.1.1 Sampling, Analysis, and Quality Plan determines	Spoil Management Strategy must be finalised immediately to ensure the effective management of excavated material.

Audit Rating and Ref	Condition of Consent	Audit Finding Details	Audit Recommendations
		that site investigations will be undertaken as required to inform the detailed design and the subsequent management and classification of waste soil. The plan further states that following the development of the SAQP, site investigations will be completed across the project to ensure that potential risks to the project works as a result of contamination present at the site are mitigated, and that any excavated material would be suitably managed in accordance with the Soil and Water Management sub-plan and the spoil management strategy (mitigation measure WM2). Site investigations are underway, however a Spoil Management Strategy to determine the effective management of excavated material has not been finalised or approved for use on site.	
Non-compliance A2I-02_NC-03	C8. The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority about the use and management of roads and include measures to: l) identify construction vehicle routes not identified in the documents listed in Condition A1 and in accordance with Condition E138;	A site inspection of the Albury Riverina Station paid particular attention to the implementation of the Precinct Traffic Management Sub-Plan – Stage B – Albury LGA Precinct General (5-0052-210-PMA-B0-PL-0001, Rev. 0 25/08/2025). Section 3.2.6 of the PTMP notes that Gate A4 is access only and that <i>“Acceleration requirements are not applicable considering the entry only nature of the Gate movements”</i>. However, site observations at Albury Riverina Station noted that Gate A4 is also used for egress from site directly into a 110km/hr highway on-ramp. There has been no risk assessment of site egress from Gate A4 in the TMP.	It is recommended that site traffic cease using this gate as an egress point until such time that a risk assessment deems the action safe and that appropriate mitigation measures are put in place to ensure safe egress from site. The PTMP and CTTAMP must be updated to include these measures.
Opportunity for Improvement A2I-02_OFI-01	A8. Where the terms of this approval require consultation to be undertaken, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation.	The Consultation Report – Juneey Yard Flood Design Report (Rev. 0, dated 23/09/2025) has not yet been submitted to the Department.	All consultation undertaken as part of the project should be submitted to the Department to ensure transparency and compliance with Condition A8.
Opportunity for Improvement A2I-02_OFI-02	C33. The CMP(s), as approved or endorsed (as relevant), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the	The Environmental Work Method Statement (EWMS) – Vegetation Clearing and Grubbing was last revised on 7 March 2025, which exceeds the recommended 6-month review interval.	It is recommended that EWMS should be reviewed at least every six months to ensure they remain current and reflect any changes in site conditions or requirements. Additionally, a

Audit Rating and Ref	Condition of Consent	Audit Finding Details	Audit Recommendations
	Planning Secretary, whichever is the greater.		revision table should be included in each EWMS to maintain traceability of updates.
Opportunity for Improvement A2I-02_OFI-03	E88. Consultation on Noise Barriers and Noise Mitigation The Proponent must prepare a consultation strategy to seek feedback from directly affected landowners, Council and, TfNSW (where it impacts a classified road) on proposed noise and vibration mitigation measures. The consultation strategy must be submitted to the Planning Secretary for approval one month prior to consultation commencing.	The ONVR Consultation Strategy Rev. 2 has been issued for use; however, the approver's signature and approval date are missing.	It is recommended to ensure that all controlled documents include the required approvals (signature and date) prior to issue.

Four Site Observations and one Recommendation was raised during the site inspection carried out on 29 October 2025 as follows:

1. **A2I-02_OBS-01:** It was noted that sediment fence installed at Edmondson Street site was not trenched into the ground. It is recommended to review the controls and ensure that sediment fence is properly trenched. CPESC to review the site.
2. **A2I-02_OBS-02:** The sediment fence was taken down to access the corridor at the Edmondson Street site. It is recommended to review the controls and consider movable controls to be installed at the access point. CPESC to review the site.
3. **A2I-02_OBS-03:** It was noted that SDS for chemicals stored in the chemical storage area at the Edmondson Street site were not available at the time of inspection. It is recommended to ensure that SDS for all chemicals stored on site are readily accessible at all times.
4. **A2I-02_OBS-04:** It was observed that no protective controls were installed around the live drain pits at the Albury Yard site. It is recommended to install appropriate sediment and erosion controls around all live drain pits to ensure compliance with site management requirements. CPESC to review the site.
5. **A2I-02_REC-01:** Flagging has been installed to delineate the clearing and grubbing area at the Billy Hughes Bridge site. However, a couple of trees are located very close to the flagging line and at risk of impact from traffic. It is recommended that these trees be secured and protected during the clearing and grubbing activities.

2. Introduction

2.1 Background

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

The Inland Rail – Albury to Illabo Project was classified as State Significant Infrastructure (**SSI**) by the NSW Department of Planning, Housing and Infrastructure, requiring compliance with the conditions as set out in Schedule 2 of Infrastructure Approval SSI-10055, approved on 8 October 2024. Inland Rail is the Proponent for the project and has appointed Martinus Rail as contractor.

The Environmental Impact Statement (**EIS**) was prepared and finalised in August 2022 to assess the impacts of construction and operation of the Project and was placed on public exhibition between 17 August 2022 and 28 September 2022.

Inland Rail notified the NSW Department of Planning, Housing and Infrastructure (**DPHI**) that construction was anticipated to commence on 12 February 2025.

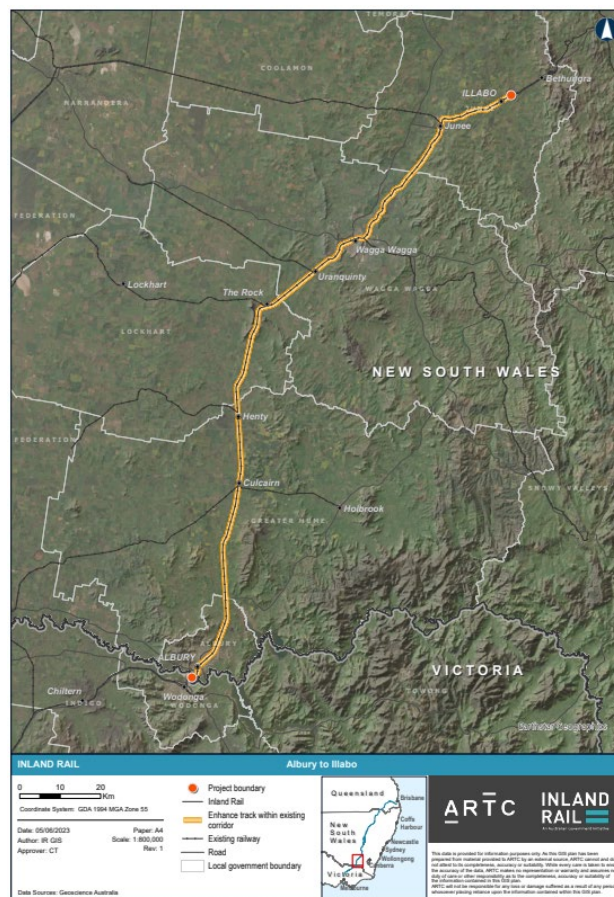


Figure 1. Albury to Illabo Project Map

2.2 Independent Environmental Audit

Inland Rail engaged APP to undertake an independent environmental audit on the Albury to Illabo package. This is the second Independent Environmental Audit undertaken by APP. The audit was undertaken in compliance with SSI-10055 Condition A31 whereby:

“Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).”

2.3 Project Details

Project Details	
Project Name	Inland Rail – Albury to Illabo
Project Application No.:	SSI-10055
Project Address:	80 Bomen Road, Bomen NSW 2650
Project Phase:	Construction – Stage A
Project Activity Summary:	The following is a summary of the works that were in progress at the time of audit: ▶ Stage B Construction Works ▶ Edmonson Bridge works ▶ Wagga Wagga Station pedestrian bridge partial removal preparation ▶ Preparation for vegetation clearing – Billy Hughes Bridge site

2.4 Audit Team

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

Name	Company	Position	Certification
Grant Brown	APP	Lead Independent Environmental Auditor	C-461697
Sanan Qasim	APP	Independent Environmental Auditor	C-467153

The auditor approval letter from DPHI for this audit is attached as [Appendix C](#) with the Independent Audit declaration form included as [Appendix D](#).

3. Audit Objectives and Scope

3.1 Audit Objectives

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

3.2 Audit Scope

The scope of this audit comprised a review of the Project compliance with Schedule 2, SSI-10055 Conditions, Parts A, B, C, E and Advisory Notes, including the following:

- ▶ Review of implementation of management plans and monitoring programs, including:
 - Construction Environmental Management Plan – Stage B
 - Construction Noise & Vibration Management Plan – Stage B:
 - Construction Noise & Vibration Monitoring Program – Stage B
 - Construction Soil and Water Management Plan – Stage B:
 - Construction Soil and Water Monitoring Program – Stage B
 - Construction Traffic, Transport and Access Management Plan – Stage B
 - Construction Biodiversity Management Plan – Stage B
 - Flooding and Bushfire Emergency Management Plan – Stage B
 - Construction Waste Contamination and Hazardous Materials Management Plan – Stage B
 - Heritage Interpretation Plan
- ▶ Community Communications Strategy
- ▶ Site inspections conducted to date
- ▶ Review of the environmental performance on the project
- ▶ Review of environmental records
- ▶ Interviews with site personnel
- ▶ Consultation with stakeholders

3.3 Audit Period

This is the second IEA on the project, covering the review of environmental documentation, records, and site inspections for the Inland Rail – Albury to Illabo works during the period 1st May to 29th October 2025. This report is based on the result of sampling and supplied documentation/records, as well as the site activities during the audit on 28th and 29th October 2025, and additional documentation as provided up to 10th November 2025.

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

APP developed the audit scope and checklists based on the Infrastructure Requirements set out in the SSI-10055 Approval Conditions. Refer to [Appendix E](#) of this report. As a requirement of the IAPAR 2020 guidelines, this audit was undertaken within 26 weeks of the previous IEA site inspection. 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 – refer to [Section 3.6](#) and [Appendix F](#) of this report.

4.3 Audit Process

Refer to Audit Agenda as included under [Appendix A](#).

4.3.1 Opening Meeting

An opening meeting was held with personnel from Inland Rail and Martinus Rail as per the Audit Attendance Sheet ([Appendix B](#)) at 2:00pm on 28th October 2025.

Key items were discussed during each 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 Schedule 2 Approval Conditions, the *Independent Audit Post Approval Requirements* (IAPAR 2020), and the methodology to be applied, and
- ▶ Confirmation of resources required to undertake the audit.

Refer to Audit Attendance form included as part of [Appendix B](#).

4.3.2 Conduct of Audit

Audit activities included the following:

- ▶ Review of the project documentation (CEMP, Sub-Plans and monitoring programs) and records to verify compliance with the SSI-10055 conditions,
- ▶ Conduct of a site inspection to review implementation of mitigation measures and environmental controls,
- ▶ Conduct of the audit based on the checklist with the Conditions of Consent, interviews with personnel and review of records provided as evidence of compliance,
- ▶ Discussion of any identified findings and actions noted during the site inspection, and
- ▶ Review of records provided as evidence of compliance.

4.3.3 Closing Meeting

The closing meeting was held online at 10:30am on 4th November 2025 with representatives of Inland Rail and Martinus Rail. General feedback and the audit findings were discussed during the closing meeting.

The APP auditors acknowledged the efforts made in preparing for the audit, cooperation, and openness of all personnel during the conduct of this audit.

4.4 Interviewed Persons

Name and position of persons interviewed:

Table 1- Personnel Interviewed

Name	Organisation	Position
Teiya Thornberry	Martinus Rail	Site Environmental Lead
Rachel Don-Wauchope	Martinus Rail	Environmental Advisor
David Lamb	Martinus Rail	Environmental Advisor
Chris Standing	Martinus Rail	Environmental Manager
Jessica Jackson	Inland Rail	Stakeholder and Engagement Lead
Luke Ryalls	Inland Rail	Senior Environmental Advisor
Rachel Labruyere	Inland Rail	Environmental Manager – A2P
Susan Kay	Inland Rail	Program Principal Advisor
David Faluyi	Inland Rail	Environmental Advisor
Tanya Myles	Inland Rail	Principal Environment Advisor - Assurance

4.5 Site Inspection

A site inspection was carried out from 7:00am to 12:00pm on Wednesday 29 October 2025 with representatives of Inland Rail and Martinus Rail.

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

4.6 Consultation

Consultation emails were sent in advance of the audit to relevant personnel at the Department of Planning, Housing and Infrastructure (DPHI) in accordance with the IAPAR 2020 requirements (Section 3.2), to request feedback about the project and highlight any focus areas for review by APP during the audit.

DPHI responded 15 September 2025 requesting to include the following:

- ▶ In addition to the consent requirements, please review the management of stormwater, noise, traffic, landscaping, waste, any out of hours operation, community consultation and complaints management.

Furthermore, APP requested further consultation with the following agencies and councils:

- ▶ Wagga Wagga City Council
- ▶ Junee Shire Council

- ▶ NSW EPA
- ▶ Transport for NSW
- ▶ NSW DCCEEW CPHR
- ▶ Crown Lands
- ▶ Heritage NSW
- ▶ NSW Rural Fire Service

Additionally, the project Environmental Representative was also consulted.

Crown Lands, NSW EPA, and the ER provided feedback. Wagga Wagga City Council, Junee Shire Council, NSW DCCEEW CPHR, Heritage NSW, Transport for NSW, and the NSW Rural Fire Service did not respond to the consultation request.

Refer to [Appendix F](#) for a copy of the consultation.

4.6.1 APP Response to consultation requirements

In response to the Department correspondence 15 September 2025, and in response to agency consultation, the following status is provided:

Request	Response	Where Addressed
Department of Planning, Housing and Infrastructure		
Management of stormwater	The management of stormwater on site is compliant. A CPESC is contracted to the project and attends site once a month. A site Observation noted unprotected live drains at Albury Station; however this has since been actioned.	Section 6.5.3 Appendix E (Schedule B Part C, Condition C13)
Management of noise, out of hours operation, community consultation and complaints management	Noise monitoring, out of hours notifications, community consultation and complaints are being managed on site.	Sections 6.2.2, 6.5.4, 6.6.4 Appendix E (Schedule B Part A, Conditions A24 – A27; Part B Conditions B7 & B9; Part C Conditions C4, C6 & C9; Part E, Conditions E68 – E79)
Management of traffic	The audit found that the project was not compliant with the implementation of the CTTAMP.	Appendix E (Schedule B Part C, Condition C8)
Management of landscaping	Landscaping on the project has yet to commence	NA

Request	Response	Where Addressed
<i>Crown Lands NSW</i>		
In regard to Crown Lands correspondence relating to the use and occupation of Crown Land parcels identified in the documents provided in the public exhibition of the PIR, I feel it would be prudent to review the progress towards achieving the approvals to authorise the occupation and use of the land parcels in consideration of the schedule of works for the project.	The proposed acquisition of 0.5ha of Crown Land at LX605 stated in the EIS has not been triggered. The detailed design has modified the crossing footprint to remain within ARTC leasehold land and avoid impact to Crown Lands.	Appendix E (Schedule B Part E, Condition E157)
<i>Environmental Protection Agency</i>		
Whether proposed noise mitigation measures are adequate to ensure compliance (as it relates to EPA Licence 21984)	Noise modelling for OOHW is undertaken as required and reviewed by the Acoustic Advisor. Noise monitoring is undertaken during noisy works.	Sections 6.2.2, 6.5.4, 6.6.4 Appendix E (Schedule B Part A, Conditions A24 – A27; Part C Conditions C4, C6 & C9; Part E, Conditions E68 – E79)
Whether proposed stormwater and wastewater control measures are adequate to ensure compliance (as it relates to EPA Licence 21984)	The management of stormwater on site is compliant. A CPESC is contracted to the project and attends site once a month. A site Observation noted unprotected live drains at Albury Station; however, this has since been actioned. Wastewater is being managed under the Construction Waste and Hazardous Materials Management Sub-Plan	Sections 6.5.3 & 6.5.7 Appendix E (Schedule B Part C, Condition C13; Part E Conditions E164 – E167)
Whether the proposed development ensures waste management is conducted in a lawful manner (as it relates to EPA Licence 21984)	Generally, waste on site is being managed under the Construction Waste and Hazardous Materials Management Sub-Plan. However, a Spoil Management Strategy to determine the effective management of excavated material has not been finalised or approved for use on site (see below).	Section 6.5.7 Appendix E (Schedule B Part C, Condition C7(b)) Appendix E (Schedule B Part E Conditions E164 – E167)

Request	Response	Where Addressed
Environmental Representative		
An emerging issue is the management of spoil for the project. Particularly how SAQP testing is being implemented to inform management of spoil, and the timing as per s6.1.1 of the Waste, Contamination and Hazardous Materials MP. This includes UMM WM2 (which requires development of a spoil management strategy).	The audit found that the project was not compliant with Condition C7(b): The CEMP Sub-plans must state how the mitigation measures identified in the documents listed in Condition A1 will be monitored and implemented. The mitigation measures identified in Chapter 23 of the EIS, Waste and resource management, have not been implemented. Site investigations are underway, however a Spoil Management Strategy to determine the effective management of excavated material has not been finalised or approved for use on site.	Appendix E (Schedule B Part C, Condition C7(b))

4.7 Audit Compliance Status Descriptors

The following audit criteria were used for the rating of audit findings.

Table 2- Audit Criteria

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.

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

5. Document Review

- ▶ Junee Yard Flood Design Report Rev. 0, dated 23/09/2025.
- ▶ Henty Yard Clearance Rev. 0, dated 17 September 2025.
- ▶ Culcairn and the Rock Yard Flood Design Reports Rev. 0, dated 22/04/2025.
- ▶ Construction Contamination and Hazardous Material Management Plan Rev. 0, dated 20 May 2025.
- ▶ Staging Report Rev. 6, document no. 6-0052-210-PES-00-RP-0001, dated 7 October 2025
- ▶ Staging Report Rev. 6, document no. 6-0052-210-PES-00-RP-0001, dated 7 October 2025
- ▶ CEMF Rev. 7, dated 8 October 2025
- ▶ CEMP Stage B Rev. 1, dated 22 August 2025
- ▶ ER Inspection Report 7 October 2025 and 5 September 2025
- ▶ Complaints Register (ref. 6-0052-210-PCS-00-RG-0001_33)
- ▶ EIS Consistency Assessment Report (Minor) – Albury Precinct
- ▶ EIS Consistency Assessment Report (Minor) – Cassidy Parade and Pearson Street Utility Adjustments
- ▶ EIS Consistency Assessment Report (Minor) – Junee Precinct Construction Boundary Changes
- ▶ EIS Consistency Assessment Report (Minor) – Kildare Catholic College
- ▶ EIS Consistency Assessment Report (Minor) – Edmondson Street Utility Adjustments
- ▶ EIS Consistency Assessment Report (Minor) – Junee to Illabo Construction Boundary Changes
- ▶ EIS Consistency Assessment Report (Minor) – Riverina Hwy Site Establishment
- ▶ EIS Consistency Assessment Report (Minor) – Wagga Wagga Precinct
- ▶ Monthly Noise and Vibration Reports for August 2025 (EMM, dated 5 September 2025) and September 2025 (by EMM, dated 7 October 2025)
- ▶ Edmonson Street 66KV Mobilisation 3 Out of Hours Works Permit 5/08/2025 - 7/08/2025 review.
- ▶ J2I September 2025 Possession Out of Hours Works Permit 12/09/2025 – 15/09/2025.
- ▶ Community Communication Strategy – A2I Rev. 4 (5-0000-210-PCS-00-ST-0001) dated 2 December 2024
- ▶ Complaints Register Rev. 37 (6-0052-210-PCS-00-RG-0001_37)
- ▶ The Construction Environmental Management Plan (CEMP) Stage B Albury to Illabo Rev. 1, document no. 6-0052-210-PMA-00-PL-00010, dated 22 August 2025
- ▶ Stage B CEMP Rev. 1, dated 22 August 2025, was endorsed by ER on 25 August 2025.
- ▶ Stage B Construction Air Quality Management Plan Rev. 1, dated 15 August 2025, was endorsed at Rev. B by the ER on 14 May 2025.
- ▶ Construction Biodiversity Management Plan Rev. 1, dated 21 August 2025.
- ▶ Construction Cultural Heritage Management Plan Rev. 3, dated 20 August 2025.
- ▶ Construction flood and bushfire Emergency Management Plan Rev. 1, dated 21 August 2025.
- ▶ Construction Noise and Vibration Management Plan Rev. 2, dated 25 August 2025.
- ▶ Construction Soil and Water Management Plan Rev. 2, dated 21 August 2025.
- ▶ Construction Traffic, Transport, and Access Management Plan Rev. 2, dated 21 August 2025.
- ▶ Construction Waste Contamination and Hazardous Materials Management Plan Rev. 1, dated 25 August 2025.
- ▶ Precinct Traffic Management Sub-Plan June LGA General Rev. 0, doc no. 5-0052-210-PMA-J0-PL-0002, dated 25 August 2025.
- ▶ Precinct Traffic Management Plan Albury LGA General Rev. 0, doc no. 5-0052-210-PMA-B0-PL-0001, dated 25 August 2025.
- ▶ Precinct Traffic Management Plan Wagga Wagga Rev. 0, doc no. 5-0052-210-PMA-W0-PL-0002, dated 11 September 2025.

- ▶ Precinct Traffic Management Plan Lockhart LGA Rev. 0, doc no. 5-0052-210-PMA-G4-PL-0001, dated 11 September 2025.
- ▶ Construction Noise and Vibration Management Plan Rev. 2, document no. 6-0052-210-PMA-00-PL-0013, dated 25 August 2025. Minor Ancillary Facility Assessment – Junee to Illabo (J2I) Clearances 6-0052-210-EEC-J7-AS-0001
- ▶ Minor Ancillary Facility Assessment – Edmonson Street Bridge 6-0052-210-EEC-W5-AS-0001
- ▶ Attended Noise Monitoring Report 1 – Albury September Possession, dated 15 September 2025.
- ▶ Attended Noise Monitoring Report 2 – Albury September Possession, dated 15 September 2025.
- ▶ Kemp Street Compound – Tree Trimming Noise Monitoring Report, dated 5 September 2025.
- ▶ J2I Ballengorrah Ln Noise Monitoring Report, dated 8 September 2025.
- ▶ Monthly Water Monitoring Report August 2025.
- ▶ Monthly Water Monitoring Report July 2025
- ▶ Monthly Water Monitoring Report September 2025
- ▶ Erosion and Sediment Control Plan Inspection # 14 at June to Illabo Clearances on 12 October 2025.
- ▶ Erosion and Sediment Control Plan Inspection # 15 at Edmonson Street on 12 October 2025.
- ▶ Construction Traffic, Transport and Access Mitigations Report – Stage B Wagga, Rev. 0, dated 31/10/2025.
- ▶ Clearing Permit 13.001 for Edmondson Street tree trimming, dated 04/10/2025.
- ▶ Clearing Permit 04.001 for Billy Hughes Bridge clearing and grubbing, dated 30/10/2025. EWMS 0003
- ▶ Clearing permit for ballast access track permit 6-0052-210-EEC-W0-MS-0002_A
- ▶ Clearing permit for Tree Trimming Kemp St permit 6-0052-210-EEC-W0-MS-0002_A
- ▶ Clearing Permit 04.001 for Billy Hughes Bridge
- ▶ Flood Design Report, Table Top Yard Rev. 0, dated 26 June 2025.
- ▶ Flood Design Report Murray River Bridge Rev. 1, dated 1 April 2025.
- ▶ Flood Design Report The Rock Yard Rev. 1, dated 30 May 2025.
- ▶ Flood Design Report Cassidy Parade Footbridge Rev. 0, dated 9 July 2025
- ▶ Albury to Illabo Urban Design and Landscape Plan Stage 1 Corridor-wide 5-0052-210-PMA-00-PL-0003_2 (Rev 2 02 May 2025)
- ▶ Albury to Illabo Urban Design and Landscape Plan Stage 2 Bridges (5-0052-210-PMA-00-PL-0005_1 (Rev 1 03 October 2025)
- ▶ Heritage Interpretation Management Plan Rev. VO.1, doc no. 5-0052-210-ECH-00-PJ-0001_1, dated 31 March 2025
- ▶ Community and Stakeholder Engagement Strategy – Heritage Interpretation Deliverables – Revised (5-0052-210-ECH-00-ST-0002_0) July 2025
- ▶ Kemp Street CNVIS 29/08/25
- ▶ Quarterly Environmental Monitoring Report – March - June 2025 (Rev 0., 30/10/25).
- ▶ A2I Urban Design and Landscape Plan Stage 1 Corridor-wide Rev 1 (06 March 2025)
- ▶ A2I Urban Design and Landscape Plan Stage 2 Bridges (11 November 2025) - draft
- ▶ IR Employee Code of Conduct MR-A2P-HS-001, doc no. 6-0052-210-EEC-00-PR-0001_0, dated 16 December 2024.
- ▶ The Stage B Structural Dilap Property Register Rev. 1, document no. 6-0052-210-PCS-00-RG-0001, dated 7 October 2025
- ▶ Sampling and Analysis Quality Plans Version V4f, dated 11 June 2025
- ▶ Water Reuse Strategy Rev. 0, doc no. 5-0052-210-ESS-00-RP-0006, dated 19 March 2025
- ▶ Alternative Transport Options Report Rev. 0, dated 5 September 2025
- ▶ Progressive Erosion and Sediment Control Plan – Junee to Illabo (J2I)

- ▶ Progressive Erosion and Sediment Control Plan – Edmondson Street
- ▶ Progressive Erosion and Sediment Control Plan – Billy Hughes
- ▶ Water Pollution Impact Assessment

6. Audit Findings

6.1 Assessment of Compliance

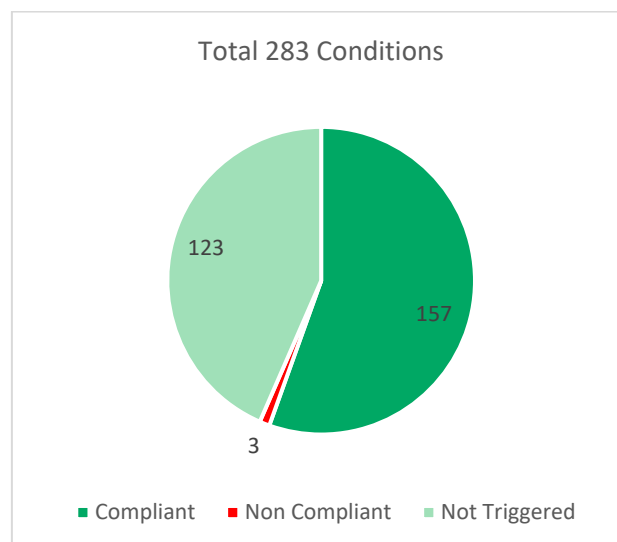
This audit was completed to assess the implementation of the Construction Environmental Management Plan and sub-plans, as well as environmental controls established by Inland Rail and Martinus Rail for the Inland Project – Albury to Illabo, against the Conditions of Approval SSI-10055, Schedule 2 (283 conditions).

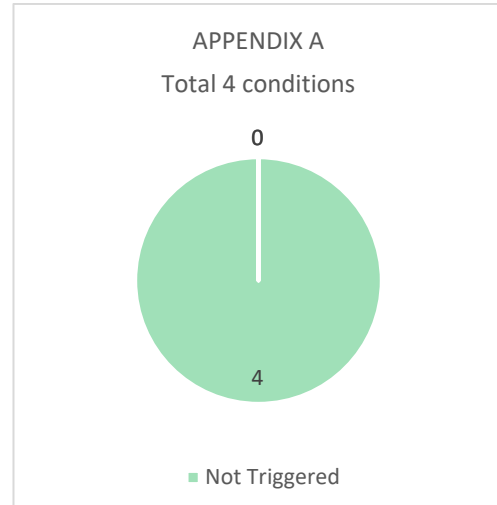
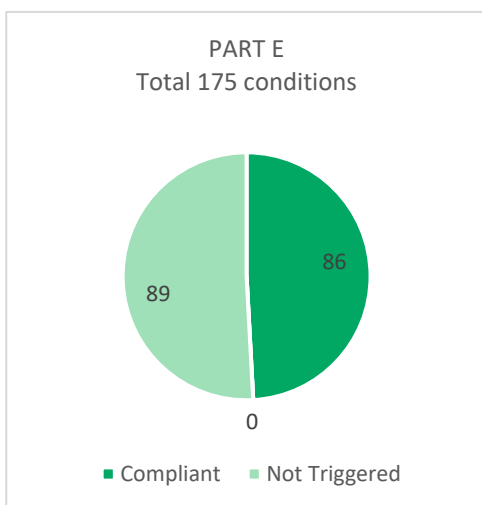
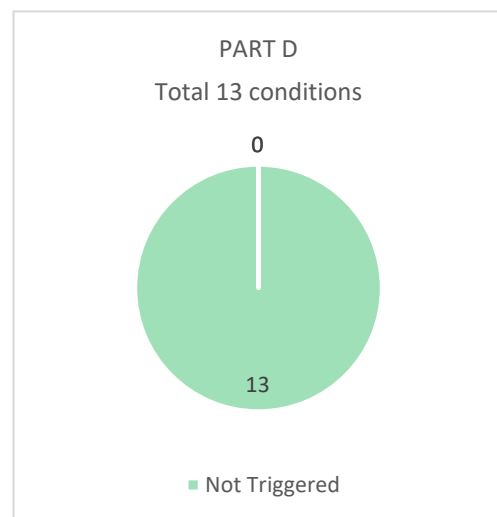
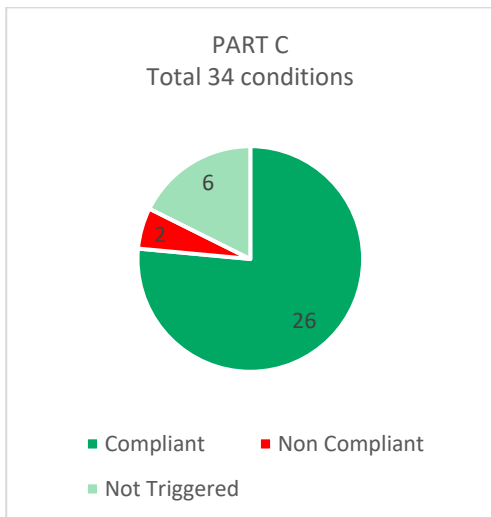
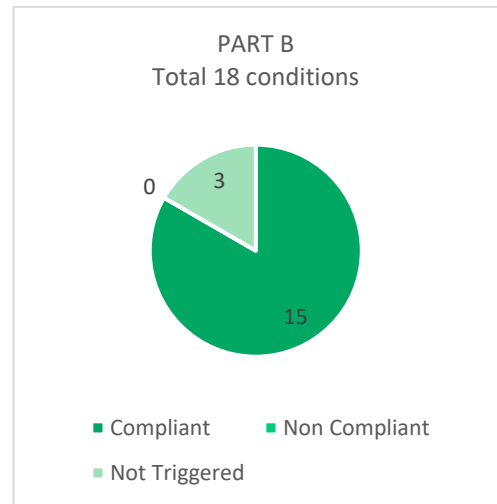
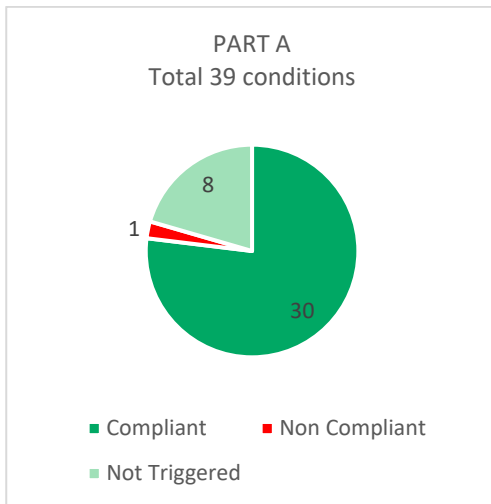
The following tables summarise the audit findings by rating category.

Table 3 Summary of Findings

Findings Rating	Findings
Compliant	157
Non-Compliant	3
Not Triggered	123
Total	283

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





6.2 Notices, Incidents and Complaints

6.2.1 Notices and Incidents

Inland Rail and Martinus Rail noted that no agency notices, orders, penalty notices or prosecutions have been issued, and no reportable environmental incidents have occurred to date.

6.2.2 Complaints

A Complaints Register is in place where complaint details are recorded, including resolution reached. There were fifteen complaints received on the project during the audit period, and twenty complaints on the project to date:

- ▶ 05/05/2025: A complaint from a property owner was conveyed to the Stakeholder team from the Survey sub-contractor. A member of the public confronted the survey crew and asked what they were doing & taking photos and videos of the crew. Police attended site. No further action was taken.
- ▶ 20/05/2025: An anonymous complaint received regarding a worker tailgating a vehicle and driving very close on two occasions at the Olympic Highway in Illabo. The incident was investigated and the issue raised at pre-start and toolboxed.
- ▶ 18/06/2025: A complaint was received via social media from a member of public in Wagga Wagga regarding damage to their vehicle when a project vehicle backed into the vehicle. Contractor Stakeholder Manager contacted the complainant apologised and arranged repair of the vehicle. The incident was investigated and the issue raised at pre-start and toolboxed.
- ▶ 25/06/2025: Phone complaint regarding property damage. A residents driveway and access was impacted by construction works without the residents consultation or consent. On-site meeting was organised by the Contractor to meet with the complainant that afternoon to apologise and to work with the property owner to complete the works.
- ▶ 07/07/2025: Phone complaint regarding two separate issues. The complainant noted that welding was taking place and no safety measures in place to protect the public from the welder's flash (i.e. construction shield). Also, during night works, a construction vehicle parked across his driveway with safety light flashing. Complainant had to search for the driver to have the vehicle moved away from his driveway. The Contractor Stakeholder Manager apologised and assured the complainant that the site supervisor had been contacted directly to address the issues.
- ▶ 17/07/2025: A complaint was received via the project hotline from a local business regarding the proposed changes to parking in Junee. They were disappointed that no prior consultation had occurred with either the Local Council or local committees, stating that the change in parking will significantly affect their business during peak lunch and dinner services. The Contractor Stakeholder Management team met with the complainant to provide information on the reasoning behind the changes, HV detour routes, and backfilling of boreholes.
- ▶ 25/07/2025: A complaint was received via the project hotline from a resident that had concerns regarding the quality of work completed outside their residence. They claimed that the damage had been done to the road and had not been reinstated to the correct specification. The hot mix applied to the worksite has been poorly executed. The Contractor Stakeholder Management team and Site Supervisor met with the complainant to investigate. Complaint escalated to the proponent as the work site was under control of a directly engaged contractor. The resident was kept informed of the ongoing investigation.
- ▶ 02/09/2025: Email complaint raising concerns regarding the conditions of the road post works on site. Images were shared with the team to highlight the mud tracking that has taken place from the site's access/egress points. Contractor responded via email, acknowledging the receipt of the complaint and

advising that the site will take prompt remedial actions to mitigate the concerns. Further follow-up steps were provided to the complainant via phone once the site team returned to the site.

- ▶ 04/09/2025: Email complaint in relation to the recent changing of the line marking along Seignior St Junee. The complainant believes the left-hand arrow will direct traffic into their private driveway rather than straight through. The Contractor Community Engagement team responded to complaint via email indicating that the changes of lines have been made to Australian standards and also supported by the Junee Shire Council as well as Transport for NSW.
- ▶ 10/09/2025: General Manager from Junee Shire Council emailed raising concerns about trucks parking up on Seignior Street towards Kemp Street bridge, taking up parking spaces for community members who may have been trying to access the CBD area of Junee. Truck parking on the street was a one-off occurrence as they were positioned there temporarily in anticipation of the impending wet weather. This is not intended to occur in the future, and the project is investigating alternative parking locations and better sequencing of truck movements going forward.
- ▶ 11/09/2025: An in-person complaint received during door-knocking whereby the complainant questioned the equity of the CNVIS respite offer and alternative accommodation offered to different properties. The Contractor Community Engagement team explained that the CNVIS is based on noise modelling, and we are provided the impacted list as a result of this modelling to engage and provide respite based on eligibility.
- ▶ 15/09/2025: A complaint was received via the project hotline from a resident claiming they had been impacted by sound over the possession weekend when the demolition of the Junee Kemp St Bridge was conducting out of hours works. Complainant claimed that they were woken by jackhammers at 0130 hours during the works and were unable to sleep as a result of the noise and enquired why they were not respite vouchers. The Contractor Community Engagement team explained that the CNVIS is based on noise modelling, and we are provided the impacted list as a result of this modelling to engage and provide respite based on eligibility. A respite voucher was delivered in good faith; however, the residence qualified for a notification only.
- ▶ 16/09/2025: A complaint was received via the project hotline regarding the acceptance of the respite voucher on offer to impacted residences during the out of hours works. The Contractor Community Engagement team explained that scheduled out of hours works had been completed, and approval would be required to allocate a voucher post works.
- ▶ 02/10/2025: A complaint was received via the project hotline regarding the line marking on the roundabout adjacent to the Junee Hotel. The line-marking contractor called the complainant and explained the approval process (i.e. TfNSW, Junee Shire Council and AusRoads).
- ▶ 14/10/2025: A representative from the Wagga Wagga Rail Heritage Station Museum spoke directly to the site's leading hand at Edmondson Street, Wagga Wagga temporary site compound and complained about dust from the site entering the Heritage Museum's "gang sheds". The Contractors Superintendent investigated the matter further and contacted the complainant to respond to the complaint. The Contractor advised Wagga Wagga Rail Heritage Station Museum that additional dust mitigation measures would be implemented on-site, including the placement of additional geo-fab over the mound of dirt within the fenced area.

6.2.3 Non-Compliances

On 28 August 2025, IR submitted a request to DPHI seeking an extension for the submission of the Quarterly Construction Monitoring Report. The proposed new submission date was 13 October 2025. This request was formally accepted by DPHI on 3 September 2025 (ref.SSI-10055-PA-94). However, the report was not submitted by the revised deadline of 13 October, resulting in a self-determined non-compliance.

Following this, a second extension request was submitted by IR on 28 October 2025, requesting a further extension of the submission date to 5 November 2025 (ref. SSI-10055-PA-116).

On 18 September 2025, IR submitted an extension request regarding the Fauna Connectivity Strategy. The request sought to revise the submission timeframe to within eight months following the commencement of construction and the implementation of connectivity measures.

DPHI responded with an RFI request on Major Projects Portal which is due by 31 October 2025.

6.3 Previous Audit Findings

Table 4 Previous Audit Findings

Finding Number	Condition of Consent	Audit Finding Details	Status
A2I-01_OFI-01	B9: A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction.	The complaints register, did not have all the columns filled out, in particular the mediation column. <u>Recommendation:</u> Ensure all columns of the Complaints Register are completed, including the Mediation column.	All columns within the Complaints Register are completed. CLOSED
A2I-01_OFI-02	C16: Construction Environmental Management Framework	The project website didn't have the current revision of the plan. <u>Recommendation:</u> Update the project website to reflect that this framework is now on Revision 5.	Construction Environmental Management Framework – Stage B - 6-0052-210-PES-00-PJ-0001 Rev. 7 (08/10/2025) is on the Inland Rail website. CLOSED
A2I-01_OFI-03	C34: Construction Monitoring Program	Monitoring data stored in separate locations which is not easily accessible. <u>Recommendation:</u> Develop an overarching construction monitoring tracker with all monitoring requirements within one table for easy tracking and compliance	A monitoring tracker has been developed to assist with oversight of construction monitoring requirements. CLOSED

6.4 Audit Site Inspection

A site inspection was conducted of the construction areas with representatives of Inland Rail and Martinus Rail to review the effectiveness of environmental mitigation measures implemented.

The audit team attended pre-start at the Edmonson Bridge Site Office at 7:00am on Wednesday 29th October 2025. The team undertook an inspection of the site and surrounding areas, including the Edmonson Street Bridge works, pedestrian bridge partial demolition preparation works, rising gas main, stockpile management, erosion and sediment controls, environmental monitoring, observation of ingress and egress points, and impacts to adjacent stakeholders. The auditor noted several site observations at this site, including sediment fence incorrect installation, gaps in ESC's between the site compound and rail corridor, and lack of an SDS folder at the hazardous substance storage container.

The audit team then progressed to the Billy Hughes Bridge site where pre-clearance controls had been implemented for planned vegetation clearing in coming days. The inspection included a review of flagging for both the protected Sloanes Froglet habitat and the Construction Impact Zone (CIZ). It was noted that some of

the flagging around protected vegetation was very close to trees and at risk of impacts from planned traffic movements. It was recommended that these trees be protected with more robust barrier (e.g. temporary fencing). The Site Supervisor noted that the GIS for the CIZ boundary would be uploaded to all clearing plant GPS to ensure no encroachment within the protected vegetation area or encroachment beyond the CIZ.

The audit team then inspected the Albury Riverina Station site and was taken through the recent works undertaken here and planned pedestrian bridge upgrade. The Contractor explained that two unexpected heritage finds were identified within the CIZ in August 2025. A small historic rail turntable and a brick culvert were uncovered during trenching works for signalling cable installation. The unexpected finds prompted a redesign to avoid these items.

It was noted that the live drainage along the north-eastern side of the site did not have any controls in place to prevent sediment entering the drains. It was recommended that these drains be protected with adequate ESC's immediately.

Environmental controls in place across all sites included:

- ▶ Clear signage and information boards at all site access points
- ▶ Sites are well demarcated and controlled to ensure people and plant separation where possible
- ▶ Erosion and sediment controls in place for stockpiles and drainage at most sites
- ▶ Clearly marked out demarcated areas for clearing of vegetation around protected habitat & within the CIZ.

Refer to photos included in [Appendix G](#).

6.5 Suitability of Plans and the Environmental Management System

The Construction Environmental Management Plan (CEMP) and Sub-Plans were developed by Martinus Rail and appropriate subject matter experts where required. The plans are applicable to Stage B works only. The plans were approved by Inland Rail and submitted to DPHI for information in compliance with the requirements of the Development Consent SSD-10055. Compliance of the Plans against consent conditions SSD-10055 was verified during the audit as follows:

Construction Environmental Management Plan (CEMP) – Stage B

The Construction Environmental Management Plan - Stage B (Revision 1, 22 August 2025) is in place. Implementation was reviewed during the site inspection and compliance verified with SSD-10055 conditions **(refer to Conditions C1 – C7)**.

Construction Traffic, Transport and Access Management Sub-Plan (CTTAMP) – Stage B

The Construction, Traffic and Access Management Sub-plan (CTTAMP) – Stage B (Revision 2, 21 August 2025) is being implemented at the majority of sites. A site inspection of the Albury Riverina Station paid particular attention to the implementation of the Precinct Traffic Management Sub-Plan – Stage B – Albury LGA Precinct General (5-0052-210-PMA-B0-PL-0001, Rev. 0 25/08/2025). Section 3.2.6 of the PTMP notes that Gate A4 is access only and that *“Acceleration requirements are not applicable considering the entry only nature of the Gate movements”*. However, site observations at Albury Riverina Station noted that Gate A4 is also used for egress from site directly into a 110km/hr highway on-ramp. There has been no risk assessment of site egress from Gate A4 in the TMP **(refer to Condition C8)**.

Construction Soil and Water Management Sub-Plan (CSWMP) – Stage B

The Construction Soil and Water Management Sub-plan (CSWMP) – Stage B (Revision 2, 21 August 2025) is the current version in place. It describes how the project will manage potential soil, water, salinity and groundwater impacts during Stage B construction of the project. The implementation of controls and monitoring program was verified during the review of SSD-10055 conditions of consent (**refer to Condition C13**).

Construction Noise and Vibration Management Sub-Plan (CNVMP) – Stage B

The Construction Noise and Vibration Management Sub-plan (CNVMP) – Stage B (Revision 2, 25 August 2025) is in place for Stage B works. It addresses the consent conditions, regulatory compliance, hours of work, construction noise and vibration criteria, contains analysis of noise and vibration in relation to the project, risk assessment and mitigation measures to be implemented onsite. The implementation of controls was verified during the site inspection and the review of SSD-10055 conditions of consent (**refer to Condition C9**).

Construction Biodiversity Management Sub-Plan (CBMP) – Stage B

The Construction Biodiversity Management Sub-plan (CBMP) – Stage B (Revision 1, 21 August 2025) is in place to manage potential impacts on biodiversity throughout Stage B works. It addresses the scope of works for the project, objectives, project compliance requirements, onsite biodiversity requirements, and offset requirements. The implementation of controls was verified during the site inspection and the review of SSD-10055 conditions of consent (**refer to Condition C10**).

Construction Flooding & Bushfire Emergency Management Sub-Plan (CFBFEMP) – Stage B

The Construction Flooding and Bushfire Emergency Management Sub-Plan (CFBFEMP) – Stage B (Revision 1, 21 August 2025) is the current revision. It describes how the project will manage potential flood and bushfire emergency impacts during Stage B construction of the project. The implementation of controls was verified during the site inspection and the review of SSD-10055 conditions of consent (**refer to Condition C14**).

Construction Waste Contamination and Hazardous Materials Management Sub-Plan (CWHMMP) – Stage B

The Construction Waste and Hazardous Materials Management Sub-Plan (CWHMMP) – Stage B (Revision 1, 25 August 2025) is the current revision. It describes how potential impacts to contamination, waste and hazardous materials during Stage B will be managed during construction of the project. The implementation of controls was verified during the site inspection and the review of SSD-10055 conditions of consent. The project mostly complies with the CWHMMP, however, as per A2I-02_NC-02, the mitigation measures identified in Chapter 23 of the EIS, Waste and resource management, have not been implemented. Section 23.5.2 Mitigation measures requires that at Detailed Design/pre-construction phase, a spoil management strategy would be developed to define the preferred approach to managing spoil (WM2). Site investigations are underway, however a Spoil Management Strategy to determine the effective management of excavated material has not been finalised or approved for use on site.

Suitability of Plans – Summary

Overall, the project's Environmental and Sustainability Management Plan and Sub-Plans were verified during the review of records and audit site inspection. Based on the outcome of the audit, the current EMP, Sub-Plans, and system were deemed to be generally suitable for the construction activities occurring at the time of this audit, with the notable exception of the CTTAMP. Refer to [Section 6.8](#) (Audit Findings) and [Appendix E](#) (Audit Checklist) for full details.

Based on the evidence provided, continued implementation of the environmental management plans was demonstrated as evidenced through compliance of the approval conditions and the well managed condition of the site.

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. The main impacts noted during the audit, including the site inspection, are generally as predicted in the Environmental Impact Statement for the project, including:

Transport and Traffic

- ▶ The regional road network, including highways and arterial roads, carry high volumes of traffic daily. The project traffic volume modelling in the EIS suggested that the project would constitute <1% of total traffic volumes.
- ▶ As only current minor works at Edmonson Bridge in Wagga Wagga, the Junee site compound, Billy Hughes Bridge, and Albury Riverina Station are operational under Stage B works, the traffic volumes generated are less than predicted impacts in the EIS.

Aboriginal Cultural Heritage

- ▶ Aboriginal Cultural Heritage impacts included in the EIS include direct impacts on the Murray River Bridge, Yerong Creek Yard, and Olympic Highway underbridge at Junee enhancement sites. These sites have not yet been disturbed as part of Stage B works.
- ▶ An indirect impact was identified in the EIS for the Junee to Illabo clearances with regards to indirect impacts due to erosion. The current Stage B works in this area have had no erosion or sedimentation issues and therefore have not indirectly impacted potential aboriginal cultural heritage values.

Non-aboriginal Heritage

- ▶ The EIS notes a direct impact on the Wagga Wagga Station pedestrian bridge, due to required height and width adjustments to the rail corridor. These works have only recently commenced, with demolition of the northern section planned for the weekend after the audit. The Contractor have implemented vibration monitoring baseline monitoring and will undertake monitoring during works to mitigate potential impacts on nearby heritage listed structures.

Noise and vibration

- ▶ The EIS identified noise and vibration impacts would be felt at nearby receivers and would vary greatly between sites depending on the intensity and location of construction activities.
- ▶ All sites currently under construction operate under the primary construction hours.
- ▶ Rail possessions requiring out of hours works (OOHW) notifications and community consultation have been undertaken as per the CNVMP by implementing the approved noise and vibration mitigation measures for the project to reduce impacts. These include reducing noisy works to before 10pm, noise blankets on site fencing, noise monitoring using SiteHives and attended noise monitoring.

Air Quality

- ▶ Increased dust particulates, visible dust plumes, and an increase in exhaust emissions were all identified in the EIS as potential direct air quality impacts.

- ▶ Site inspections during the audit made note of air quality mitigation measures in action, including reducing speed limits on site and 24/7 monitoring for dust using SiteHive units. There has been no additional impact to those predicted.

Biodiversity

- ▶ The EIS identified potential impacts on biodiversity during construction to include direct impacts as a result of vegetation clearing and disturbance in the proposal site, and indirect impacts on flora and fauna located outside the proposal site as a result of activities within the site.
- ▶ The impacts to native vegetation, terrestrial flora and fauna, and aquatic flora and fauna were all identified as being at risk due to construction activities.
- ▶ The project undertakes pre-clearance surveys prior to clearing, and tracks PCT disturbance on site to ensure quantities allowed under this consent are not exceeded.
- ▶ There has been limited clearing on site to date and therefore very minimal impact to date. Preparation for clearing works at Billy Hughes Bridge was underway, with the area flagged to protect Sloanes Froglet habitat.

Given the degree of compliance with the conditions of approval, and the environmental performance outcomes demonstrated during the audit, it can be concluded that the Inland Rail – Albury to Illabo project continues to be consistent with the Environmental Impact Statement, Submission reports, and Amendment reports.

6.7 Key Strengths

The outcome of the audit verified that Inland Rail (the Proponent) and Martinus Rail (the Contractor), demonstrated adequate controls to address environmental impacts for Stage B works being conducted. The following key strengths were noted:

- ▶ Erosion and sediment controls are in good working condition across the majority of the project, with some improvements necessary at some sites. A CPESC attends site once per fortnight to undertake a site inspection and update ESCP's where required.
- ▶ The project is continuing to foster good relationships with the community, especially as works extend south to Albury through Stage B works.
- ▶ There is evidence of effort to minimise environmental harm including noise reduction and vegetation protection as required.
- ▶ Sustainability initiatives are being implemented/planned to be implemented.

6.8 Audit Findings and Recommendations

The audit confirmed that Inland Rail and Martinus Rail have generally demonstrated implementation of their Construction Environmental Management Plans and sub-plans in compliance with Approval Conditions SSI-10055. Refer to the attached [Appendix E](#) for full details of the completed audit checklist. Findings raised, including notes, are summarised as follows:

Table 4 - Findings

Finding No.	Finding Type	Condition of Consent	Audit Finding Details
Non-compliance A2I-02_NC-01	Non-Compliance	A7. Any document that must be submitted or action taken within a timeframe specified in or under the terms of this approval, may be submitted or undertaken within a later timeframe agreed in writing with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident or a non-compliance.	A self-identified non-compliance was raised due to the failure to submit the Quarterly Monitoring Report by the extended deadline of 13 October 2025. It is recommended that all future monitoring reports and documentation be submitted by their respective due dates to ensure compliance with Condition A7.
Non-compliance A2I-02_NC-02	Non-Compliance	C7. The CEMP Sub-plans must state how: b) the mitigation measures identified in the documents listed in Condition A1 will be monitored and implemented;	The mitigation measures identified in Chapter 23 of the EIS, Waste and resource management, have not been implemented. Section 23.5.2 Mitigation measures requires that at Detailed Design/pre-construction phase, <i>a spoil management strategy would be developed to define the preferred approach to managing spoil (WM2).</i> The Construction Waste Contamination and Hazardous Materials Management Plan Rev. 1, Section 6.1.1 Sampling, Analysis, and Quality Plan determines that site investigations will be undertaken as required to inform the detailed design and the subsequent management and classification of waste soil. The plan further states that following the development of the SAQP, site investigations will be completed across the project to ensure that potential risks to the project works as a result of contamination present at the site are mitigated, and that any excavated material would be suitably managed in accordance with the Soil and Water Management sub-plan and the spoil management strategy (mitigation measure WM2). Site investigations are underway, however a Spoil Management Strategy to determine the effective management of excavated material has not been finalised or approved for use on site.
Non-compliance A2I-02_NC-03	Non-Compliance	C8. The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority	A site inspection of the Albury Riverina Station paid particular attention to the implementation of the Precinct Traffic Management Sub-Plan – Stage B – Albury LGA Precinct General (5-0052-210-PMA-B0-PL-0001, Rev. 0 25/08/2025).

Finding No.	Finding Type	Condition of Consent	Audit Finding Details
		about the use and management of roads and include measures to: identify construction vehicle routes not identified in the documents listed in Condition A1 and in accordance with Condition E138;	Section 3.2.6 of the PTMP notes that Gate A4 is access only and that “Acceleration requirements are not applicable considering the entry only nature of the Gate movements”. However, site observations at Albury Riverina Station noted that Gate A4 is also used for egress from site directly into a 110km/hr highway on-ramp. There has been no risk assessment of site egress from Gate A4 in the TMP. It is recommended that site traffic cease using this gate as an egress point until such time that a risk assessment deems the action safe and that appropriate mitigation measures are put in place to ensure safe egress from site. The PTMP and CTTAMP must be updated to include these measures.
A2I-02_OFI-01	Opportunity for Improvement	A8. Where the terms of this approval require consultation to be undertaken, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation.	The Consultation Report – Junee Yard Flood Design Report (Rev. 0, dated 23/09/2025) has not yet been submitted to the Department. All consultation undertaken as part of the project should be submitted to the Department to ensure transparency and compliance with Condition A8.
A2I-02_OFI-02	Opportunity for Improvement	C33. The CMP(s), as approved or endorsed (as relevant), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	The Environmental Work Method Statement (EWMS) – Vegetation Clearing and Grubbing was last revised on 7 March 2025, which exceeds the recommended 6-month review interval. It is recommended that EWMS should be reviewed at least every six months to ensure they remain current and reflect any changes in site conditions or requirements. Additionally, a revision table should be included in each EWMS to maintain traceability of updates.
A2I-02_OFI-03	Opportunity for Improvement	E88. Consultation on Noise Barriers and Noise Mitigation The Proponent must prepare a consultation strategy to seek feedback from directly affected landowners, Council and, TfNSW (where it impacts a classified road) on proposed noise and vibration mitigation measures. The consultation strategy must be submitted to the Planning Secretary for approval one month prior to consultation commencing.	The ONVR Consultation Strategy Rev. 2 has been issued for use; however, the approver's signature and approval date are missing. It is recommended to ensure that all controlled documents include the required approvals (signature and date) prior to issue.

Appendix A – Audit Agenda



Albury to Illabo (A2I) IEA #2

Project	Independent Environmental Audit – Albury to Illabo (A2I)	
Proponent	Inland Rail	
Contractor	Martinus Rail	
Location	80 Bomen Rd, Bomen	
Date and Time	28 October 2025	2:00PM – 5:00 PM
	29 October 2025	7:00 AM – 5:00 PM
Auditing Team	Grant Brown (Lead Auditor) Sanan Qasim (Auditor)	
Site contact	Tanya Myles	
Audit criteria	Development Consent SSI-10055, and in accordance with the Independent Audit Post Approval Requirements (IAPAR 2020)	
Audit scope	Second construction audit, from 2 nd May 2025 to 29 th October 2025	

Agenda

Item	Time	Required Personnel
Tuesday 28 October 2025 – Day 1		
Opening Meeting (on site/online) Confirm scope of the audit, outline the audit process, methodology, timing, access, deliverables, and resources required.	2:00 PM – 2:30PM	All
Review of Consent Conditions SSI-10055		
Part A: Administrative Conditions	2:30PM – 5:00PM	Inland Rail
Wednesday 29 October 2025 – Day 2		
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 (TBC on the day).	7:00 AM – 12:00 PM	Martinus Inland Rail

Item	Time	Required Personnel
Lunch Break	12:00 PM – 12:30 PM	
Review of Consent Conditions SSI-10055		
▶ Part B: Community Information and Reporting	12:30PM – 1.15 PM	Inland Rail
▶ Part C: Construction Environmental Management	1:15 PM – 2:45 PM	Martinus Inland Rail
Break	2:45 PM – 3:00 PM	
▶ Part E: Key Issue Conditions	3:00 PM – 4:00 PM	Martinus Inland Rail
Auditor consolidation (auditor only) / Afternoon tea break	4:00 PM – 4:30 PM	APP
Closing meeting		
▶ Outcome of audit and presentation of findings. Deliverables as noted below.	4:30 PM – 5:00 PM	All

Deliverables

Audit Deliverables	Responsibility
Draft Report Submission 15 days following conduct of independent audit	APP
Response to draft report 7 days following receipt of draft audit report from APP	Martinus & Inland Rail
Final report submission Finalised within 7 days following receipt of comments from Martinus & Inland Rail Submitted to Inland Rail	APP
Response to findings and submission of final audit report Final audit report submitted to the DPHI within 60 days	Inland Rail

Audit Deliverables	Responsibility
Non-Compliances (if applicable) Inland Rail is to follow the process to notify DPHI within 7 days regarding any non-compliances raised during the audit. Refer to conditions A38 & A39 of SSI-10055 for details.	Inland Rail

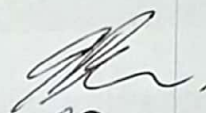
Limitations

- A. The audit will cover the construction requirements and will therefore be limited to auditing the applicable conditions of Schedules 2, Parts A, B, C, E and Appendices in accordance with Development Consent Conditions SSI-10055.
- B. The audit will cover a sampling of records relevant to the scope. APP auditors will apply their professional judgment based on the information made available during the audit.
- C. APP will conduct the audit in accordance with the *Independent Auditing Post Approval Requirements* (IAPAR 2020) with the following ratings applied: Compliant, Non-Compliant and Not Triggered, with the option to raise any Opportunities for Improvement.

Appendix B – Audit Attendance Sheet

Audit Attendance Sheet

Project	Inland Rail A2I	Audit No.	2
Auditee	Martinus, Inland Rail	Lead Auditor	Grant Brown
Location	ARTC Office, Wagga Wagga		
Opening Meeting Date	28/10/2025		
Closing Meeting Date	2:00 PM		

Name	Organisation	Position	Signature	
			Opening Meeting	Closing Meeting
Grant Brown	APP	Auditor		
Sanan Qasim	APP	Auditor	SQ	
Tanya Myles	IRPL	PRINCIPAL ENVIRO		
David Falu	IRPL	Env. Admin	Df	
Belinda Jones	IR		Online	
Luke Ryalls	IR		Online	
Teiya Thornberry	MARTINUS		Online	
Daniel Lumby	IR		Online	
Rachael Laboyere	IR		Online	
Chris Standing	MARTINUS		Online	
Matt Mulcahy	IR		Online	
Daniel J	IR			

At the Audit Opening Meeting:

- Confirm audit purpose, scope, timetable, activities, closing meeting time
- Clarify unclear details of audit plan and checklist

DAVID LAMB MARTINUS

Appendix C – Auditor Approval

Department of Planning, Housing and Infrastructure

NSW Planning ref: SSI-10055-PA-103

Mr Luke Ryalls

Senior Environment Advisor

AUSTRALIAN RAIL TRACK CORPORATION LIMITED

14/10/2025

Sent via the Major Projects Portal only

Subject: Albury to Illabo - change of lead auditor endorsement request 7 October 2025

Dear Mr Ryalls

I refer to your request for the Planning Secretary's approval of the change in the lead auditor for the upcoming Independent Environmental Audit of the Albury to Illabo, submitted as required by Condition A30 of SSI-10055 as modified (the approval) to NSW Department of Planning, Housing and Infrastructure (NSW Planning) on 7 October 2025.

NSW Planning has reviewed the independent auditor nomination and based on the information you have provided is satisfied that the proposed persons is suitably qualified, experienced, and independent.

In accordance with Condition A30 of the approval and the NSW Planning, *Independent Audit Post Approval Requirements* (2020), as nominee of the Planning Secretary, I endorse Grant Brown from APP Corporation Pty Limited as the Lead Auditor.

Please note:

- This correspondence must be appended to the Independent Audit Report.
- The Independent Audit must be prepared, undertaken, and finalised in accordance with the conditions of approval and the NSW Planning *Independent Audit Post Approval Requirements* (2020). Failure to meet these requirements will require revision and resubmission.
- Construction Audit – The above audit team is approved for the duration of construction and the initial operational audit of the development. However, NSW Planning reserves the right to request an alternate auditor or audit team at any time.
- Any change to the auditor or auditor roles must be approved by the Planning Secretary prior to the audit commencing.
- The Lead Auditor must attend the site inspection component of the audit.
- Endorsed experts/specialists must attend the site inspection component of the audit unless otherwise agreed by the Planning Secretary.

Department of Planning, Housing and Infrastructure

- The audit period is the day after the site inspection date of the previous audit, to the final site inspection date of the current audit.

Should you wish to discuss the matter further, please contact me on 0429400261 or email compliance@planning.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to read "K O'Reilly", enclosed in a thin black rectangular border.

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

Our ref: SSI-10055-PA-13

Malcolm Clark
Project Director, Albury to Illabo
Inland Rail Pty Ltd
Level 16, 180 Ann Street, Brisbane
QLD 4000

2 December 2024

Subject: Inland Rail Albury to Illabo (SSI - 10055) Condition A30 Independent Audit

Dear Mr. Clark

Reference is made to your post approval matter, SSI-10055-PA-13, request for the Planning Secretary's approval of suitably qualified, experienced, and independent persons to conduct an Independent Audit of the Albury to Illabo - Independent auditors, submitted as required by Condition A30 of SSI-10055 (the approval) to NSW Department of Planning, Housing and Infrastructure (the Department) on 28 November 2024.

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

In accordance with Condition A30 of the approval and Independent Audit Post Approval Requirements (2020), as nominee of the Planning Secretary, I endorse the following independent audit team:

- Barbara Pater as the Lead Environmental Auditor
- Anita Rylah as the alternate Lead Environmental Auditor
- Annabelle Tungol as the Environmental Auditor & Support
- Joseph Cacdac as the Environmental Auditor & Support
- Grant Brown as the Environmental Auditor & Support
- Sanan Qasim as the Environmental Auditor & Support

Please ensure this correspondence is appended to the Independent Audit Report.

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

The Department reserves the right to request an alternate auditor or audit team for future audits.

If you wish to discuss the matter further, please contact Max Obiakor at max.obiakor@planning.nsw.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'A. Scott', with a large, sweeping horizontal stroke at the end.

Alexander Scott
Director, Freight Assessments and
Management
as nominee of the Planning Secretary

Appendix D – Independent Audit Declarations

Declaration of Independence Form

Independent Audit Declaration Form	
Project Name:	Inland Rail, Albury to Illabo
Consent Number:	SSD-10055
Description of Project:	Enhancement works to structures and sections of track along 185km of existing operational standard gauge railway from the Victorian/NSW border to Illabo to accommodate double-stacked freight trains up to 1,800m long. The proposal includes: • Adjustments to rail track • Track lowering at three locations • Changes to bridges and culverts • Ancillary works (level crossings, signals, drainage, road infrastructure)
Project Address:	80 Bomen Road, Bomen, NSW 2650
Proponent:	Inland Rail
Title of Audit:	Independent Environmental Audit
Date:	06 November 2025

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:

- the audit has been undertaken in accordance with relevant condition(s) of consent and the Independent Audit Post Approval Requirements (Department 2020);
- the findings of the audit are reported truthfully, accurately and completely;
- I have exercised due diligence and professional judgement in conducting the audit;
- I have acted professionally, objectively and in an unbiased manner;
- 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;
- 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;
- 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
- 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:

- 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
- 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:	Grant Brown
Signature:	
Qualification:	Independent Environmental Auditor
Company:	APP Corporation Pty Ltd
Company Address:	29B, 10 Eagle Street Brisbane 4000

Declaration of Independence Form

Independent Audit Declaration Form	
Project Name:	Inland Rail, Albury to Illabo
Consent Number:	SSD-10055
Description of Project:	Enhancement works to structures and sections of track along 185km of existing operational standard gauge railway from the Victorian/NSW border to Illabo to accommodate double-stacked freight trains up to 1,800m long. The proposal includes: • Adjustments to rail track • Track lowering at three locations • Changes to bridges and culverts • Ancillary works (level crossings, signals, drainage, road infrastructure)
Project Address:	80 Bomen Road, Bomen, NSW 2650
Proponent:	Inland Rail
Title of Audit:	Independent Environmental Audit
Date:	06 November 2025

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:

- the audit has been undertaken in accordance with relevant condition(s) of consent and the Independent Audit Post Approval Requirements (Department 2020);
- the findings of the audit are reported truthfully, accurately and completely;
- I have exercised due diligence and professional judgement in conducting the audit;
- I have acted professionally, objectively and in an unbiased manner;
- 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;
- 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;
- 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
- 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:

- 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
- 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:	Independent Environmental Auditor
Company:	APP Corporation Pty Ltd
Company Address:	Level 14, 10 Spring Street, Sydney NSW 2000

Appendix E – Audit Checklist

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
PART A - ADMINISTRATIVE CONDITIONS						
GENERAL						
1	A	A1	The Proponent must carry out the CSSI in accordance with the terms of this approval and generally in accordance with the: a) Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); b) Albury to Illabo Response to Submissions (ARTC, November 2023); c) Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); d) Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); e) Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); f) Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); and g) Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024). h) Albury to Illabo Kemp Street Bridge Enhancement Site Modification (June 2025). i) Albury to Illabo Kemp Street Bridge Enhancement Site Modification Clarification (July 2025).	The project Construction Environmental Management Plan (CEMP) is in place as the overarching mechanism for managing environmental impacts on site. Condition A1 a) to g) are collectively referred to as the Environmental Assessment Documentation (EAD) within the CEMP. The CEMP addresses the requirements of the EAD in the scope of the plan.		Compliant

Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			j) Albury to Illabo Kemp Street Bridge Modification Noise and Vibration Impact Assessment (August 2025).			
2	A	A2	The CSSI must only be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	As above. All EAD's under Condition A1 have been considered in the development of the project CEMP.		Compliant
3	A	A3	In the event of an inconsistency between: a) the terms of this approval and any document listed in Condition A1 inclusive, the terms of this approval will prevail to the extent of the inconsistency; and b) any document listed in Condition A1 inclusive, the most recent document will prevail to the extent of the inconsistency. Note: For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.		No inconsistencies identified.	Compliant
4	A	A4	The Proponent must comply with all written requirements or directions of the Planning Secretary, including in relation to: a) the environmental performance of the CSSI; b) any document or correspondence in relation to the CSSI; c) any notification given to the Planning Secretary under the terms of this approval; d) any audit of the construction or operation of the CSSI; e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval);		There have been no written directions received from DPHI. There have been RFI's from DPHI as follow-up to previously provided information from IR.	Not Triggered

Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			f) the carrying out of any additional monitoring or mitigation measures; and g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.			
5	A	A5	This approval lapses five (5) years after the date on which it is granted, unless work has physically commenced on or before that date.	The Infrastructure Approval for the Inland Rail – Albury to Illabo was granted on 8 October 2024 as per Schedule 1, SSI-10055. The notification letter to DPHI, dated 15 January 2025, confirmed that the construction was anticipated to commence on 12 February 2025 within the 5 year requirement.		Compliant
6	A	A6	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Australian Standards or policies in the form they are in as at the date of this approval, unless otherwise approved by the Planning Secretary.	The CEMP, Sub Plans, CEMF and Strategies address guidelines, protocols, Australian Standards and policies. Furthermore, above documents have been reviewed by relevant independent appointments (ER, AA) and DPE DPHI prior to endorsement and final approval, where required.		Compliant

TIMING AND APPROVALS

Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
7	A	A7	Any document that must be submitted or action taken within a timeframe specified in or under the terms of this approval, may be submitted or undertaken within a later timeframe agreed in writing with the Planning Secretary. This condition does not apply to the written notification required in respect of an incident or a non-compliance.	On 28 August 2025, IR submitted a request to DPHI seeking an extension for the submission of the Quarterly Construction Monitoring Report. The proposed new submission date was 13 October 2025. This request was formally accepted by DPHI on 3 September 2025 (ref.SSI-10055-PA-94). However, the report was not submitted by the revised deadline of 13 October, resulting in a self-determined non-compliance. Following this, a second extension request was submitted by IR on 28 October 2025, requesting a further extension of the submission date to 5 November 2025 (ref. SSI-10055-PA-116). On 18 September 2025, IR submitted an extension request regarding the Fauna Connectivity Strategy. The request sought to revise the submission timeframe to within eight months following the commencement of construction and the implementation of connectivity measures.	Non-compliance A2I-02_NC-01: A self-identified non-compliance was raised due to the failure to submit the Quarterly Monitoring Report by the extended deadline of 13 October 2025. It is recommended that all future monitoring reports and documentation be submitted by their respective due dates to ensure compliance with Condition A7.	Non-Compliant

Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				The DPHI responded with a RFI request on Major Projects Portal which is due by 31 October 2025.		
8	A	A8	Where the terms of this approval require consultation to be undertaken, evidence of the consultation undertaken must be submitted to the Planning Secretary and ER (as relevant) with the corresponding documentation. The evidence must include: a) documentation of the engagement with the identified party in the condition of approval that has occurred before submitting the document for approval; b) a log of the dates of engagement or attempted engagement with the identified party; c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; d) outline of the issues raised by the identified party and how they have been addressed; and e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.	The following submission records were evidenced: - Consultation Report – E41 Junee Yard Flood Design Report Rev. 0, dated 23/09/2025. The report was not submitted to DPHI yet. - Consultation Report – E41 Henty Yard Clearance Rev. 0, dated 17 September 2025. The report was submitted to DPHI on 18 September 2025 (ref. SSI-10055-PA-102). - Consultation Report – E41 Culcairn and the Rock Yard Flood Design Reports Rev. 0, dated 22/04/2025. The report was submitted to DPHI and post approval receipt, dated 1 May 2025, was presented. - Construction Contamination and Hazardous Material Management Plan Rev. 0, dated 20 May 2025. (ER endorsed on 22 May 2025). The Plan was submitted to DPHI on	Opportunity for Improvement A2I-02_OFI-01: The Consultation Report – Junee Yard Flood Design Report (Rev. 0, dated 23/09/2025) has not yet been submitted to the Department. All consultation undertaken as part of the project should be submitted to the Department to ensure transparency and compliance with Condition A8.	Compliant

Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				23 May 2025 (ref. SSI-10055-PA-53).		
STAGING						
9	A	A9	Staging the delivery of the CSSI The CSSI may be constructed and operated in stages (including, but not limited to, temporal, location or activity-based staging). Where staged construction and/or operation is proposed, a Staging Report (for either or both construction and operation as the case may be) must be prepared. The Staging Report must be endorsed by the ER and then submitted to the Planning Secretary for information no later than one (1) month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month before the commencement of operation of the first of the proposed stages of operation), or as required by Condition C16.	Staging Report Rev. 6, document no. 6-0052-210-PES-00-RP-0001, dated 7 October 2025 was presented with the latest update to include Stage B2. The staging report was submitted to DPHI on 10 October 2025. Post approval receipt SSI-10055-PA-112, dated 10 October 2025, was sighted. Letter of endorsement of staging report from ER was provided, dated 9 October 2025.		Compliant
10	A	A10	The Staging Report must: a) if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including details of work and activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish; b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including details of activities to be carried out in each	Section 2 of the Staging Report, 'Proposed Project Staging' outlines the project stages and describes works activities for Albury, Greater Hume-Lockhart, Wagga Wagga, and Junee precincts. It further details what works will be included in Stage B and provides an indicative construction timeframe of 3 years with expected operation in 2027.		Compliant

Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			stage and the general timing of when operation of each stage will commence and finish (if relevant); c) specify how compliance with conditions will be achieved across and between each of the stages of the CSSI; and d) set out mechanisms for managing any cumulative impacts arising from the proposed staging. <i>Note: A Staging Report may reflect the staged construction and operation of the project through geographical activities, temporal activities or activity-based contracting and staging.</i>	Operation is not applicable at this stage. Section 3 'Compliance' and Appendix A of the Staging Report provides a breakdown of compliance with conditions across various stages of the project. Section 2.4 'Cumulative Impacts' provides information on cumulative impacts including noise & vibration mitigation and traffic mitigation		
11	A	A11	Where staging is proposed, the CSSI must be staged in accordance with the Staging Report and submitted for information to the Planning Secretary.	As above, Staging Report Albury to Illabo Rev. 7, document no. 6-0052-210-PES-00-RP-0001, dated 7 October 2025, and works staged as per the plan (i.e. Stage B).		Compliant
12	A	A12	Where staging is proposed, the terms of this approval that apply or are relevant to the work or activities to be carried out in a specific stage must be complied with at the relevant time for that stage. <i>Note: Where an inconsistency arises between the staging report and the terms of this approval, the terms of this approval prevail.</i>	As above, the project is staged in accordance with the staging report, with Section 3 'Compliance' and Appendix A of the Staging Report providing a breakdown of compliance with conditions across various stages of the project.		Compliant
13	A	A13	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared, endorsed by the ER and submitted to the Planning Secretary	Staging Report Rev. 6, document no. 6-0052-210-PES-00-RP-0001, dated 7 October 2025 was presented with the latest update to include Stage B2. The staging report was submitted to DPHI on		Compliant

Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			for information, no later than one (1) month prior to the proposed change in the staging.	10 October 2025. Post approval receipt SSI-10055-PA-112, dated 10 October 2025, was sighted. Letter of endorsement of staging report from ER, dated 9 October 2025, was presented.		
14	A	A14	Should a Construction Environmental Management Framework (CEMF) be submitted for approval under Condition C16, the Staging Report must be submitted with the CEMF, i.e. no later than one (1) month before the lodgement of any Construction Environmental Management Plan (CEMP), CEMP sub plan or Construction Monitoring Plan (CMP) to the Planning Secretary for approval.	The CEMF Rev. 7, dated 8 October 2025 was submitted to DPHI on 10 October 2025. Post approval receipt SSI-10055-PA-113, dated 10 October 2025, was sighted. Letter of endorsement of CEMF Rev. 7 from ER, dated 9 October 2025, was presented. The CEMP Stage B Rev. 1, dated 22 August 2025, was submitted to DPHI on 26 August 2025. Post approval receipt SSI-10055-PA-88 was sighted. It was noted that the CEMF and the Staging Report were submitted to DPHI more than one month later than required. The delay was attributed to the postponed closure of Edmondson Street Bridge, the introduction of Stage B2, and a new modification for Kemp Street. An email from DPHI dated 13 November 2024 confirmed that the department		Compliant

Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				would consider the continual informal communication regarding the development of the CEMF as satisfying the relevant condition. Supporting documentation was presented, including the Fortnightly IR/DPHI Post-Approvals Meeting Minutes dated 30 September 2025, which confirmed discussions about a potential update to the staging report to enable traffic works at Wagga Wagga. Additionally, DPHI meeting minutes dated 22 August 2025 were presented, confirming earlier discussions regarding the staging report.		

ANCILLARY FACILITIES

15	A	A15	Ancillary facilities that are not identified by description and location in the documents listed in Condition A1 can only be established and used in each case if: a) they are located within or immediately adjacent to the construction boundary; and b) they are not located next to sensitive land use(s) (including where an access road is between the facility and the land use), unless the landowner and occupier have given written acceptance to the carrying out of the relevant facility in the proposed location; and c) they have no impacts on heritage items (including areas of archaeological sensitivity), threatened species,			Not Triggered
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Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			populations or ecological communities beyond the impacts approved under the terms of this approval; and d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.			
INDEPENDENT APPOINTMENTS						
16	A	A16	All Independent Appointments required by the terms of this approval must have regard to Seeking approval from the Department for the appointment of independent experts (DPIE, 2020). All Independent Appointments must hold current membership of a relevant professional body, unless otherwise agreed by the Planning Secretary.	Evan Smith and Cheng Yii Sim of GHD as independent air quality specialist was approved by DPHI on 24 June 2025. The DPHI approved Independent Environment Auditor list has been amended due to staff changes. DPHI approval letter dated 14 October 2025 confirming the appointment of Grant Brown as Lead Environmental Auditor.		Compliant
17	A	A17	The Planning Secretary may at any time commission an audit of how an Independent Appointment has exercised their functions. The Proponent must: a) facilitate and assist the Planning Secretary in any such audit; and b) make it a term of their engagement of an Independent Appointment that the Independent Appointment facilitate and assist the Planning Secretary in any such audit.	No independent audits have been commissioned by the Planning Secretary.		Not Triggered

Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			The Planning Secretary may withdraw its approval of an Independent Appointment should they consider the Independent Appointment has not exercised their functions in accordance with this approval. Note: Conditions A16 and A17 apply to all Independent Appointments including the ER, AA, Community Complaints Mediator.			
ENVIRONMENT REPRESENTATIVE						
18	A	A18	Work must not commence until an Environmental Representative (ER) has been nominated by the Proponent and approved by the Planning Secretary.	There have been no changes to the approved ER personnel in this audit period. Derek Low, Steve Fermio as ER and Ricardo Preto-Curiel as Alternate ER, were approved by DPHI on 25 October 2024. However Inland Rail requested to remove Steve Fermio as an Alternate ER and nominated Tim Elder for Alternate ER on 31 January 2025. Tim Elder as an Alternate ER replacing Steve Fermio, was approved by DPHI on 7 February 2025.		Compliant
19	A	A19	The Planning Secretary’s approval of an ER must be sought no later than one (1) month before the commencement of work.	The approval of ER was obtained on 25 October 2024 – more than 1 month		Compliant

Albury to Illabo - Independent Environmental Audit #2

ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				before the commencement of construction works on 12 February 2025		
20	A	A20	The proposed ER must meet the requirements of the Environmental Representative Protocol (Department of Planning and Environment, October 2018) and must be a suitably qualified and experienced person(s) who was not involved in the preparation of the documents listed in Condition A1, and is independent from the design and construction personnel for the CSSI and those involved in the delivery of it.	Derek Low, Steve Fermio as ER and Ricardo Preto-Curiel as Alternate ER, were approved by DPHI on 25 October 2024, confirming the appointments are suitably qualified and experienced and were not involved in the preparation of documents listed in Condition A1. However Inland Rail requested to remove Steve Fermio as an Alternate ER and nominated Tim Elder for Alternate ER on 31 January 2025. Tim Elder as an Alternate ER replacing Steve Fermio, was approved by DPHI on 7 February 2025.		Compliant
21	A	A21	More than one ER may be engaged for the CSSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Planning Secretary for the purposes of the CSSI.	As above.		Compliant
22	A	A22	For the duration of the work until the completion of construction, or as agreed with the Planning Secretary, the approved ER must: a) receive and respond to communication from the Planning Secretary in relation to the environmental performance of the CSSI;	Evidence that the ER has met conditions A22 a) – k) include: a) ER Inspection Report 7 October 2025 and 5 September 2025 was provided		Compliant

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			b) consider and inform the Planning Secretary on matters specified in the terms of this approval; c) consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community; d) review documents identified in Conditions A9, C1, C6, C16, C18, and C26 and any other documents that are identified by the Planning Secretary, to ensure they are consistent with requirements in or under this approval and if so: i. make a written statement to this effect before submission of such documents to the Planning Secretary (if those documents are required to be approved by the Planning Secretary); or ii. make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Planning Secretary / Department for information or are not required to be submitted to the Planning Secretary/Department); e) regularly monitor the implementation of the documents listed in Conditions A9, C16, C18, C1, C6 and C26 to ensure implementation is being carried out in accordance with the document and the terms of this approval; f) as may be requested by the Planning Secretary, help plan or attend audits of the development commissioned	b) Monthly Environmental Delivery Regulatory Meeting dated 5 September 2025 c) Improvements are provided in ER Updates; However, no improvements suggested in month of September and August 2025. d) Review of documents (A9, C1, C6, C16, C18 and C26) and provide statement that documents are consistent with the approval (links back to Condition A8) e) Monitoring of implementation of plans via regular site inspections f) Conduct audits for Planning Secretary – None to date g) No request from the Planning Secretary to assist with community complaints h) 5 September the ER Update includes low impact works assessment of the Kemp Street endorsed on 15 August 2025 and Geotechnical and Utilities Investigations endorsed on 19 August 2025.		

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			by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A31 of this approval; g) as may be requested by the Planning Secretary, assist in the resolution of community complaints; h) review the appropriateness of any activities reliant on the definition of Low Impact Work; i) consider or assess the impacts of minor ancillary facilities comprising lunch sheds, office sheds and portable toilet facilities as required by Condition C23 of this approval; j) consider any minor amendments to be made to the Ancillary Site Establishment Management Plan, CEMP, CEMP Sub-plans and monitoring programs without increasing impacts to nearby sensitive land use(s) or that comprise updating or are of an administrative nature, and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval; and k) prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading “Environmental Representative Monthly Reports. The	i) Minor ancillary facility assessment as evidenced in previous audit. j) Impacts considered in MAF applications k) Presented DPHI letter dated 8 October 2025 (ref. SSI-10055-PA-107), confirming the submission of September ER report.		

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			Environmental Representative Monthly Report must be submitted within seven (7) days following the end of each month for the duration of the ER's engagement for the CSSI, or as otherwise agreed by the Planning Secretary.			
23	A	A23	The Proponent must provide the ER with documentation requested in order for the ER to perform their functions specified in Condition A22 (including preparation of the ER monthly report), as well as: a) the complaints register (to be provided on a weekly basis or as requested where complaints have been received); and b) a copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be provided to the ER before the commencement of the subject work).	Email dated 30 September 2025, confirming the submission of Complaints Register (ref. 6-0052-210-PCS-00-RG-0001_33) to ER for the week ending 26 September 2025. The following EIS Consistency Assessment Reports were provided to ER: - EIS Consistency Assessment Report (Minor) – Albury Precinct - EIS Consistency Assessment Report (Minor) – Cassidy Parade and Pearson Street Utility Adjustments - EIS Consistency Assessment Report (Minor) – Junee Precinct Construction Boundary Changes - EIS Consistency Assessment Report (Minor) – Kildare Catholic College - EIS Consistency Assessment Report (Minor) – Edmondson Street Utility Adjustments		Compliant

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				- EIS Consistency Assessment Report (Minor) – Junee to Illabo Construction Boundary Changes - EIS Consistency Assessment Report (Minor) – Riverina Hwy Site Establishment - EIS Consistency Assessment Report (Minor) – Wagga Wagga Precinct Presented External Comment Sheet for Wagga Wagga Precinct (Aconex ref. Martinus-TRANSMIT-003619 & 3641, dated 12/08/2025). The comments from ER was received on 29/07/2025.		
ACOUSTICS ADVISOR						
24	A	A24	A suitably qualified and experienced Acoustics Advisor(s) (AA) in noise and vibration management, who is independent of the design and construction personnel, must be nominated by the Proponent and engaged for the duration of Work and for no less than six (6) months following completion of construction of the CSSI, or unless otherwise agreed with the Planning Secretary.	There have been no changes to the Acoustic Advisors. Daniel Weston, Katie Teyhan and Carl Fokkema from EMM Consulting as Acoustic Advisors, were approved by DPHI on 25 October 2024, confirming the appointments are suitably qualified and experienced.		Compliant
25	A	A25	Work must not commence until an AA has been approved by the Planning Secretary no later than one (1) month before commencement of work.	The approval of Acoustic Advisors was obtained on 25 October 2024 – more than 1 month before the		Compliant

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				commencement of works on 12 February 2025		
26	A	A26	The Proponent must cooperate with the AA by: a) allowing for attendance at noise and vibration monitoring activities; b) providing for review of noise and vibration plans, assessments, monitoring reports, data and analyses required to be prepared under the conditions of this approval; c) providing the complaints register on a weekly basis where complaints have been received, or as otherwise requested; and d) considering any recommendations to improve practices and demonstrating, to the satisfaction of the AA, why any recommendation is not adopted.	Monthly Noise and Vibration Reports for August 2025 (EMM, dated 5 September 2025) and September 2025 (by EMM, dated 7 October 2025) was provided as evidence supporting compliance with A26 a) to d). The AA was on site during the September rail possession for the Kemp Street Bridge demolition works. EMM September 2025 Possession Report (8 October 2025) for rail possession 13 to 15 September 2025 provided showing AA attendance at site during the possession.		Compliant
27	A	A27	The approved AA must: a) receive and respond to communication from the Planning Secretary in relation to the performance of the CSSI in relation to noise and vibration; b) consider and inform the Planning Secretary on matters specified in the terms of this approval relating to noise and vibration; c) consider and recommend to the Proponent, improvements that may be made to avoid or minimise adverse noise and vibration impacts;	Evidence that the AA has met conditions A27 a) – h) is demonstrated through the Monthly Noise and Vibration Reports for August and September 2025 (by EMM), which includes: • a list of current and completed activities, • assistance with the preparation of project documentation, • Reviews and/or endorsements undertaken		Compliant

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			d) review proposed night-time works to determine if sleep disturbance would occur and recommend measures to avoid sleep disturbance or appropriate additional alternative mitigation measures; e) review noise and vibration documents required to be prepared under the terms of this approval, and should they be consistent with the terms of this approval, endorse them before submission to the Planning Secretary (if required to be submitted to the Planning Secretary) or before implementation (if not required to be submitted to the Planning Secretary); f) regularly monitor the implementation of all noise and vibration documents required to be prepared under the terms of this approval to ensure implementation is in accordance with what is stated in the document(s) and the terms of this approval; g) reporting of noise and vibration incidents notified by the Proponent in accordance with Conditions A36 and A38 of this approval; h) in conjunction with the ER, the AA must: - as may be requested by the Planning Secretary or Community Complaints Mediator (required by Condition B14), help plan, attend or undertake audits of noise and vibration management of the CSSI including briefings, and site visits, - in the event that conflict arises between the Proponent and the community in relation to the noise and vibration performance of the CSSI, follow the procedure in the Community Communication Strategy approved under	- Attendance at meetings with IR and Martinus Rail, Fortnightly environmental and approvals meetings, Attendance to DPHI, AA and ER June meeting. - Inspections, audits and site visits, - Noise & Vibration Complaints, - Initiatives, continual improvement and feedback, - Non-compliances, incidents and events, - Ongoing and upcoming environmental risks, - Recommendations OOHW required under EPL as hold point item. IR send to AA for review and comment. IR review AA comments and attach to Hold Point release. Sighted Edmonson Street 66KV Mobilisation 3 Out of Hours Works Permit 5/08/2025 - 7/08/2025 review. J21 September 2025 Possession Out of Hours Works Permit 12/09/2025 – 15/09/2025. Presented Aconex IR2140-RTHP-00176, dated 10 September		

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			Condition B2 to attempt to resolve the conflict, and if it cannot be resolved, notify the Planning Secretary, iii. consider relevant minor amendments made to the Ancillary Site Establishment Management Plan, CEMP, relevant Sub-plans and noise and vibration monitoring programs that require updating or are of an administrative nature, and are consistent with the terms of this approval and the management plans and monitoring programs approved by the Planning Secretary and, if satisfied such amendment is necessary, endorse the amendment, (this does not include any modifications to the terms of this approval), iv. prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, a Monthly Noise and Vibration Report detailing the AA's actions and decisions on matters for which the AA was responsible in the preceding month. The Monthly Noise and Vibration Report must be submitted within seven days following the end of each month for the duration of the AA's engagement for the CSSI, or as otherwise agreed by the Planning Secretary.	2025, confirming the hold point release with attached AA comments. The Acoustic Advisor Noise and Vibration Report for September 2025, dated 7 October 2025, was presented. The letter from DPHI, dated 9 October 2025, confirming the acknowledgement of Noise and Vibration Report for September 2025.		

NOTIFICATION OF COMMENCEMENT

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28	A	A28	The Department must be notified in writing of the dates of commencement of works, construction and operation at least one (1) month before those dates.	Notification of commencement of works, dated 20 November 2024, was sighted, confirming that the works are anticipated to commence on 6 January 2025. Notification of commencement of works, dated 15 January 2025 was also sighted, confirming that the Stage A construction is anticipated to commence on 12 February 2025. A response was received on 6/01/2025 from DPHI accepting the notified dates, however reminded the proponent of the one-month notification requirement in the future. No further action taken by DPHI. Correspondence was provided as evidence to the auditor.		Compliant
29	A	A29	If the construction or operation of the CSSI is to be staged, the Department must be notified in writing of the date of the commencement of each stage, at least one (1) month before the commencement of that stage.	Notification of commencement of works, dated 15 January 2025, was sighted, confirming that the Stage A construction is anticipated to commence on 12 February 2025. Notification of commencement of Stage B works, dated 04 July 2025, was sighted, confirming that the Stage B works is anticipated to commence on 02 August 2025. However, Stage B was started in September.		Compliant

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				Stage B2 was created as a separate stage through conversations and meetings between IR and DPHI. Sighted Fortnightly IR / DPHI Post Approvals Meeting minutes, dated 30 September 2025. Action item no. 5 was related to staging for Wagga Traffic Mitigation Measures works and was communicated to DPHI. Presented Stage B2 notification of commencement, dated 10 October 2025, confirming the intention to commence Stage B2 on 24 October 2025. Presented IR letter to DPHI, dated 27 October 2025, confirming the trial closure of Edmondson Street Bridge (Stage B2) is planned to commence from 22 November 2025.		
AUDITING						
30	A	A30	Proposed independent auditors must be agreed to in writing by the Planning Secretary before the commencement of an Independent Audit. This condition does not apply to the engagement of auditors required under Condition E145.	An update to the audit team was approved by DPHI on 14/10/2025 to endorse Grant Brown as the Lead Auditor. A copy of the correspondence is attached to Appendix C of this report.		Compliant

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
31	A	A31	Independent Audits of the CSSI must be conducted and carried out in accordance with the Independent Audit Post Approval Requirements (DPIE, 2020).	This is the second independent environmental audit on this project. Audit undertaken as per the IAPAR 2020 guidelines within 26 weeks of the initial audit (30 April 2025).		Compliant
32	A	A32	The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified above, upon giving at least four (4) weeks' notice (or timing as stipulated by the Planning Secretary) to the Proponent of the date upon which the audit must be commenced.	No requests received.		Not Triggered
33	A	A33	In accordance with the specific requirements in the Independent Audit Post Approval Requirements (DPIE, 2020), the Proponent must: a) review and respond to each Independent Audit Report prepared under Condition A31 or Condition A32; b) submit the response to the Planning Secretary; and c) make each Independent Audit Report and response to it publicly available two months after submission to the Planning Secretary, or as otherwise agreed by the Planning Secretary.	This is the second independent environmental audit on this project. a) Email correspondence dated 09/06/25 with review/comments, accepting the draft report. b) Letter from IR to DPHI, dated 20 June 2025, was sighted, confirming the submission of audit report and response to audit findings to DPHI. c) Audit Report #1 and response to audit findings noted to be available on project website.		Compliant
34	A	A34	Independent Audit Reports, and the Proponent's response to audit findings, must be submitted to the Planning Secretary within two (2) months of undertaking the independent audit site inspection as outlined in the Independent Audit Post Approval Requirements (DPIE, 2020).	Letter from IR to DPHI, dated 20 June 2025, was sighted, confirming the submission of audit report and response to audit findings to DPHI within 2 months of undertaking the audit site inspection dated 30 April 2025.		Compliant

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35	A	A35	Notwithstanding the requirements of the Independent Audit Post Approval Requirements (DPIE, 2020), the Planning Secretary may approve a request for ongoing independent operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that independent operational audits have demonstrated operational compliance.	The project is still in construction phase. The operational stage has not yet commenced.		Not Triggered
INCIDENT NOTIFICATION AND REPORTING						
36	A	A36	The Planning Secretary must be notified via the Major Projects website immediately after the Proponent becomes aware of an incident. The notification must identify the CSSI (including the application number and the name of the CSSI) and set out the location and nature of the incident.	No incidents.		Not Triggered
37	A	A37	Subsequent notification must be given, and reports submitted in accordance with the requirements set out in APPENDIX A.	No incidents.		Not Triggered
NON-COMPLIANCE NOTIFICATION						
38	A	A38	The Planning Secretary must be notified via the Major Projects website within seven days after the Proponent becomes aware of any non-compliance. The notification must identify the CSSI (including the application number and the name of the CSSI if it has one), identify the condition/s against which the CSSI is non-compliant, the nature of the non-compliance; the reason for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	Self-determined administrative non-compliance in relation to condition A7 was notified to DPHI on 24 October 2025. Post approval receipt (ref. SSI-10055-PA-114), dated 24 October 2025, was presented. The notification was presented, identifying the CSSI name and number, non-compliance details including		Compliant

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				condition no., nature, reason of non-compliance and actions undertaken.		
39	A	A39	A non-compliance which has been notified as an incident under Condition A36 does not need to be notified as a non-compliance.	No action.		Not Triggered

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PART B COMMUNITY INFORMATION AND REPORTING						
COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT						
40	B	B1	A Community Communication Strategy must be prepared to provide mechanisms to facilitate communication about construction and operation of the CSSI with: a) the community (including adjoining affected landowners and businesses, LALC, RAPs, community representatives and others directly impacted by the CSSI); and b) the relevant councils and relevant agencies.	The Community Communication Strategy – A2I Rev. 4 (5-0000-210-PCS-00-ST-0001) dated 2 December 2024, provides the mechanisms to satisfy this condition.		Compliant
41	B	B2	The Community Communication Strategy must: a) identify people, organisations, councils and agencies to be consulted during the design and work phases of the CSSI; b) identify details of the community and its demographics; c) identify timing of consultation; d) set out procedures and mechanisms for the regular distribution of accessible information including to CALD and vulnerable communities about or relevant to the CSSI; e) identify opportunities for education within the community about construction sites; f) detail the measures for advising the community in advance of upcoming construction including upcoming	The Community Communications Strategy addresses each of these condition items in the following sections: a) Section 5.2 'Key stakeholders to be consulted during design and work phases' and table 6 'A2I Key Stakeholders' b) Section 5 'Stakeholders and Community' and table 5 'Community demographics' c) Section 5.2 'Key stakeholders to be consulted during design and work phases' and table 6 'A2I Key Stakeholders'		Compliant

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			track authorisations and possessions and out-of-hours work as required by Condition E72; g) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant community(ies) for the CSSI; h) set out procedures and mechanisms: - through which the community can discuss or provide feedback to the Proponent; (through which the Proponent will respond to enquiries or feedback from the community; i) to resolve any issues and mediate any disputes that may arise in relation to the environmental management and delivery of the CSSI, including timing for mediation to be undertaken once it has been escalated to the dispute resolution process; j) address who will engage with the relevant stakeholders; and k) detail the roles and responsibilities of the Public Liaison Officer(s) engaged under Condition B6. The Proponent must continue the operation of the existing Community Consultative Committee as part of its Communication Strategy. The Community Consultative Committee must continue to be operated in accordance with the Department's Community Consultative Committee Guideline. Continuing the Community Consultative Committee must not be the only form of community consultation in the Communication Strategy.	d) Section 6 'Accessibility mechanisms and procedures', table 7 'Accessibility mechanisms and procedures' and table 8 'Communication tools and engagement methods' e) Section 7 'Communication tools and engagement methods' and table 8 'Communication tools and engagement methods' f) Section 7 7 'Accessibility mechanisms and procedures' g) Section 7 'Accessibility mechanisms and procedures' and table 8 'Communication tools and engagement methods' h) Section 8 'Feedback channels and complaints management' and table 11 'Feedback channels' i) Section 8 'Feedback channels and complaints management', table 12 'Complaints Management Process' and table 13 'Complaints escalation and mediation process' j) Section 5.2 'Key stakeholders to be consulted during design and work phases' and table 6 "A2I Key Stakeholders"		

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				k) Section 4.1 'Public Liaison Officers' and table 4 'Position and responsibilities for the A2I project'		
42	B	B3	The Community Communication Strategy must be submitted to the Planning Secretary for approval no later than one (1) month before the commencement of any Work.	DPHI approved the Community Communication Strategy Rev. 4, document no. 5-0000-210-PCS-00-ST-0001, dated 2 December 2024 on 5 December 2024 which is >1 month prior to the commencement of work.		Compliant
43	B	B4	Work for the purposes of the CSSI must not commence until the Community Communication Strategy has been approved by the Planning Secretary.	As above.		Compliant
44	B	B5	The Community Communication Strategy, as approved by the Planning Secretary, must be implemented for the duration of the work and for 12 months following the completion of construction.	The Community Communication Strategy is in place for construction works. Revision 4 (02/12/24) is the current approved version.		Compliant
45	B	B6	Public Liaison Officer A Public Liaison Officer must be appointed to assist the public with questions and complaints they may have at any time during Work. The Public Liaison Officer must be available at all times that Work is occurring.	A Public Liaison officer has been appointed. The 1800 hotline goes to the Public Liaison Officer. The hotline is monitored 24/7 and a roster is implemented for possession OOHW.		Compliant
COMPLAINTS MANAGEMENT SYSTEM						
46	B	B7	A Complaints Management System must be prepared and implemented before the commencement of any Work and maintained for the duration of construction and for a minimum for 12 months following completion of construction of the CSSI.	The Community Communication Strategy includes a Complaints Management System under section 8 'Feedback Channels and Complaints Management'. The CEMP also outlined		Compliant

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			Note: In the situation where there are different entities constructing and operating the CSSI, continuity of access to the Complaints Management System must be maintained.	the Complaints Management System under section 6.4.4 'Complaints Management System'.		
47	B	B8	The following information must be available to facilitate community enquiries and manage complaints one (1) month before the commencement of work and for 12 months following the completion of construction: a) a 24- hour telephone number for the registration of complaints and enquiries about the CSSI; b) a postal address to which written complaints and enquires may be sent; c) an email address to which electronic complaints and enquiries may be transmitted; and d) a mediation system for complaints unable to be resolved. This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level.	The Community Communication Strategy covers the following: a) 24 hour telephone number details included under section 8.2 'Feedback Channels' – 1800 732 761 b) Postal address details included under section 8.2 'Feedback Channels' - Inland Rail Engagement Team GPO Box 14 Sydney NSW 2000, Reply Paid 89629, SYDNEY NSW 2001 c) Email address details included under section 8.2 'Feedback Channels' - inlandrailnsw@inlandrail.com.au d) Mediation system details included under section 8.4 'Complaints Management Process' The Community Communication Strategy is available on Project's website.		Compliant

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48	B	B9	A Complaints Register must be maintained recording information on all complaints received about the CSSI during the carrying out of any work and for a minimum of 12 months following the completion of construction. The Complaints Register must record the: a) number of complaints received; b) the date and time of the complaint; c) the method by which the complaint was made; d) any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect; e) nature of the complaint; f) means by which the complaint was addressed and whether resolution was reached, with or without mediation; and g) if no action was taken, the reason(s) why no action was taken.	Complaints Register Rev. 37 (6-0052-210-PCS-00-RG-0001_37) includes the following: a) A total of 20 Complaints received to date (15 complaints for the audit period). b) Date and time of complaints are listed e.g. driveway impact complaint received at 13.50 on 25/06/2025. c) Methods of complaints included e.g. email, phone call, in-person and hotline. d) CM Unique identifier of the complainant listed e.g. driveway impact complaint ID is 8429 (no personal details are recorded) e) Nature of the complaints included e.g. Dust, Staff Behaviour, Property Access, Safety Concern etc. f) The details of the complaint and how it was addressed is included e.g. driveway impact complaint received at 13.50 on 25/06/2025 was followed up with a phone call within 2 hours (ConMan Ref#8429). All complaints were addressed and closed out with in timeframe.	6-0052-210-PCS-00-RG-0001_37 showed a total of 15 complaints for the audit period and 20 complaints overall.	Compliant

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				g) Actions were taken for all the complaints.		
49	B	B10	Personal details of any complainant are not to be provided to the ER unless otherwise agreed to or requested by the complainant.	Email dated 07/10/2025 to the ER with a copy of Complaints Register 6-0052-210-PCS-00-RG-0001_32 and 6-0052-210-PCS-00-RG-0001_33 with redacted personal information.	The Complaints Register is sent to the ER fortnightly. There have been 20 complaints to date and none of these had personal details within them which were provided to the ER in the complaints register sighted.	Compliant
50	B	B11	Complainants must be advised of the following information before, or as soon as practicable after, providing personal information: a) the Complaints Register may be forwarded to government agencies, including the Department (Department of Planning, Housing and Infrastructure, 4 Parramatta Square, 12 Darcy Street, Parramatta NSW 2150), to allow them to undertake their regulatory duties; b) by providing personal information, the complainant authorises the Proponent to provide that information to government agencies; c) the supply of personal information by the complainant is voluntary; and	The Collection Statement is available on the Inland Rail website. A copy of the Inland Rail Albury to Illabo Enquiries and Complaints Management information leaflet was provided as evidence.		Compliant

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			d) the complainant has the right to contact government agencies to access personal information held about them and to correct or amend that information (Collection Statement). The Collection Statement must be included on the Proponent or development website to make prospective complainants aware of their rights under the Privacy and Personal Information Protection Act 1998 (NSW). For any complaints made in person, the complainant must be made aware of the Collection Statement.			
51	B	B12	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request.	This is available upon request; however, this has not been requested by the Planning Secretary to date.		Compliant
52	B	B13	Community Complaints Mediator A Community Complaints Mediator(s) that is independent of the design and construction personnel must be nominated by the Proponent, approved by the Planning Secretary and engaged during work associated with the CSSI. The Community Complaints Mediator(s) must be accredited under the National Mediator Accreditation System, administered by the Mediator Standards Board. The nomination of the Community Complaints Mediator(s) must be submitted to the Planning Secretary for approval within one (1) month before the commencement of Work.	Inland Rail letter for the nomination of Sydney Dispute Resolution as Community Complaints Mediator, dated 18 October 2024, was submitted one month prior to commencement of work - – 12 February 2025. The DPHI approval letter for the nomination of Jack Ellis as Community Complaints Mediator, dated 25 October 2024, was provided.		Compliant
53	B	B14	The role of the Community Complaints Mediator(s) is to address any complaint where a member of the public is not satisfied by the Proponent's response. Any member of the public that has lodged a complaint which is registered in the	The role of community complaints mediator is included in CCS under section 4 'Structure and Accountabilities' and mediation system details are		Compliant

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			Complaints Management System identified in Condition B7 may ask the Community Complaints Mediator(s) to review the Proponent's response. The application must be submitted in writing and the Community Complaints Mediator(s) must respond within 28 days of the request being made or other specified timeframe agreed between the Community Complaints Mediator(s) and the member of the public.	included under section 8.4 'Complaints Management Process'. No mediation has been required for any of the complaints to date.		
54	B	B15	The Community Complaints Mediator(s) will: a) review unresolved disputes if the procedures and mechanisms under Condition B2(h) and B2(i) do not satisfactorily address complaints; b) make recommendations to the Proponent to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes; and c) provide a copy of the recommendations, and the Proponent's response to the recommendations, to the Planning Secretary within one (1) month of the recommendations being made.	No mediation has been required for any of the complaints to date.		Not Triggered
55	B	B16	The Proponent must implement the recommendations made by the Community Complaints Mediator(s) in accordance with Condition B15 and be within a timeframe agreed with the Community Complaints Mediator(s), unless otherwise agreed with the Planning Secretary.	No mediation required for any of the complaints to date.		Not Triggered
56	B	B17	The Community Complaints Mediator(s) will not act before the Complaints Management System required by Condition B7 has been executed for a complaint and will not consider issues such as property acquisition, where other dispute processes are provided for in this approval or clear government policy and	No mediation required for any of the complaints to date.		Not Triggered

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			resolution processes are available, or matters which are not within the scope of this CSSI.			
PROVISION OF ELECTRONIC INFORMATION						
57	B	B18	A website or webpage providing information in relation to the CSSI must be established before commencement of work and be maintained for the duration of construction, and for a minimum of 24 months following the completion of construction. The following up-to-date information (excluding confidential, private, commercial information or any other information that the Planning Secretary has approved to be excluded) must be published before the relevant work commences and maintained on the website or dedicated pages including: a) information on the current implementation status of the CSSI; b) a copy of the documents listed in Condition A1, and any documentation relating to any modifications made to the CSSI or the terms of this approval; c) a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; d) a copy of each statutory approval, licence or permit required and obtained in relation to the CSSI; e) a copy of the current version of each document required under the terms of this approval; and f) a copy of the audit reports required under this approval.	Project website: Inland Rail in NSW: Albury to Illabo Section - Inland Rail. Information is included under tab 'status' All the required documents are included under tab 'Planning approval documents' An EPL has been issued to Martinus Rail and is included on the website under tab 'Planning approval documents' The previous IEA#1 audit report is provided on the website.		Compliant

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			Where the information / document relates to a particular work or is required to be implemented, it must be published before the commencement of the relevant work to which it relates or before its implementation. All information required in this condition must be provided on the Proponent's website, ordered in a logical sequence and which is easy to navigate. Note: The intention of this condition is to increase transparency and for information/documents required as part of the approval to be provided proactively and publicly in an easily accessible manner. Where information is excepted by this condition, it is intended that these documents are provided in their redacted form. The Planning Secretary may instruct the Proponent to finalise and upload any report or documents to the Project's website in accordance with Condition A4. The publishing of documents should occur a minimum of a week before the relevant Work / activity is going to commence. In determining what information should be published under this condition, the proponent should have regard to the principles in Division 2 of Part 2 of the Government Information (Public Access) Act 2009. Documents should be named to be consistent with the conditions of approval where possible. The name should also give an overall impression of what the document is about. The names should be simple and concise (no more than 50 characters) without any unnecessary punctuation or under scoring in the title.			

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PART C CONSTRUCTION ENVIRONMENTAL MANAGEMENT						
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN						
58	C	C1	Except as provided by Condition C16, a Construction Environmental Management Plan (CEMP) must be prepared having regard to the Environmental Management Plan Guideline for Infrastructure Projects (Department of Planning, Industry and Environment, 2020).	The Construction Environmental Management Plan (CEMP) Stage B Albury to Illabo Rev. 1, document no. 6-0052-210-PMA-00-PL-00010, dated 22 August 2025, has been prepared and was provided to the auditor.		Compliant
59	C	C2	The CEMP must provide: a) a description of activities to be undertaken during construction (including the scheduling of construction); b) details of environmental and social policies, guidelines and principles to be followed in the construction of the CSSI; c) a program for ongoing analysis of the key environmental and social impact risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the CSSI. The initial risk assessment may be undertaken as part of the CEMF pursuant to Condition C16; d) details of how the activities described in subsection (a) of this condition will be carried out to:	The CEMP satisfies this condition by addressing these items in the following sections of the plan: a) Section 4.2 'Project Stages' includes pre-construction and construction activities for Stage B and B2. b) Section 2.2 'Environmental requirements' and section 3 'Environmental Management System Overview' details the legislative requirements and approval requirements c) Section 5 'Development of this CEMP' and section 6 'Implementation and Operation'		Compliant

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			i. meet the performance outcomes stated in the documents listed in Condition A1 and as required by this approval; and ii. manage the risks identified in the risk analysis undertaken in subsection (c) of this condition; e) an inspection program detailing the activities to be inspected and frequency of inspections; f) a protocol for managing and reporting, including to the relevant roads authority, asset owner(s) and in the case of a classified road, TfNSW, where relevant to traffic, transport and access management any: i. incidents; and ii. non-compliances with this approval or statutory requirements; g) procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction; h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C6. Where staged construction of the CSSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction; i) an organisational chart including description of the roles and environmental responsibilities for relevant employees and any independent appointments; j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental, social and compliance obligations under the terms of this approval; and	- determines key environmental aspects, and the potential impacts and risks posed to each of them d) Section 5.3 'Ongoing risk analysis' and section 7 'Monitoring and Review' set the minimum requirements for addressing and re-evaluating environmental risk on the project e) Section 7.1 'Environmental inspections' – Table 16 establishes the inspection frequency requirements f) Section 8 'Incident Planning, Management and Reporting' provides detail on the reporting of incidents and non-conformances g) Section 8.5 'Corrective and preventative action' and Appendix A5 'Environmental objectives and targets' provides the process of reporting non-compliances h) Section 3.3.2 'CEMP Sub-plans and monitoring programs' lists all sub-plans as required under this consent. i) Section 6.1 'Roles and responsibilities' provides detail responsibilities for key project		

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			k) for periodic review and update of the CEMP and all associated plans and programs Note: CEMP(s) may reflect the construction of the project through geographical activities, temporal activities or activity-based staging.	personnel and also provides a high-level organisational chart j) Section 6.2 'Training and Competency' provides details of training delivered on site, including inductions, pre-start meetings and toolboxes k) Section 10.4 'Revision, review and improvement' provides the framework for continuous improvement and review.		
60	C	C3	CEMP(s) (and relevant CEMP Sub-plans) must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C16.	Stage B CEMP Rev. 1, dated 22 August 2025, was provided. The CEMP was submitted to DPHI on 26 August 2025. Post approval receipt SSI-10055-PA-88 was sighted.		Compliant
61	C	C4	Where a CEMP (and relevant CEMP Sub-plans) requires Planning Secretary's approval, the CEMP (and relevant CEMP Sub-plans) must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	- Stage B CEMP Rev. 1, dated 22 August 2025, was endorsed by ER on 25 August 2025. - Stage B Construction Air Quality Management Plan Rev. 1, dated 15 August 2025, was endorsed at Rev. B by the ER on 14 May 2025. - Construction Biodiversity Management Plan Rev. 1, dated 21 August 2025.		Compliant

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				Presented endorsement letter by ER, dated 25 August 2025. - Construction Cultural Heritage Management Plan Rev. 3, dated 20 August 2025. Presented endorsement letter by ER, dated 25 August 2025. - Construction flood and bushfire Emergency Management Plan Rev. 1, dated 21 August 2025. Presented endorsement letter by ER, dated 25 August 2025. - Construction Noise and Vibration Management Plan Rev. 2, dated 25 August 2025. Presented endorsement letter by ER, dated 25 August 2025. - Construction Soil and Water Management Plan Rev. 2, dated 21 August 2025. Presented endorsement letter by ER, dated 25 August 2024. - Construction Traffic, Transport, and Access Management Plan Rev. 2, dated 21 August 2025. Presented endorsement letter by ER, dated 26 August 2025. - Construction Waste Contamination and Hazardous Materials Management Plan		

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				Rev. 1, dated 25 August 2025. Presented endorsement letter by ER, dated 26 August 2024.					
62	C	C5	CEMP(s) (and relevant CEMP Sub-plans) not requiring the Planning Secretary’s approval, but requiring ER endorsement, must be submitted to the ER no later than one (1) month before the commencement of construction or where construction is staged no later than one (1) month before the commencement of that stage. The CEMPs (and relevant CEMP Sub-plans) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.	As above		Compliant			
63	C	C6	Except as provided by Condition C16, the following CEMP Sub-plans must be prepared and implemented in consultation with the relevant government agencies identified for each CEMP Sub-plan. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant CEMP Sub-plan, including copies of all correspondence from those agencies as required by Condition A8. <table><tr><td></td><td>Required CEMP Sub-plan</td><td>Relevant government agencies to be consulted for each CEMP Sub-plan</td></tr></table>		Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan	The following sub-plans have been prepared and implemented in consultation with the relevant government agencies and consultation details has been provided to the DPHI as part of the CEMP Plan as above. Construction Traffic, Transport, and Access Management Plan Rev. 2, document no. 6-0052-210-PMA-00-PL-0011, dated 21 August 2025. Consultation included in the plan under section 1.6 ‘Consultation’. Precinct Traffic Management Sub-Plan June LGA General Rev. 0, doc no. 5-		Compliant
	Required CEMP Sub-plan	Relevant government agencies to be consulted for each CEMP Sub-plan							

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			(a)	Traffic, transport and access	TfNSW and relevant councils	0052-210-PMA-J0-PL-0002, dated 25 August 2025.		
			(b)	Soil and Water	BCS, NSW EPA, and relevant councils	Precinct Traffic Management Plan Albury LGA General Rev. 0, doc no. 5-0052-210-PMA-B0-PL-0001, dated 25 August 2025.		
			(c)	Noise and vibration	Relevant councils			
			(d)	Biodiversity	DPI Fisheries, BCS, and relevant councils	Precinct Traffic Management Plan Wagga Wagga Rev. 0, doc no. 5-0052-210-PMA-W0-PL-0002, dated 11 September 2025.		
			(e)	Non-Aboriginal heritage	Heritage NSW and relevant councils			
			(f)	Aboriginal heritage	Heritage NSW, RAPs and relevant councils	Precinct Traffic Management Plan Lockhart LGA Rev. 0, doc no. 5-0052-210-PMA-G4-PL-0001, dated 11 September 2025.		
			(g)	Flood and bush fire emergency management	SES, Hume Zone and Riverina Zone Bush Fire Management Committees, DCCEEW and relevant councils	Construction Soil and Water Management Plan Rev. 2, document no. 6-0052-210-PMA-00-PL-0012, dated 21 August 2025. Consultation included in the plan under section 1.6 'Consultation'.		
			(h)	Salinity management plan	Relevant councils			
			(i)	Contamination and hazardous materials plan	DPHI and relevant councils	Construction Noise and Vibration Management Plan Rev. 2, document no. 6-0052-210-PMA-00-PL-0013, dated 25 August 2025. Consultation included in the plan under section 1.6 'Consultation'.		
			(j)	Waste management plan	Relevant councils			
			(k)	Groundwater management plan	DCCEEW Water Group and relevant Councils			

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			(l)	Social impact management plan	DPHI and relevant councils	Construction Biodiversity Management Plan Rev. 1, document no. 6-0052-210-PMA-00-PL-0014, dated 21 August 2025. Consultation included in the plan under section 1.6 'Consultation'. Construction Cultural Heritage Management Plan Rev. 3, document no. 6-0052-210-PMA-00-PL-00015, dated 20 August 2025. Non-Aboriginal heritage is included under section 6.2 'Non-Aboriginal Heritage'. Consultation included in the plan under section 1.6 'Consultation'. Construction flood and bushfire Emergency Management Plan Rev. 1, document no. 6-0052-210-PMA-00-PL-00016, dated 21 August 2025. Consultation included in the plan under section 1.6 'Consultation'. Construction Waste Contamination and Hazardous Materials Management Plan Rev. 1, document no. 6-0052-210-PMA-00-PL-0017, dated 25 August 2025. Consultation included in the plan under section 1.6 'Consultation'. Social Impact Management Plan Rev. 6, document no. 6-0052-210-PMA-00-PL-		

Note: CEMP Sub-plan(s) may reflect the construction of the project through geographical activities, temporal activities or activity-based staging. Nothing in this condition prevents the Proponent from combining any of the above CEMP Sub-plans.

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				0001, dated 20 August 2025. Consultation is included in the plan under section 5 'Consultation'.		
64	C	C7	The CEMP Sub-plans must state how: a) the environmental performance outcomes identified in the documents listed in Condition A1 will be achieved; b) the mitigation measures identified in the documents listed in Condition A1 will be monitored and implemented; c) the relevant terms of this approval will be complied with; and d) issues requiring management during construction (including cumulative impacts), as identified through ongoing environmental risk analysis, will be managed through SMART principles.	The CEMP and Sub-Plans have been reviewed by required parties – ER, AA (where relevant), TfNSW and approvals from DPHI have been granted. Evidence shows that the CEMP and Sub-Plans have been prepared in accordance with this CoA's requirements, with the following exception: b) the mitigation measures identified in the documents listed in Condition A1 will be monitored and implemented.	Non-compliance A2I-02_NC-02: The mitigation measures identified in Chapter 23 of the EIS, Waste and resource management, have not been implemented. Section 23.5.2 Mitigation measures requires that at detailed design/pre-construction phase, <i>a spoil management strategy would be developed to define the preferred approach to managing spoil (WM2).</i> The Construction Waste Contamination and Hazardous Materials Management Plan Rev. 1, Section 6.1.1 Sampling, Analysis, and Quality	Non-Compliant

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					Plan determines that site investigations will be undertaken as required to inform the detailed design and the subsequent management and classification of waste soil. The plan further states that following the development of the SAQP, site investigations will be completed across the project to ensure that potential risks to the project works as a result of contamination present at the site are mitigated, and that any excavated material would be suitably managed in accordance with the Soil and Water Management sub-plan and the spoil management strategy	

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					(mitigation measure WM2). Site investigations are underway, however a Spoil Management Strategy to determine the effective management of excavated material has not been finalised or approved for use on site.	
65	C	C8	The Construction Traffic, Transport and Access Management (CTTAMP) Sub-plan must be consistent with any agreements with the relevant roads authority about the use and management of roads and include measures to: m) minimise impacts on seasonal traffic and public transport, including harvest-related vehicles, school buses, bus stops and freight operators; n) consult and advise of changes that impact Wagga Wagga Health precinct and emergency services; o) minimise impacts to pedestrian and active transport routes consistent with Conditions E133, E134 and E135; p) minimise noise and amenity impacts of heavy vehicles entering and exiting construction compounds, borrow sites and other ancillary sites, and driving through	Construction Traffic, Transport, and Access Management Plan Rev. 2, document no. 6-0052-210-PMA-00-PL-0011, dated 21 August 2025 is being implemented at the majority of sites: a) Section 6.1 'Precinct Traffic Management Plans, section 6.2 'Traffic Management Plans' and section 6.5.1 'Public Transport' b) Section 6.9.2 'Traffic and Transport Liaison Group' and section 6.9.3 'Emergency Services' c) Section 4.4 'Heavy Vehicle Route Restrictions' and section 6.5 'Vulnerable Road Users'	Non-compliance A2I-02_NC-03: A site inspection of the Albury Riverina Station paid particular attention to the implementation of the Precinct Traffic Management Sub-Plan – Stage B – Albury LGA Precinct General (5-0052-210-PMA-B0-PL-0001, Rev. 0 25/08/2025). Section 3.2.6 of the PTMP notes that Gate	Non-Compliant

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			populated areas, including school zones at speed limited times; q) minimise impacts to vulnerable road users and sensitive land uses, including but not limited to avoiding, where possible, schools, child care facilities and aged care facilities; r) avoid heavy vehicle movements on public roads outside the construction hours detailed in Condition E69; s) repair roads damaged during construction to ensure the safety of road users; t) all mitigation measures identified in accordance with the Wagga Wagga Construction Traffic, Transport and Access Mitigation Options Report in accordance with Condition E137; u) inform road users, freight operators and pedestrians and active transport users of changes to traffic conditions, detours and parking; v) implement and comply with Condition E135; w) maintain pedestrian and vehicular access to affected properties, including mechanisms to consult with affected landowners and ensure measures are implemented prior to any access disruption; x) identify construction vehicle routes not identified in the documents listed in Condition A1 and in accordance with Condition E138; y) managing maritime traffic impacts through a Maritime Traffic Management Plan; z) periodically review mitigation measures to further minimise impacts to road users, pedestrians and active	d) Section 6.10 'Driver Code of Conduct' and 6.12 'Management and Mitigation Measures' e) Section 6.5 'Vulnerable Road Users', 6.8 'Access' and 6.9 'Community and Stakeholder Engagement' f) Section 6.3 'Construction Vehicle Movements' and 7.2 'Monitoring Program' g) Section 6.6 'Road Maintenance' h) Section 6.1 "Precinct Traffic Management Plans" i) Section 6.9 'Community and Stakeholders Engagement' j) Section 6.6 'Road Maintenance' k) Section 6.8 'Access' and section 6.9 'Community and Stakeholders Engagement' l) Section 6.3 'Construction Vehicles Movement'. Non-compliant - see audit findings. m) Section 6.11 'Water based Transport' n) Section 8 'Review and Improvement' o) Section 1.6 'Consultation' and section 6.9 'Community and Stakeholders Engagement'	A4 is access only and that "Acceleration requirements are not applicable considering the entry only nature of the Gate movements". However, site observations at Albury Riverina Station noted that Gate A4 is also used for egress from site directly into a 110km/hr highway on-ramp. There has been no risk assessment of site egress from Gate A4 in the TMP. It is recommended that site traffic cease using this gate as an egress point until such time that a risk assessment deems the action safe and that appropriate mitigation measures are put in place to	

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			transport users including adaptive management measures addressing traffic impacts associated with construction of Edmondson Street Bridge; and aa) regularly consult with councils and TfNSW regarding changes to traffic and pedestrian impacts and mitigation measures.	Precinct Traffic Management Sub-Plan June LGA General Rev. 0, doc no. 5-0052-210-PMA-J0-PL-0002, dated 25 August 2025. Precinct Traffic Management Plan Albury LGA General Rev. 0, doc no. 5-0052-210-PMA-B0-PL-0001, dated 25 August 2025. Precinct Traffic Management Plan Wagga Wagga Rev. 0, doc no. 5-0052-210-PMA-W0-PL-0002, dated 11 September 2025. Precinct Traffic Management Plan Lockhart LGA Rev. 0, doc no. 5-0052-210-PMA-G4-PL-0001, dated 11 September 2025.	ensure safe egress from site. The PTMP and CTTAMP must be updated to include these measures.	
66	C	C9	The Construction Noise and Vibration Sub-plan must include, but not limited to: a) measures to reduce construction to standard ICNG hours where sensitive land uses are likely to be noise affected for more than 3 months; b) an approach to assess and manage construction fatigue from noise impacts on sensitive receivers on an ongoing basis; c) noise sensitive periods identified by the community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas and	Construction Noise and Vibration Management Plan Rev. 2, document no. 6-0052-210-PMA-00-PL-0013, dated 25 August 2025. Compliance with this condition demonstrated below: a) Section 5.3.4 'timetabling of work activities', section 7.10 'Cumulative Impacts, respite and construction fatigue' and Table 27 'Noise and vibration management and mitigation measures'		Compliant

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			measures to ensure noise levels above the NMLs do not occur during sensitive periods in accordance with Condition E76; d) mitigation for construction traffic noise impacts from additional construction traffic and road diversions; e) the location of all heritage items, non-heritage structures and infrastructure likely to be impacted by vibration and measures to manage vibration impacts at those items and structures; and f) vibration levels at a range of distances from vibration intensive equipment such as excavators and vibratory rollers before undertaking works with the specific type and size of equipment.	b) Section 7 'Management and Mitigation', section 8.2 'Complaints Management' and Table 27 'Noise and vibration management and mitigation measures' c) Section 1.6 'Consultation', section 8.2 'Complaints Management' and Table 27 'Noise and vibration management and mitigation measures' d) As per Table 27 'Noise and vibration management and mitigation measures' e) As per Appendix E 'Properties at risk of triggering cosmetic damage' f) As per section 7 'Management and Mitigation'		
67	C	C10	The Biodiversity Management Sub-plan must include, but not limited to details of the: a) measures to avoid and minimise disturbance and impacts to terrestrial and aquatic threatened species and their habitat; b) measures to protect riparian corridors and erosion and sediment control measures to be implemented in accordance with Condition E173 and E174; and c) riparian and watercourse rehabilitation measures to be implemented in accordance with Condition E34.	Construction Biodiversity Management Plan Rev. 1, document no. 6-0052-210-PMA-00-PL-0014, dated 21 August 2025. Compliance with this condition demonstrated below: a) Section 6.11 'Management and Mitigation Measures' b) Section 5.2.2 'Clearing of non-native vegetation', 6.3 'Aquatic and riparian habitat' and 6.11		Compliant

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				'Management and Mitigation Measures' c) Section 6.7 'Vegetation Rehabilitation' and 5.2.3 'Impacts to aquatic biodiversity'.		
68	C	C11	The Non-Aboriginal Heritage Management Sub-plan must be prepared by a suitably qualified and experienced heritage expert and include: a) all exclusion zones, archival recording requirements, baseline, and periodic monitoring protocols (including before and during construction; b) measures to avoid or minimise impacts to the broad gauge track in Albury Station and Yard Group identified in accordance with Condition E52 to the greatest extent practicable; and c) items to be salvaged, relocated or reused, including Signal Box 1A at Albury and any items identified in the documents listed in Condition A1, Condition E51 and Condition E52.	Construction Cultural Heritage Management Plan Rev. 3, document no. 6-0052-210-PMA-00-PL-00015, dated 20 August 2025. Non-Aboriginal heritage is included under section 6.2 'Non-Aboriginal Heritage'. The plan was prepared in consultation with a suitably qualified and experienced heritage expert – Dr Jodie Benton (Director, OzArk) and reviewed by Dr Bernadette Drabsch (Senior Heritage Consultant, OzArk) and Ben Churcher (Director, OzArk). a) Section 6 'Management and Mitigation – Stage A' and Appendix C "Site Specific Protection Plans" b) Section 6.2.1 "Specific Management Strategies" c) Section 6.2.1 "Specific Management Strategies" and Appendix C "Site Specific Protection Plans".		Compliant

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69	C	C12	The Aboriginal Cultural Heritage Management Sub-plan must be prepared by a suitably qualified and experienced person and include: a) measures to avoid and protect the Aboriginal objects, sites and Potential Archaeological Deposits identified within or adjacent to the project footprint, including fencing of areas to be avoided prior to Work commencing; b) updated mapping of all areas that have been, or will be, subject to monitoring and salvage excavations; c) procedures for monitoring, salvaging and relocating the Aboriginal objects and sites located within the approved development footprint; d) procedures to ensure RAPs and LALC are consulted on Aboriginal cultural heritage management throughout construction; e) procedures for short and long term management of any salvaged Aboriginal objects in consultation with the RAPs and LALC; f) a contingency plan and reporting procedure for the management of Unexpected Heritage Finds and Human Remains that is prepared by suitably qualified and experienced heritage specialist in relation to Aboriginal cultural heritage, in consultation with the RAPs, LALCs and in accordance with the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW, 2010); and	Construction Cultural Heritage Management Plan Rev. 3, document no. 6-0052-210-PMA-00-PL-00015, dated 20 August 2025. Non-Aboriginal heritage is included under section 6.2 'Non-Aboriginal Heritage'. The plan was prepared in consultation with a suitably qualified and experienced heritage expert – Dr Jodie Benton (Director, OzArk) and reviewed by Dr Bernadette Drabsch (Senior Heritage Consultant, OzArk) and Ben Churcher (Director, OzArk). Compliance with this condition demonstrated below: a) Section 6.4 'Management and Mitigation Measures' b) Section 6.3.5 'Updated mapping of monitoring and salvage areas' c) Section 6.1 'Aboriginal heritage' d) Section 1.6 'Consultation' and Community Communication Strategy e) Section 6.1 'Aboriginal heritage' f) As per Appendix B 'Unexpected Heritage Finds and Human Remains Procedures'		Compliant

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			g) heritage induction and training for construction personnel.	g) Section 6.1.1 'Specific Management Strategies' and section 7.2 'Training'		
70	C	C13	The Soil and Water Management Sub-plan must include: a) measures to avoid and minimise erosion and sedimentation impacts including to agricultural and forested land, and areas of high salinity and high erosion potential; b) information demonstrating that the required construction water resources are legally and physically available; c) procedures and protocols for the appropriate supply, transport and storage of water across the CSSI; d) mitigation measures to address construction water resource shortages that arise; e) a Construction Groundwater Management Plan (CGMP) that includes a protocol for avoiding, minimising and mitigating impacts; f) a surface water monitoring framework; g) a dam dewatering protocol; and h) a spill response procedure.	Construction Soil and Water Management Plan Rev. 2, document no. 6-0052-210-PMA-00-PL-0012, dated 21 August 2025. Compliance with this condition is demonstrated in the following sections outlined below: a) Section 6.1 'Erosion and Sediment Control', section 6.3 'Saline Soils' and section 6.10 'Management Measures' b) Section 6.5 'Water Use' c) Section 6.5 'Water Use' d) Section 6.5 'Water Use' e) Section 6.9 'Groundwater' f) As per Appendix B 'Construction Surface Water Monitoring Program' g) As per Appendix C 'Dam Dewatering Protocol' h) As per Appendix D 'Spill Response Procedure'		Compliant
71	C	C14	The Flood and Bush Fire Emergency Management Sub-plan must include:	Construction Flood and Bushfire Emergency Management Plan Rev. 1, document no. 6-0052-210-PMA-00-PL-		Compliant

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			a) measures for managing flood and bush fire risks including access and egress for emergency vehicles and subsequent recovery; b) consideration of flood and bush fire risks associated with construction works; c) details of the management and maintenance of flood and bush fire mitigation measures including first-response capabilities, any temporary and permanent fencing and drainage structures.	00016, dated 21 August 2025. Compliance with this condition demonstrated below: a) Section 6 'Management and Mitigation' b) Section 5 'Aspects and Impacts – Stage A' c) Section 6.4 'Mitigation Measures'		
72	C	C15	Construction must not commence until the relevant CEMP(s) and CEMP Sub-plans have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16). The CEMP and CEMP Sub-plans, as approved by the Planning Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and Sub-plans have been endorsed by the ER and approved by the Planning Secretary or ER.	Refer to condition C4.		Compliant
73	C	C16	Construction Environmental Management Framework A Construction Environmental Management Framework (CEMF) may be prepared to facilitate the preparation and approval of construction environmental management and monitoring plans required under Part C of this approval. The CEMF must:	Construction Environmental Management Framework Rev. 6, document no. 6-0052-210-PES-00-PJ-0001, dated 20 August 2025. Compliance with this condition demonstrated below: a) Section 4 'Environmental Management Framework' and		Compliant

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			a) identify the Construction Environmental Management Plans (CEMPs), CEMP Sub-plans and Construction Monitoring Programs (CMP) required for each stage of construction consistent with the Staging Report prepared under Condition A9; b) document the proposed structure of the CEMP, CEMP Sub-plans and CMPs for the relevant stage of construction; c) provide, by way of a Risk Matrix, an assessment of the predicted level of environmental and social risk, including the potential level of community concerns posed by each construction stage. This must use a process consistent with AS/NZS ISO 31000: 2018; Risk Management – Guidelines; and d) nominate the consultation and endorsement level for the CEMP, CEMP Sub-plans and CMPs required for each construction stage. The endorsement level being one of the following: i. Low Risk Stage – to be self-endorsed and consultation with agency and council stakeholders is not mandatory, ii. Medium Risk Stage – to be endorsed by the ER and consultation with agency and council stakeholders required, and iii. High Risk Stage– to be endorsed by the Planning Secretary and consultation with agency and council stakeholders required. For a Low Risk Stage(s) the requirements of Part C of this approval do not apply. In these circumstances, a CEMP, CEMP	section 5 ‘CEMP, SUB-PLAN and CMP Structure’ b) Section 5 ‘CEMP, SUB-PLAN and CMP Structure’ c) As per Appendix A ‘Risk Matrix’ and Appendix C ‘Risk Assessment’ d) Section 3.2 ‘Risk Levels’ and section 4.3 ‘Consultation and endorsement’		

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			sub-plan and CMP, may be substituted with an alternate process such as a Construction Method Statement or the like. The CEMF must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the lodgement of any CEMP, CEMP sub plan or CMP. The approved CEMF must be implemented for the duration of construction. Note: The Planning Secretary may vary the CEMF in relation to the endorsement authority for the CEMPs, CEMP Sub-plans and CMPs.			
74	C	C17	Where changes are proposed to the staging of construction, a revised CEMF must be prepared, endorsed by the ER and submitted to the Planning Secretary for approval no later than one (1) month prior to the proposed change in the staging.	The CEMF Rev. 7, dated 8 October 2025 was submitted to DPHI on 10 October 2025. Post approval receipt SSI-10055-PA-113, dated 10 October 2025, was sighted. Letter of endorsement of CEMF Rev. 7 from ER, dated 9 October 2025, was presented.		Compliant
SITE ESTABLISHMENT WORK						
75	C	C18	Ancillary Facility - Site Establishment Management Plan Before the establishment of an ancillary facility that is required prior to the approval of a CEMP (excluding minor ancillary facilities determined by the ER to have minimal environmental impact and those established under Condition C23), an Ancillary Site Establishment Management Plan must be	No SEMP was developed for the project.		Not Triggered

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

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			f) Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each ancillary facility, or one Site Establishment Management Plan for all ancillary facilities. The approved Site Establishment Management Plan(s) must be implemented. <i>Note: This plan is only needed before a CEMP is approved. Once a CEMP is approved an Ancillary Site Establishment Management Plan(s) is not required.</i>			
76	C	C19	Use of an Ancillary Facility The use of an ancillary facility for construction must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C6 and relevant Construction Monitoring Programs required by Condition C26 have been approved by the Planning Secretary.	No SEMP has been developed.		Not Triggered
77	C	C20	This condition does not apply to the use of minor Ancillary Facilities established under Condition C23. Note: The operation of an ancillary facility can commence if the ER has determined the operational activities are Low Impact work as defined in Table 1 of this approval.	No SEMP has been developed.		Not Triggered
78	C	C21	Access to Ancillary Facilities Where possible, ancillary facilities must be accessed via existing public roads and/or the existing rail corridor. Where access via existing roads or the rail corridor is not possible, the Proponent may utilise existing private access tracks on private	No SEMP has been developed.		Not Triggered

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			property but only with the written permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition C18.			
79	C	C22	The Proponent must ensure that all roads / tracks that will be used to access ancillary facilities are to the standard necessary to provide access as agreed with landowners, asset owner(s) , the roads authority, and both TfNSW and the roads authority for Classified Roads, including a trafficable surface suitable to accommodate the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	No SEMP has been developed.		Not Triggered
80	C	C23	Minor Ancillary Facilities The minor ancillary Facilities can be established and used where they have been assessed in the documents listed in Condition A1 or satisfy the following criteria: a) are located within or immediately adjacent to the construction boundary; and b) have been assessed by the ER to have: i. minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009) (ICNG), traffic and access impacts, dust and	As evidenced during the previous audit, two minor ancillary facilities been assessed by ER are on the project website: • Minor Ancillary Facility Assessment – Junee to Illabo (J2I) Clearances 6-0052-210-EEC-J7-AS-0001 • Minor Ancillary Facility Assessment – Edmonson Street Bridge 6-0052-210-EEC-W5-AS-0001		Compliant

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			- odour impacts, and visual (including light spill) impacts; and ii. minimal environmental impact with respect to waste management and flooding; and iii. no impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval.			
81	C	C24	Boundary screening Boundary screening must be erected at any ancillary facilities (excluding minor ancillary facilities) that is adjacent to sensitive land use(s) for the duration of the time that the ancillary facility is in use, unless otherwise agreed with the owner and occupier of the adjacent sensitive land use(s). Boundary screening must minimise visual impacts on adjacent sensitive land use(s).	As evidenced during the previous audit, boundary screening was installed around both compounds. This was evidenced on inspection – see photos.		Compliant
82	C	C25	Decommissioning of Ancillary Facilities Any agreements between the Proponent and landowner for the temporary use of land for construction purposes must provide for the rehabilitation of that land and any structures on it to its pre-construction state, unless otherwise agreed with the landowner.	Currently only at site establishment phase.		Not Triggered

CONSTRUCTION MONITORING PROGRAMS

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83	C	C26	Except as provided by Condition C16, the following Construction Monitoring Programs must be prepared and implemented in consultation with the relevant government agencies identified for each to compare actual performance of construction of the CSSI against the performance predicted in the documents listed in Condition A1 or in the CEMP: <table><tr><td></td><td>Required Construction Monitoring Programs</td><td>Relevant government agencies to be consulted for each Construction Monitoring Program</td></tr><tr><td>a)</td><td>Traffic, transport and access</td><td>Relevant councils and TfNSW</td></tr><tr><td>b)</td><td>Noise and vibration</td><td>Relevant councils</td></tr><tr><td>c)</td><td>Biodiversity</td><td>BCS (NSW DCCEEW)</td></tr><tr><td>d)</td><td>Surface water</td><td>DCCEEW Water Group, and relevant councils</td></tr></table>		Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program	a)	Traffic, transport and access	Relevant councils and TfNSW	b)	Noise and vibration	Relevant councils	c)	Biodiversity	BCS (NSW DCCEEW)	d)	Surface water	DCCEEW Water Group, and relevant councils	The following construction programs have been prepared and implemented in consultation with relevant stakeholders: a) Traffic, transport and access monitoring program – incorporated as section 7.2 within the Construction Traffic, Transport, and Access Management Plan. b) Construction Noise and Vibration Monitoring Program – incorporated as Appendix B within Construction Noise and Vibration Management Plan. c) Construction Biodiversity Monitoring Program – incorporated as Section 7.3 within Biodiversity Management Plan and Appendix G. d) Surface Water Monitoring Program – incorporated as Appendix B within Construction Soil and Water Management Plan.		Compliant
	Required Construction Monitoring Programs	Relevant government agencies to be consulted for each Construction Monitoring Program																			
a)	Traffic, transport and access	Relevant councils and TfNSW																			
b)	Noise and vibration	Relevant councils																			
c)	Biodiversity	BCS (NSW DCCEEW)																			
d)	Surface water	DCCEEW Water Group, and relevant councils																			
84	C	C27	Each Construction Monitoring Program (CMP) must have consideration of SMART principles and provide: a) details of baseline data available; b) details of baseline data to be obtained and when; c) details of all monitoring of the project to be undertaken;	Refer to C4 for the approval of CMPs from DPHI. Evidence shows that the Construction Monitoring Programs satisfied this condition requirements as relevant. Also		Compliant															

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			d) the parameters of the project to be monitored; e) the frequency of monitoring to be undertaken; f) the location and justification of monitoring locations; g) the reporting of monitoring results and analysis results against relevant criteria; h) details of the methods that will be used to analyse the monitoring data; i) procedures to identify and implement additional mitigation measures where the results of the monitoring indicate unacceptable project impacts; and j) any consultation to be undertaken in relation to the monitoring programs.	refer to condition C11 for audit evidence and findings. Construction Monitoring Programs provide: a) As per CTTAMP section 4; CNVMP section 2; CBMP section 4; CSWMP section 2; b) As per CTTAMP section 4; CNVMP section 2; CBMP section 4; CSWMP section 2 c) As per CTTAMP section 7.2; CNVMP section 4; CBMP section 7.3; CSWMP section 3; d) As per CTTAMP section 7.2; CNVMP section 3; CBMP section 7.3; CSWMP section 3.3; e) As per CTTAMP section 7.2; CNVMP section 4; CBMP section 7.3; CSWMP section 3; f) As per CTTAMP section 7.2; CNVMP section 4.4; CBMP section 7.3; CSWMP section 3.2; g) As per CTTAMP section 7.2; CNVMP section 5; CBMP section 7.3; CSWMP section 5.5; h) As per CTTAMP section 7.2; CNVMP section 4.1 & 4.2; CBMP section 7.6; CSWMP section 4;		

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				i) As per CTTAMP section 8.1; CNVMP section 4.5; CBMP section 8.1; CSWMP section 6; j) As per CTTAMP section 8.1 & 8.2; CNVMP section 1.4; CBMP section 1.6; CSWMP section 1.4.		
85	C	C28	The Noise and Vibration Monitoring Program must be prepared in accordance with the requirements of Approved Methods for the Measurement and Analysis of Environmental Noise (EPA).	As per section 1.6.1 "Guidelines and Standards" within the Construction and Noise and Vibration Management Plan – The Noise and Vibration Monitoring Program was prepared in accordance with the requirements of Approved Methods for the Measurement and Analysis of Environmental Noise (EPA).		Compliant
86	C	C29	CMP(s) must be submitted to the Planning Secretary for approval except those permitted to be endorsed by others pursuant to a CEMF approved by the Planning Secretary under Condition C16.	Refer to condition C4.		Compliant
87	C	C30	Where a CMP requires Planning Secretary's approval, the CMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one (1) month before the commencement of construction, or where construction is staged, no later than one (1) month before the commencement of each stage.	Refer to condition C4.		Compliant
88	C	C31	CMP(s) not requiring the Planning Secretary's approval, but requiring ER endorsement, must be submitted to the ER no later than one (1) month before the commencement of	Refer to condition C4		Compliant

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			construction or where construction is staged no later than one (1) month before the commencement of that stage. The CMP(s) must be endorsed by the ER as being consistent with the conditions of this approval and all undertakings made in the documents listed in Condition A1.			
89	C	C32	Construction must not commence until the relevant CMP(s) have been approved by the Planning Secretary or endorsed by the ER, (as applicable and as identified in the CEMF approved under Condition C16), and all relevant baseline data for the specific construction activity has been collected.	Refer to condition C4.		Compliant
90	C	C33	The CMP(s), as approved or endorsed (as relevant), including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.	The following monitoring data was provided demonstrating that the CMP's were being implemented: • Attended Noise Monitoring Report 1 – Albury September Possession, dated 15 September 2025. • Attended Noise Monitoring Report 2 – Albury September Possession, dated 15 September 2025. • Kemp Street Compound – Tree Trimming Noise Monitoring Report, dated 5 September 2025. • J21 Ballengorrah Ln Noise Monitoring Report, dated 8 September 2025.	Opportunity for Improvement A2I-02_OFI-02: The Environmental Work Method Statement (EWMS) – Vegetation Clearing and Grubbing was last revised on 7 March 2025, which exceeds the recommended 6-month review interval. It is recommended that EWMS should be reviewed at least every six months to ensure they remain current	Compliant

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				- Monthly Water Monitoring Report August 2025. - Monthly Water Monitoring Report July 2025 - Monthly Water Monitoring Report September 2025 - Erosion and Sediment Control Plan Inspection # 14 at June to Illabo Clearances on 12 October 2025. - Erosion and Sediment Control Plan Inspection # 15 at Edmonson Street on 12 October 2025. - Construction Traffic, Transport and Access Mitigations Report – Stage B Wagga, Rev. 0, dated 31/10/2025. - Clearing Permit 13.001 for Edmondson Street tree trimming, dated 04/10/2025. - Clearing Permit 04.001 for Billy Hughes Bridge clearing and grubbing, dated 30/10/2025. EWMS 0003 for Clearing and Grubbing, dated 7/3/2025 was presented.	and reflect any changes in site conditions or requirements. Additionally, a revision table should be included in each EWMS to maintain traceability of updates.	

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				Sloane Froglet Risk Assessment Workshop sign off 28/10/25 sighted.		
91	C	C34	The results of the CMP(s) must be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant CMP. Note: Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.	As above. CMP's are incorporated into each CEMP sub-plan.		Compliant

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

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

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OPERATIONAL MONITORING PROGRAM															
96	D	D5	The following Operational Monitoring Programs must be prepared in consultation with the relevant authorities identified for each Operational Monitoring Program to compare actual operational performance against predicted performance. Details of all information requested by an agency during consultation must be provided to the Planning Secretary as part of any submission of the relevant Operational Monitoring Program, including copies of all correspondence from those agencies as required by Condition A8. <table><tr><td></td><td>Required Operational Monitoring Programs</td><td>Relevant authority(s) and council(s) to be consulted for each Operational Monitoring Program</td></tr><tr><td>(a)</td><td>Air quality</td><td>NSW EPA, relevant councils</td></tr><tr><td>(b)</td><td>Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program</td><td>BCS</td></tr></table>		Required Operational Monitoring Programs	Relevant authority(s) and council(s) to be consulted for each Operational Monitoring Program	(a)	Air quality	NSW EPA, relevant councils	(b)	Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program	BCS	The project is still in construction phase. This condition is not yet triggered.		Not Triggered
	Required Operational Monitoring Programs	Relevant authority(s) and council(s) to be consulted for each Operational Monitoring Program													
(a)	Air quality	NSW EPA, relevant councils													
(b)	Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program	BCS													
97	D	D6	Each operational monitoring program must include: a) details of baseline data; b) details of all monitoring of the project to be undertaken; c) the parameters of the project to be monitored; d) the frequency and lifespan of monitoring to be undertaken; e) the location and justification of monitoring locations;	The project is still in construction phase. This condition is not yet triggered.		Not Triggered									

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

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

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			c) visual inspections of fauna connectivity structures following a severe weather event and/or record of fauna mortality and rectification of any damaged structures; d) a process to identify adaptive mitigation measures following monitoring results obtained in accordance with Condition D13(b) and the timeframe for implementation. The results of the monitoring must be provided in an annual report and submitted to the Planning Secretary, to DCCEEW, and the relevant Council(s). Note: This condition is not meant to duplicate the monitoring requirements of the Sloane's Froglet Management Plan required in accordance with Condition E26.			

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PART E KEY ISSUE CONDITIONS						
AIR QUALITY						
105	E	E1	In addition to the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1, all reasonably practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	Sitehive Dust monitoring 01/08/25 – 31/08/25 at Edmonson Compound presented. No dust exceedances have been identified. The spoil stockpile noted to be covered at Edmondson site and Albury Yard. No dust generation evidenced during the site inspection at Edmondson Street Site, Billy Hughes site and Albury Yard site.		Compliant
106	E	E2	Idling of locomotives Idling of locomotives within 150 metres of sensitive land uses, during operation of the CSSI, can only occur where the project can determine compliance with National Environment Protection (Ambient Air Quality) Measure as listed in Table 4, or where agreed by the Planning Secretary following the approval of the Operational Air Quality Review Report required by Condition E6. Table 4: Air quality National Environment Protection (Ambient Air Quality) Measure	Developing the AQMP in consultation with the EPA. Conditions E2–E4 are in progress, including the development of the background monitoring plan.		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement			Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Pollutant	Air quality NEPM criteria (µg/m-3)	Air quality NEPM criteria (ppm)			
			NO2 1-hour	164	0.08			
			NO2 Annual	31	0.02			
			PM2.5 24-hour	25	N/A			
107	E	E3	Determining compliance with Condition E2 must be based on at least 12 months of background monitoring and additional modelling completed in accordance with the Background Monitoring Plan required Condition E4 and the approved Operational Air Quality Review Report required by Condition E7.			As above		Not Triggered
108	E	E4	Ambient Air Quality — Monitoring A Background Monitoring Plan must be prepared by an independent air quality specialist with appropriate skills and experience in air quality monitoring and modelling, approved in accordance with Condition A16, to monitor background air quality for at least 12 months at ground level locations for sensitive receivers within 150m of proposed idling locations. The Background Monitoring Plan must be prepared in consultation with the EPA and must include: a) monitoring at a representative number of ground level locations to proposed idling locations that are within 150m of sensitive receivers;			As above		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating																																			
			b) the pollutants and parameters to be monitored (by sampling and obtaining results by analysis) as specified in Table 5 and determined in consultation with the EPA. c) monitoring and modelling methodologies to determine compliance with the National Environment Protection (Ambient Air Quality) Measure as listed in Table 4. Table 5: Ambient Air Quality Monitoring Methodologies <table><tr><th>Pollutant</th><th>Units of measurement²</th><th>Averaging Period</th><th>Frequency</th><th>Method1</th></tr><tr><td>NO</td><td>pphm</td><td>1-hour</td><td>Continuous</td><td>AM-12</td></tr><tr><td>NO2</td><td>pphm</td><td>1-hour</td><td>Continuous</td><td>AM-12</td></tr><tr><td>NOx</td><td>pphm</td><td>1-hour</td><td>Continuous</td><td>AM-12</td></tr><tr><td>PM2.53</td><td>µg/m3</td><td>24-hour</td><td>Continuous</td><td>AS 3580.9.13:20224 or as otherwise agreed by the Secretary in consultation with the EPA</td></tr></table> <table><tr><th>Parameter⁵</th><th>Units of Measure</th><th>Averaging Period</th><th>Frequency</th><th>Method1</th></tr><tr><td>Wind Speed @ 10m</td><td>m/s</td><td>1-hour</td><td>Continuous</td><td>AM-2 & AM-4</td></tr></table>	Pollutant	Units of measurement ²	Averaging Period	Frequency	Method1	NO	pphm	1-hour	Continuous	AM-12	NO2	pphm	1-hour	Continuous	AM-12	NOx	pphm	1-hour	Continuous	AM-12	PM2.53	µg/m3	24-hour	Continuous	AS 3580.9.13:20224 or as otherwise agreed by the Secretary in consultation with the EPA	Parameter ⁵	Units of Measure	Averaging Period	Frequency	Method1	Wind Speed @ 10m	m/s	1-hour	Continuous	AM-2 & AM-4			
Pollutant	Units of measurement ²	Averaging Period	Frequency	Method1																																					
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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement					Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Wind Direction @ 10m	m/s	1-hour	Continuous	AM-2 & AM-4			
			Sigma Theta @ 10m		1-hour	Continuous	AM-2 & AM-4			
			Temperature @ 2m	K	1-hour	Continuous	AM-4			
			Temperature @ 10m	K	1-hour	Continuous	AM-4			
			Other				Method1			
			Siting	NA	NA	NA	AM-1 & AM-4			
			Notes: 1. Approved methods for the sampling and analysis of air pollutants in New South Wales (Environment Protection Authority, 2022), and supporting document Table of AM-coded methods for ambient air monitoring, or as otherwise agreed by EPA. 2. pphm: parts per hundred million. 3. Appropriately modified to include size selective inlet for PM2.5 or as otherwise approved by the EPA 4. AS 3580.9.13:2022, Methods for sampling and analysis of ambient air, Method 9.13: Determination of suspended particulate matter — PM2.5 continuous direct mass method using a tapered element oscillating microbalance monitor (Standards Australia, 2022). 5. Location for meteorological monitoring station(s) to be representative of weather conditions likely to occur in the vicinity of Albury, Wagga Wagga, and Junee rail operational impact zones.							

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
109	E	E5	The Background Monitoring Plan must be implemented for at least 12 months and must be completed prior to the commencement of operations.	As above		Not Triggered
110	E	E6	An Operational Air Quality Review Report must be prepared by an independent Air Quality specialist with appropriate skills and experience in air quality monitoring and modelling, in consultation with the EPA. The Operational Air Quality Review Report must include: a) the results of the background monitoring and modelling completed in accordance with the methodology in the Background Monitoring Plan in Condition E4; b) a health impact assessment for all locations that exceed the NEPM at the closest sensitive receiver that are proposed to remain in use; c) mitigation measures that seek to avoid, minimise and manage air quality impacts to ensure compliance with the NEPM and reduce human health impacts; d) management measures to avoid, minimise and manage air quality impacts during unplanned events; and e) operational air quality monitoring methodology and procedures to confirm compliance with the NEPM for all locations where an exceedance of the NEPM was identified in the modelling completed in accordance with Condition E4 and the effectiveness of the proposed mitigation measures identified at Condition E6(c). The locations selected for air quality monitoring must be suitable for detecting any impact on air quality	This condition is not yet triggered.		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			from idling trains at the closest sensitive receiver and near locomotive idling locations.			
111	E	E7	The Operational Air Quality Review Report must be submitted to the Planning Secretary and approved prior to operation. The Operational Air Quality Review Report must be implemented.	This condition is not yet triggered.		Not Triggered
112	E	E8	Monitoring of Idling Locations Air quality must be monitored at all idling locations identified in Condition E6(b) for 10 years, unless otherwise agreed by the Planning Secretary. Air quality monitoring must comply with the approved Operational Air Quality Review Report required by Condition E6.	This condition is not yet triggered.		Not Triggered
113	E	E9	At the conclusion of the 10-year operational monitoring period, the Proponent must review the need for the continued use of ambient monitoring stations in consultation with EPA and the Planning Secretary. Closure or discontinued use of a monitoring station will require the approval of the Planning Secretary.	This condition is not yet triggered.		Not Triggered
114	E	E10	The location of the monitoring stations or locations identified in Conditions E4 and E8 must be subject to landowner's and occupier's agreement and must be approved by the Planning Secretary one month prior to the commencement of monitoring.	This condition is not yet triggered.		Not Triggered
115	E	E11	The establishment and operation of the monitoring stations must be undertaken in accordance with recognised Australian standards and undertaken by an organisation accredited by NATA for this purpose and approved by the Planning Secretary. The quality of the monitoring results must be assured through a	This condition is not yet triggered.		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			NATA accredited process prior to the data being considered as a basis for compliance and auditing purposes.			
116	E	E12	The Proponent must develop and implement a reporting system for air quality monitoring required by Condition E8. The reporting system must be approved by the Planning Secretary and be fully implemented and operational prior to monitoring in accordance with Condition E8. Minimum analytical reporting requirements for air pollution monitoring stations must be as specified in the Approved methods for the sampling and analysis of air pollutants in NSW (NSW EPA, 2022, or as updated).	This condition is not yet triggered.		Not Triggered
117	E	E13	Air Quality — Public Access to Monitoring Results Results of hourly updated real-time monitoring required by Condition E8, relevant meteorological data must be provided on a website in an easy to interpret format. This data may be preliminary until a quality assurance check has been undertaken by a person or organisation, who is accredited by the National Association of Testing Authorities (NATA) for this purpose.	This condition is not yet triggered.		Not Triggered
118	E	E14	The availability of monitoring data must be conveyed to the local community by way of newsletter (including translation into common community languages in the area) and newspaper advertisement at least one month prior to the commencement of monitoring in accordance with Condition E8. Note: Data should be identified as 'DRAFT' until it has been verified as accurate.	This condition is not yet triggered.		Not Triggered
119	E	E15	Air Quality Auditing and Quality Assurance	This condition is not yet triggered.		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			All continuous emissions monitoring systems installed and operated as a requirement of Condition E8 must: a) undergo relative accuracy test audits at an interval not exceeding 12 months, or within another timeframe agreed with the Planning Secretary; b) be audited by a person independent from the design and construction of the CSSI, approved in accordance with Condition A16, at an interval not exceeding 12 months, or within another timeframe agreed with the Planning Secretary.			
120	E	E16	The auditor must ensure that the operating procedures and equipment to acquire air monitoring, meteorological data and emission monitoring data and monitoring reporting comply with NATA (or equivalent) requirements and sound laboratory practice.	This condition is not yet triggered.		Not Triggered
121	E	E17	The Proponent must document the results of the audit and make available all audit data for inspection by the Planning Secretary upon request.	This condition is not yet triggered.		Not Triggered
122	E	E18	The Proponent must undertake appropriate quality assurance (QA) and quality control (QC) measures for air quality emission monitoring data. This must include, but not be limited to accreditation/quality systems; staff qualifications and training; auditing; monitoring procedure; service and maintenance; equipment or system malfunction; and records/reporting. The QA/QC measures must be approved by an expert independent	This condition is not yet triggered.		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			from the design and construction of the CSSI, approved in accordance with Condition A16. Note: The air quality specialist required in Condition E4 can be the independent expert required in this condition where they have suitable skills, experience and qualifications.			
BIODIVERSITY						
123	E	E19	The clearing of native vegetation must be minimised to the greatest extent practicable with the objective of reducing impacts to threatened ecological communities, threatened species and their habitat.	A copy of clearing permit for ballast access track permit 6-0052-210-EEC-W0-MS-0002_A for period 14/08/2025 to 21/08/2025 at the Junee to Illabo site was provided. A copy of clearing permit for Tree Trimming Kemp St permit 6-0052-210-EEC-W0-MS-0002_A for period 05/09/2025 to 12/09/2025 at the Kemp Street site was provided. Clearing Permit 04.001 for Billy Hughes Bridge clearing and grubbing, dated 30/10/2025. EWMS 0003 for Clearing and Grubbing, dated 7/3/2025 was presented.		Compliant
124	E	E20	Impacts to plant community types and threatened species habitat must not exceed the impacts specified in Table 6 and Table 7 below:	The Clearing Tracking Register was provided, showing cumulative clearing to date and monthly clearing. Clearing has occurred only at the June to Illabo		Compliant

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating															
			Table 6: Plant community type impacts and ecosystem credit requirements <table><tr><th>Name of Plant Community Type/ID</th><th>Area of impact</th><th>Ecosystem credits to be retired</th></tr><tr><td>277 – moderate – Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion</td><td>0.5</td><td>22</td></tr><tr><td>277 – poor - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion</td><td>1.44</td><td>30</td></tr><tr><td>277 – derived - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion</td><td>2.3</td><td>78</td></tr><tr><td>277 – Native plantings - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion</td><td>0.26</td><td>7</td></tr></table>	Name of Plant Community Type/ID	Area of impact	Ecosystem credits to be retired	277 – moderate – Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	0.5	22	277 – poor - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	1.44	30	277 – derived - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	2.3	78	277 – Native plantings - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	0.26	7	site. The most recent clearance of 0.237 ha took place on 12 September 2025 under permit 20.002.		
Name of Plant Community Type/ID	Area of impact	Ecosystem credits to be retired																			
277 – moderate – Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	0.5	22																			
277 – poor - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	1.44	30																			
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277 – Native plantings - Blakely's Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	0.26	7																			

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement			Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			277 – Non-native - Blakely’s Red Gum – Yellow Box grassy tall woodland of the NSW South Western Slopes Bioregion	30.5	0			
			5 - River Red Gum herbaceous-grassy very tall open forest wetland on inner floodplains in the lower slopes sub-region of the NSW South- Western Slopes Bioregion and the eastern Riverina Bioregion	0.04	2			
			Total		139			
			Table 7: Threatened species habitat impacts and species credit requirements					

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating																																	
			<table><tr><th>Fauna Species</th><th>Area (ha)</th><th>Credits to be retired</th></tr><tr><td colspan="3">Lower Slopes IBRA Subregion</td></tr><tr><td>Sloane’s Froglet (Crinia sloanei)</td><td>0.03</td><td>2</td></tr><tr><td>Squirrel Glider (Petaurus norfolcensis)</td><td>0.16</td><td>3</td></tr><tr><td>Superb Parrot (Polytelis swainsonii)</td><td>0.16</td><td>3</td></tr><tr><td colspan="3">Inland Slopes IBRA Subregion</td></tr><tr><td>Sloane’s Froglet (Crinia sloanei)</td><td>0.23</td><td>5</td></tr><tr><td>Key’s Matchstick Grasshopper (Keyacris scurra)</td><td>0.21</td><td>4</td></tr><tr><td>Squirrel Glider (Petaurus norfolcensis)</td><td>1.82</td><td>41</td></tr><tr><td>Superb Parrot (Polytelis swainsonii)</td><td>1.82</td><td>41</td></tr><tr><td colspan="2">Total</td><td>99</td></tr></table>	Fauna Species	Area (ha)	Credits to be retired	Lower Slopes IBRA Subregion			Sloane’s Froglet (Crinia sloanei)	0.03	2	Squirrel Glider (Petaurus norfolcensis)	0.16	3	Superb Parrot (Polytelis swainsonii)	0.16	3	Inland Slopes IBRA Subregion			Sloane’s Froglet (Crinia sloanei)	0.23	5	Key’s Matchstick Grasshopper (Keyacris scurra)	0.21	4	Squirrel Glider (Petaurus norfolcensis)	1.82	41	Superb Parrot (Polytelis swainsonii)	1.82	41	Total		99			
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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
125	E	E21	Prior to impacts on the biodiversity values of the CSSI, the number and classes of ecosystem credits and species credits (like-for-like) as set out in the BAM Biodiversity Credit Report which forms part of the BDAR Revision M, must be retired. The number of biodiversity offset species credits obligations that must be retired (prior to impacting the biodiversity values) in each of the CSSI as detailed in Table 6 and Table 7.	As evidenced during initial audit, Credit Retire Reports 1, 2 & 3 (all dated 08/1/25) were provided demonstrating compliance. These were submitted to DPHI on 30 January 2025, prior to announcing commencement of construction (E21,22, 24).	No new credit reports in this audit period	Compliant
126	E	E22	On the discovery of potential or actual impacts to any threatened communities or species not listed in Condition E20, all work which may impact the identified species, or community must stop to prevent further impact and the Planning Secretary and DCCEEW (NSW) (and DCCEEW (Cth) where relevant) notified in writing. Work must not recommence until the relevant agencies have been consulted and any required approvals have been obtained.	No potential or actual impacts to any threatened communities or species identified.		Not Triggered
127	E	E23	The retirement of the credits must be carried out in accordance with the Biodiversity Conservation Act 2016 (NSW) (BC Act), and can be achieved by: a) acquiring and retiring “biodiversity credits” within the meaning of the BC Act; and / or b) making a payment into the Biodiversity Conservation Fund of an amount equivalent to the class and number of ecosystem and species credits, as calculated by the BCF Charge System; and/or c) funding a biodiversity conservation action that benefits the entity impacted and is listed in the ancillary rules of the Biodiversity Offset Scheme;	As per E21	No new credit reports in this audit period	Compliant

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			d) Where evidence of compliance with the Ancillary rules: Reasonable steps to seek like- for-like biodiversity credits for the purpose of applying the variation rules has been provided to, and approved by the Planning Secretary, the variation rules may be applied to retire the relevant ecosystem credits and species credits as set out in the BAM Biodiversity Credit Report (Variation). The variation rule does not apply to biodiversity credits for threatened species or threatened ecological communities that are listed as critically endangered under the BC Act or listed in any capacity under the Environment Protection and Biodiversity Conservation Act 1999 (Cth). Note: “Impacted site” in the application of the like-for-like offset rules is taken to be the subject land described in the Biodiversity Development Assessment Report referred to in Condition A1. The subject land is the disturbance footprint subject to assessment under the Biodiversity Assessment Method.			
128	E	E24	Evidence of the retirement of credits in satisfaction of Condition E23 must be provided to the Planning Secretary prior to impacts to the biodiversity values.	IR email to DPHI, dated 30 January 2025, confirming the submission of evidence of retirement of credits in satisfaction of condition E23. The attached evidence is a Credit Retire Report and Clearance Certificate from the Biodiversity Conservation Trust.	No new credit reports in this audit period	Compliant
129	E	E25	Sloane’s Froglet Prior to the commencement of works, the Proponent must complete targeted surveys during July and/ or August for	Inland Rail email to DPHI for the submission of Sloane’ Froglet Survey		Compliant

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Sloane's Froglet (<i>Crinia sloanei</i>) in all areas where that species was assumed present in the documents listed in Condition A1. The results of the targeted surveys are to be provided to DCCEEW and the Planning Secretary for information.	Report, dated 5 November 2024, confirming compliance of this condition. A Field Survey Memo from September 2024 for Sloane's Froglet Surveys was provided, however no froglets were detected during the survey of 21 sites. DPHI email to IR ref.SSI-10055-PA-6, dated 3 December 2024, was sighted. The Department reviewed the report and supports the advice of Biodiversity, Conservation and Science Group of NSW DCCEEW recommending a Sloane's Froglet Management Plan is implemented for construction works at the Billy Hughes Bridge site. Letter 6-0000-210-EEC-00-LT-0010 sent to DCCEEW 05 November 2024		
130	E	E26	In all locations where the Sloane's Froglet is recorded, a site-specific Sloane's Froglet Management Plan(s) must be prepared and implemented in consultation with DCCEEW and landowners to manage work within and adjacent to Sloane's Froglet habitat. The Sloane's Froglet Management Plan must include: a) details of proposed detention basins to manage stormwater consistent with the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017);	Construction Sloane's Froglet Project Plan Rev. 1, dated 19 September 2025, was sighted. (a) Section 6.3 – no stormwater detention basins are proposed as part of the project. (b) Section 6 "Management and Mitigation" (c) Section 7.3 "Monitoring"		Compliant

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			b) measures to prevent Sloane's Froglet habitat from being impacted by sediment; and c) regular monitoring.			
131	E	E27	The Sloane's Froglet Management Plan must be submitted to and approved by the Planning Secretary. No work that could impact the areas identified with Sloane's Froglet (<i>Crinia sloanei</i>) are to be carried out prior to: a) the completion of the targeted surveys required in Condition E25; and b) the implementation of the approved Sloane's Froglet Management Plan required by Condition E26.	DPHI letter (ref. SSI-10055-PA-121), dated 5 November 2025, confirming the approval of Construction Sloane's Froglet Project Plan.		Compliant
132	E	E28	In all remaining areas that assumed the presence of Sloane's Froglet (<i>Crinia sloanei</i>), erosion and sediment control measures and protection of riparian areas must be installed in accordance with Conditions C10, E173, and E174 prior to work in these areas.	Section 6 "Management and Mitigation: outlines the erosion and sediment control measures and protection of riparian areas. Clearing to commence 30/10/25, Controls to be installed prior to works. The controls were not installed at site as evidenced during the site inspection on 29/10/25. Site Establishment Works PESCP for Billy Hughes Bridge Rev D dated 10 July 2025 was provided. CPESC attends site every 2 weeks.	There are no works undertaken near the riparian zone to date.	Compliant

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
133	E	E29	Fauna Connectivity Prior to construction at Billy Hughes Bridge and Uranquinty Creek, existing fauna movement corridors, pathways and connectivity for the Squirrel Glider at Billy Hughes Bridge and Uranquinty Creek must be determined by a suitably qualified and experienced expert in consultation with DCCEE including evidence of existing fauna movement corridors, pathways and connectivity and analysis of existing studies or baseline monitoring.	Fauna connectivity Plan is in draft form for Stage B works.		Not Triggered
134	E	E30	The design of fauna connectivity measures must have regard to: a) existing fauna movement corridors, pathways and connectivity identified in accordance with Condition E29; b) the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017), relevant threatened species guidelines, species biology and the results of on-ground surveys; c) Fauna Sensitive Road Design Manual Volume 2 (Queensland Government, 2010); d) Fauna Sensitive Road Design Guidelines (VicRoads, 2012); and e) industry best practice measures.	As above.		Not Triggered
135	E	E31	The Proponent must prepare and implement a Fauna Connectivity Strategy for the Squirrel Glider and Sloane's Froglet for Billy Hughes Bridge and Uranquinty Creek prior to	As above.		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			the commencement of Work that has the potential to impact on the Squirrel Glider and Sloane's Froglet. The strategy must: include details of existing fauna movement corridors, pathways and connectivity informed by Condition E29; be consistent with the Sloane's Froglet Stormwater Wetland Design Guidelines (Spire, 2017); justify the design, location and spacing of fauna connectivity structures and measures; demonstrate the effectiveness of connectivity structures and measures for the targeted species to maintain or improve connectivity and movement pathways of species within regional, local and riparian corridors; a map showing the location and design of all fauna connectivity measures to be implemented; maintenance activities for all connectivity structures and measures for the life of the impact of the CSSI, including timing and frequency of maintenance actions, including after flood and bushfire events; and include the Operational Fauna Connectivity Monitoring and Adaptive Mitigation Program required by Condition D12.			
136	E	E32	The Fauna Connectivity Strategy must be prepared by a suitably qualified and experienced person(s) who has expertise in the relevant targeted species, in consultation with, BCS, DPI Fisheries and approved by the Planning Secretary.	As above.		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
137	E	E33	Fisheries There are to be no works to the substructure of the Murray River Bridge or instream works in the Murray River or Oddies Creek.	No works have undertaken at the Murray River Bridge site. This condition is not yet triggered.		Not Triggered
138	E	E34	Riparian Vegetation Riparian land and watercourses disturbed during construction must be rehabilitated and revegetated with native species of local provenance from the relevant native vegetation community on completion of Work impacting the riparian land in accordance with the Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) and A Rehabilitation Manual of Australian Streams (Rutherford et al. 2000).	Egress track at Billy Hughes bridge will need rehab. This condition is not yet triggered.		Not Triggered
139	E	E35	An exclusion zone must be established to protect riparian vegetation adjoining Billy Hughes Bridge (the eastern compound and track lowering works) and Murray River Bridge adjacent to the surface road works before construction commences in this area. The exclusion zone must be maintained until construction is completed in the area.	Section 6.4 “Exclusion Zones” outlines the measures to be undertaken during construction works. The flagging has been installed for exclusion zones – no construction works started yet.		Not Triggered
140	E	E36	Seed Collection, Revegetation and Rehabilitation Seed from native plants to be removed must be collected before clearing and used in revegetation and rehabilitation across the project area. Plant propagation must ensure that native species of local provenance from the relevant native	As evidenced during the initial audit, Seed Collection Report for the A2I Project (January 2025) by Toolijooa Nursery confirms seeds have been harvested in 2024 prior to construction commencing and prior to clearing works.		Compliant

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			vegetation community are available for successful revegetation and landscaping.			
141	E	E37	Re-use of Timber Cleared native vegetation and other landscape features must be reused as part of the CSSI. If reuse is not practicable, consultation with the relevant council(s), land-care groups and relevant government agencies must be undertaken to determine if: a) hollows, tree trunks, mulch, bush rock and root balls; and b) collected plant material, seeds and/or propagated plants, can be used by others in habitat enhancement, beneficial re-use and rehabilitation work, before pursuing other disposal options.	Upcoming clearing work at Edmondson Street will involve checking for hollows with the ecologist. This condition is not yet triggered.		Not Triggered
FLOODING						
142	E	E38	All practicable measures must be implemented to ensure the design, construction and operation of the CSSI will not adversely affect flood behaviour, or adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.	Flood Design Report, Table Top Yard Rev. 0, dated 26 June 2025. The report identified that no mitigation measures are required as there are no non-compliances. Flood Design Report Murray River Bridge Rev. 1, dated 1 April 2025. The report identified that the project does not extend outside the project boundary and no instances of non-compliance in terms of flood impact were identified, no		Compliant

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				mitigation measures are necessary at this stage. Flood Design Report The Rock Yard Rev. 1, dated 30 May 2025. The report identified that no mitigation measures are required as there are no non-compliances. Flood Design Report Cassidy Parade Footbridge Rev. 0, dated 9 July 2025. The report identified that no mitigation measures are required as there are no non-compliances.		
143	E	E39	The CSSI must be designed with the objective to meet or improve upon the flood performance identified in the documents listed in Condition A1. Variation consistent with the requirements of this approval at the rail corridor is permitted to effect minor changes to the design with the intent of improving the flood performance of the CSSI.	In all Flood Design Reports, Sections 6 refer to flood modelling. The modelling shows how the project has met the flood performance.		Compliant
144	E	E40	Updated flood modelling of the project's detailed design must be undertaken for the full range of flood events, including blockage of culverts and flowpaths, considered in the documents listed in Condition A1. This modelling must include: a) Hydrologic and hydraulic assessments consistent with Australian Rainfall and Runoff – A Guide to Flood Estimation (GeoScience Australia, 2019); b) Use of modelling software appropriate to the relevant modelling task;	(a) Section 4 methodology shows that ARR2019 guidelines were used for this assessment. (b) Section 4 shows that appropriate software (TUFLOW) was used. (c) Section 4.2 – The existing rail level was used to inform the flood immunity.		Compliant

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			c) Field survey of the existing rail formation and rail levels, should be included within the models; and d) Confirmation of predicted afflux at industrial properties adjacent to Railway Street, Wagga Wagga based on field survey. Updated flood modelling must be made publicly available in accordance with Condition B18.	(d) Railway street in Wagga Wagga is not relevant to this site.		
145	E	E41	The Proponent's response to the requirements of Conditions E38 and E40 must be reviewed and endorsed by a suitably qualified flood consultant, who is independent of the project's design and construction and approved in accordance with Condition A16, in consultation with directly affected landowners, DCCEE Water Group, TfNSW, DPI Fisheries, BCS, NSW State Emergency Service (SES), and relevant Councils.	Flood consultant certificate of conformance dated 8 February 2025, and declaration of independence dated 27 March 2025. The consultant, being a Member of the Institute of Engineers, was endorsed by DPHI. Darren Lyons from Torrent Consulting as independent reviewer of the project's Flood Impact and management conditional requirements was approved by DPHI on 14 April 2025. Endorsement of the Flood Design Reports for Cassidy parade, Culcairn Yard, The Rock Yard, and Henty Yatd have been provided through the independent reviewers acceptance of close-out responses and comments in Appendix E of each FDR.	.	Compliant

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146	E	E42	The CSSI must be designed and constructed to limit impacts on flooding characteristics in areas outside the project boundary during any flood event up to and including the 1% AEP flood event, to the following: a) a maximum increase in inundation time of one hour, or 10%, whichever is greater; b) a maximum increase of 10 mm in above-floor inundation to habitable rooms where floor levels are currently exceeded; c) no above-floor inundation of habitable rooms which are currently not inundated; d) a maximum increase of 50 mm in inundation of land zoned as residential, industrial or commercial; e) a maximum increase of 100 mm in inundation of land zoned as environment zone or public recreation; f) a maximum increase of 200 mm in inundation of land zoned as rural or primary production, environment zone or public recreation; g) no increase in the flood hazard category or risk to life; and h) maximum relative increase in velocity of 10%, or to 0.5m/s, whichever is greater, unless adequate scour protection measures are implemented and/or the velocity increases do not exacerbate erosion as demonstrated through site-specific risk of scour or geomorphological assessments.	See above Condition E39 - Section 6 and 7 of Flood Design Report.		Compliant

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			Where the requirements set out in clauses (d) to (f) inclusive cannot be met, alternative flood levels or mitigation measures must be agreed to with the affected landowner.			
147	E	E43	A Flood Design Report confirming the: a) final design of the CSSI meets the requirements of Condition E42; and b) the results of consultation with the relevant council in accordance with Condition E46 must be submitted to and approved by the Planning Secretary prior to the commencement of permanent works that would impact on flooding.	See above Condition E38, Flood Design Report A2I, Package: A2I – Junee to Illabo Clearances (5-0052-210-IHY-J7-RP-0001) provided. Flood Design Report, Table Top Yard Rev. 0, dated 26 June 2025, was submitted to DPHI on 1 July 2025. Flood Design Report Murray River Bridge Rev. 1, dated 1 April 2025, was submitted to DPHI on 18 June 2025. Flood Design Report The Rock Yard Rev. 1, dated 30 May 2025. Works commenced in September 2025 with no impact therefore not required to be submitted to DPHI prior to works commencing. Flood Design Report Cassidy Parade Footbridge Rev. 0, dated 9 July 2025. Submission to DPHI under SSI-10055-PA-81 dated 18 August 2025.		Compliant

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148	E	E44	The Flood Design Report required by Condition E43 must be approved by the Planning Secretary prior to works that may impact on flooding or the relevant council's stormwater network.	As above		Compliant
149	E	E45	Flood information including flood reports, models and geographic information system outputs, and work as executed information from a registered surveyor certifying finished ground levels and the dimensions and finished levels of all structures within the flood prone land, must be provided to the relevant Council, BCS, and the SES in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the CSSI. The Council, BCS, and the SES must be notified in writing that the information is available no later than one (1) month following the completion of construction. Information requested by the relevant Council, BCS, or the SES must be provided no later than six (6) months following the completion of construction or within another timeframe agreed with the relevant Council, BCS, or the SES.			Not Triggered
150	E	E46	The design, operation and maintenance of pumping stations and storage tanks and discharges to council's stormwater network must be developed in consultation with the relevant council. The results of the consultation are to be included in the report required in Condition E43.			Not Triggered

HERITAGE

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
151	E	E47	The Proponent must not destroy, modify or otherwise physically affect any heritage items, including Aboriginal objects, outside of the CSSI construction boundary.	An Unexpected Heritage Find toolbox was delivered to the site team on 14/10/2025.	Two unexpected heritage finds were identified within the CIZ at the Albury Riverina Station yard in August 2025. A small historic rail turntable and a brick culvert were uncovered during trenching works for signalling cable installation. The unexpected finds prompted a redesign to avoid these items.	Compliant
152	E	E48	Prior to the commencement of construction, the Proponent must undertake Heritage Photographic Archival Recordings of heritage items and potential heritage items which have been identified for demolition, modification or alteration in the documents listed in Condition A1. The photographic recording of items with a statutory listing must be undertaken in accordance with Heritage NSW guidelines. The photographic recording of items with potential heritage significance but no statutory listing may be undertaken in accordance with ARTC's Archival Recording Standard.		No demolition of structures or impact to heritage as yet.	Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
153	E	E49	Modifications to the rail bridge over the Murray River (SHR 01020) must be consistent with the Urban Design and Landscape plan required by Condition E108 and reviewed by the State Design Review Panel (SDRP) established in Condition E100.		Murray River Bridge not yet commenced.	Not Triggered
154	E	E50	Replacement, modification or new structures within or adjacent to listed heritage items, curtilages, or heritage conservation areas must be designed to be consistent with the Urban Design and Landscape Plan required by Condition E108.	Albury to Illabo Urban Design and Landscape Plan Stage 1 Corridor-wide 5-0052-210-PMA-00-PL-0003_2 (Rev 2 02 May 2025) and Albury to Illabo Urban Design and Landscape Plan Stage 2 Bridges (5-0052-210-PMA-00-PL-0005_1 (Rev 1 03 October 2025) provided, both of which make provisions under this condition.		Compliant
155	E	E51	The Proponent must assess options for the salvage, sympathetic reuse (including integrated heritage displays) or other options for repository, reuse and display of items or elements of heritage value from heritage listed buildings and structures to be demolished before demolition. This includes but is not limited to: a) street furniture associated with Kemp Street bridge in Junee; b) bridge construction materials associated with Edmondson Street bridge in Wagga Wagga; and c) footbridges in Albury, Wagga Wagga, Culcairn and Junee		As above. Photo of stored items sighted.	Not Triggered

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			Suitable repository or interim locations must be established in consultation with the relevant Council(s). Any State listed items or elements suitable for salvage must be determined in consultation with Heritage NSW. The items to be salvaged must be identified in the Heritage CEMP Sub-plan required by Condition C6.			
156	E	E52	Work within the Albury Railway Station and Yard Group must aim to avoid, to the greatest extent practicable, impacts to remaining broad gauge track/s and Signal Box 1A. The Proponent must prepare an Albury Railway Station and Yard Group Report: a) confirming the location of the broad gauge track/s; b) demonstrating how the Work will avoid, or minimise impacts to the greatest extent practicable, to the broad gauge track/s and Signal Box 1A; and c) where impacts to the broad gauge track/s or Signal Box 1A are unavoidable, determine appropriate mitigation measures, relocation, sympathetic reuse or display and/ or heritage interpretation in consultation with Heritage NSW. The Albury Railway Station and Yard Group Report must be submitted to and approved by the Planning Secretary prior to work commencing within Albury Railway Station and Yard Group.	Albury Railway Station and Yard Group Report Rev. 3, dated April 2025, was sighted. The report includes: (a) Section 2.1 “Broad Gauge Track Remnants” (b) Section 4 “Heritage Impact Assessment” outlines the works will avoid the direct impact to the broad guage track and signal Box 1A. (c) Section 6 “Management Measures” outlines the measures to ensure the proposed works do not impact the broad gauge track and Signal Box 1A. The report was submitted to DPHI on 11 June 2025. The DPHI approved the report on 29 July 2025.		Compliant
157	E	E53	Following completion of all work described in the documents listed in Condition A1 in relation to heritage items and all work			Not triggered

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			required by Conditions E47 to E52, a Non-Aboriginal Heritage Report including the details of any archival recording, further historical research either undertaken or to be carried out and archaeological excavations (with artefact analysis and identification of a final repository for finds), must be prepared in accordance with any guidelines and standards required by the Heritage Council of NSW and Heritage NSW.			
158	E	E54	The Non-Aboriginal Heritage Report must be submitted to the Planning Secretary, the Heritage Council of NSW, Heritage NSW, and relevant Councils, local libraries and historical societies in the respective local government area for information, no later than 12 months after the completion of the work referred to in Condition E53.			Not triggered
159	E	E55	The Proponent must prepare and implement a Heritage Interpretation Plan which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI. The Heritage Interpretation Plan must inform the Urban Design and Landscape Plan required by Condition E108. The Heritage Interpretation Plan must be prepared in accordance with the relevant Heritage NSW and Heritage Council of NSW guidelines and include, but not be limited to: a) a discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited	Heritage Interpretation Management Plan Rev. VO.1, doc no. 5-0052-210-ECH-00-PJ-0001_1, dated 31 March 2025 was submitted to DPHI on 31 March 2025 and approved on 14 April 2025. Consultation with Heritage NSW and the Heritage Council of NSW (in Sections 4.1.4, 4.1.6 and 4.1.8 of the HIP) was noted by DPHI in their approval. Confirmation of compliance with this condition demonstrated below: a) In Section 4 'Albury Places, Section 5 'Culcairn Place', Section		Compliant

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			to Albury, Wagga Wagga and Junee Stations and Yard Groups, and bridges modified or removed by the project; b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the CSSI including: i. use of interpretative hoardings during construction ii. community open days iii. community updates iv. design of pedestrian and road bridges v. signal boxes and other items within Albury Station Yard; and c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken. The Heritage Interpretation Plan must be prepared in consultation with Heritage NSW, Heritage Council of NSW, relevant Councils and Registered Aboriginal Parties, and must be submitted to the Planning Secretary before commencement of construction.	6 'Wagga Wagga Places', Section 7 'Junee Places' and Section 9 'Analysis and Identification of Themes'. b) The following interpretive initiatives are implemented and addressed in the plan: i. As per section 10.1.9 'Temporary hoardings' and section 11.1 'Corridor wide approach; ii. As per section 11.1 'Corridor wide approach' and section 11.10.1 'Corridor wide celebratory event' iii. As per section 2.1.2 'Community Consultation' iv. As per section 4.1.9 'Proposed work', section 4.2.8 'Proposed work', section 6.2.7 'Proposed work', 6.3.7 'Proposed work', 6.4.7 'Proposed work' and 7.2.7 'Proposed work' v. As per section 4.2 'Albury Station Footbridge and Yard' c) Addressed in section 3.1 'Aboriginal Cultural Heritage'		

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				Sighted the Consultation logs with all relevant stakeholders.		
160	E	E56	Site specific protection plans must be prepared and implemented for all demolition and modification works adjacent to or within the curtilage of a state heritage item to ensure that any impacts arising are minimised and are included in the Heritage CEMP Sub-Plan as required by Condition C6.	The following site specific protection plans has been prepared and included in the Construction Cultural Heritage Management Sub-Plan Stage B under appendix C: - Site Specific Protection Plan for State Heritage Item 01020 'Albury rail bridge over Murray River' – Stage B - Site Specific Protection Plan for State Heritage Item 01073 'Albury Railway Station and yard group' – Stage B - Site Specific Protection Plan for State Heritage Item 01126 'Culcairn Railway Station and yard group' – Stage B - Site Specific Protection Plan for State Heritage Item 01169 'Henty Railway Station and yard group' – Stage B - Site Specific Protection Plan for State Heritage Item 01268 'The Rock Station and yard group' – Stage B - Site Specific Protection Plan for State Heritage Item 01279		Compliant

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				'Wagga Wagga Railway Station and yard group' – Stage B - Site Specific Protection Plan for State Heritage Item 01093 'Bomen Railway Station' – Stage B - Site Specific Protection Plan for State Heritage Item 01172 'Junee Railway Station moveable relics' and 01173 'Junee Railway Station, yard, locomotive depot' – Stage B		
161	E	E57	Before conducting acoustic treatment at any heritage item identified in the documents listed in Condition A1, the advice of an independent and a suitably qualified and experienced built heritage expert must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item.	No acoustic treatment at any heritage item undertaken to date.		Not Triggered
162	E	E58	Aboriginal Cultural Values and Heritage All reasonable steps must be taken so as not to harm, modify or otherwise impact Aboriginal objects, Aboriginal values or Aboriginal places except as authorised by this approval.	Unexpected Heritage finds procedure has been submitted to the Major Projects Portal dated 10 December 2024 for information.		Not Triggered
163	E	E59	The Registered Aboriginal Parties (RAPs) and the Local Aboriginal Land Council (LALC) must be involved in the CSSI and must continue to be provided with regular opportunities to be consulted about the Aboriginal cultural heritage management of the CSSI, in accordance with the Aboriginal	Table 1 Consultation Summary for Stage A includes 9/10/2024 workshop and 11/10/24 CHMP for comment by RAPs and 15/10/2024 Albury LALC, 16/10/24 Wagga Wagga LALC and	RAP's & LALC consulted in development of	Compliant

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			Cultural Heritage Management Sub-plan required by Condition C12 and Condition B1.	Bidya Marra 21/10/2024 Narranderra LALC. The Community and Stakeholder Engagement Strategy – Heritage Interpretation Deliverables – Revised (5-0052-210-ECH-00-ST-0002_0) July 2025 provides guidelines for ongoing consultation with Aboriginal community representatives, Local Aboriginal Land Councils (LALCs) and Registered Aboriginal Parties (RAPs) in relation to the Heritage Interpretation Plan (HIP) deliverables. Evidence provided of consultation with RAP's & LALC's regarding the CHMP (email 20/10/25). Evidence of notification of artwork EOI sent to all RAP's (14/10/25) from project archaeologist (OzArk).	management plans and ongoing engagements.	
164	E	E60	Test excavation and, if necessary, salvage, is required prior to any ground disturbance of the Potential Archaeological Deposit (PAD) located at the Murray River Bridge and Billy Hughes Bridge enhancement sites, as identified in documents listed in Condition A1 in consultation with RAPs and LALC.	No PAD within the CIZ at Billy Hughes Bridge and Murray River Bridge.		Not triggered

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165	E	E61	No impact is permitted beyond the existing disturbed area of the unformed road identified as Townsend Street in documents listed in Condition A1.	No works undertaken in or around Townsend Street to date.		Not Triggered
166	E	E62	Prior to the commencement of any work within areas identified as requiring archaeological investigation or salvage identified in Condition E60 and documents listed in Condition A1, the Proponent must prepare an Aboriginal Archaeological Test Excavation Methodology. Following analysis of the test excavation results, the Proponent must prepare an Aboriginal Archaeological Salvage Excavation Methodology.	No ground disturbance of the PAD as per condition E60.		Not Triggered
167	E	E63	The Aboriginal Archaeological Test Excavation Methodology and Aboriginal Archaeological Salvage Excavation Methodology must be prepared by a suitably qualified expert in consultation with Heritage NSW, LALC, and RAPs, and provided to the Planning Secretary for approval prior to any test or salvage excavation.	No ground disturbance of the PAD as per condition E60.		Not Triggered
168	E	E64	At the completion of Aboriginal cultural heritage test and salvage excavations, an Aboriginal Cultural Heritage Excavation Report(s) must be prepared by a suitably qualified expert. The Aboriginal Cultural Heritage Excavation Report(s), must: a) be prepared in accordance with the Guide to Investigation, assessing and reporting on Aboriginal cultural heritage in NSW (OEH 2011) and the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010); and	No ground disturbance of the PAD as per condition E60.		Not Triggered

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			b) document the results of the archaeological test excavations and any subsequent salvage excavations (with artefact analysis and identification of a final repository for finds). The RAPs must be given a minimum of 28 days to consider the report and provide comments before the report is finalised. The final report must be provided to the Planning Secretary, Heritage NSW, the relevant Councils, LALC, and the RAPs within 24 months of the completion of the Aboriginal archaeological excavations (both test and salvage).			
169	E	E65	Where previously unidentified Aboriginal objects are discovered, all work must immediately stop in the vicinity of the affected area. Works potentially affecting the previously unidentified objects must not recommence until Heritage NSW has been informed. The measures to consider and manage this process must be specified in the Unexpected Heritage Finds and Human Remains Procedure required by Condition E66 and include registration in the Aboriginal Heritage Information Management System (AHIMS).	Minor works occurred to date only as per Stage A approval.		Not Triggered
170	E	E66	Unexpected Heritage Finds The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced heritage specialist in consultation with Heritage NSW and the Heritage Council of NSW and submitted to the Planning Secretary for information no later than one (1) month before the commencement of work.	Unexpected Heritage Finds and Human Remains Procedure Rev. 0 (6-0052-210-PES-00-PR-0004) dated 11 November 2024. IR email to DPHI for the submission of procedure, dated 10 December 2024, was sighted, confirming submission >1		Compliant

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				month prior to commencement of work (January 2025).		
171	E	E67	The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of construction. Note: Human remains that are found unexpectedly during the carrying out of work may be under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.	The Unexpected Heritage Finds and Human Remains Procedure is in place and being followed. Letter of Advice for Albury Railway Station Unexpected Finds from OzArk, dated 8 September 2025, was presented. During the trench excavations relating to signalling works, 2 Unexpected Finds were located, UF-1: Turntable and UF-2: Culvert. The assessment was carried out which identified that UF-1 and UF-2 has historical significance. The recommendations were provided by OzArk to ensure that the works doesn't impact the heritage value. Albury Yard – Post-IFC Change Memo Rev. 0, dated 17/10/2025, was presented, confirming the change of CSR design as per the recommendation from OzArk due to unexpected find. Albury Station Footbridge - Combined Services Route 5-0052-210-RPW-B3-		Compliant

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				DR-2015.dwg was updated to Rev. 1 (dated 02/10/2025) to avoid existing turntable. Albury Station Footbridge - Combined Services Route 5-0052-210-RPW-B3-DR-2115.dwg was updated to Rev. 1 (dated 2/10/2025) to avoid existing turntable.		
NOISE AND VIBRATION						
172	E	E68	Land Use Survey A detailed land use survey must be undertaken to confirm sensitive land use(s) (including critical working areas such as operating theatres and precision laboratories) potentially exposed to construction noise and vibration, construction ground-borne noise and operational noise. The survey may be undertaken on a progressive basis but must be undertaken in any one area before the commencement of work which generates construction or operational noise, vibration or ground-borne noise in that area. The results of the survey must be included in the Noise and Vibration CEMP Sub-plan required by Condition C8.	Land use survey was provided in Appendix D of the Noise & Vibration Management Plan. Additionally, in Section 4.1, sensitive noise & vibration receivers are summarised in Tables 6 & 7.		Compliant
173	E	E69	Work Hours Work must be undertaken during the following hours: a) 7:00am to 6:00pm Mondays to Fridays, inclusive;	Evidence of work hours provided in: J21 September 2025 Possession Out of Hours Works Permit 12/09/2025 – 15/09/2025		Compliant

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			b) 7:00am to 6:00pm Saturdays; and c) at no time on Sundays or public holidays.	- Riverina Highway September Possession Out of Hours Works Permit 13/09/2025 – 15/09/2025. - J21 08/09 sign on and Kemp St 12/09 sign on both sighted - Edmonson Street 66KV Mobilisation 3 Out of Hours Works Permit 5/08/2025 – 7/08/2025 Site Induction includes a section on what is considered normal working hours, that is: - Monday to Friday 7am – 6pm, - Saturday 8am – 1pm, - Sundays & Public Holiday, no works. These working hours are compliant with this condition.		
174	E	E70	Highly Noise Intensive Work Except as permitted by an Environment Protection Licence (EPL), highly noise intensive works that result in an exceedance 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	Kemp St Bridge & Albury Yard September 2025 possession attended noise monitoring data has been provided. No exceedances recorded.		Compliant

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			c) if continuously, then not exceeding three (3) hours, with a minimum cessation of work of not less than one hour. For the purposes of this condition, 'continuously' includes any period during which there is less than one hour between ceasing and recommencing any of the work.			
175	E	E71	Variation to Work Hours Notwithstanding Conditions E69 and E70, work may be undertaken outside the hours specified in the following circumstances (a, b, or c): a) Safety and Emergencies, including: i. for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or ii. where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm. On becoming aware of the need for emergency work in accordance with Condition E71(a), the AA, the ER, the Planning Secretary and the EPA must be notified of the reasons for such work. Best endeavours must be used to notify all noise and/or vibration affected residents and owners/occupiers of properties identified sensitive land use(s) of the likely impact and duration of those work. b) Work that meets the following criteria:	No OOHW emergency works undertaken in this audit period.		Not Triggered

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			i. construction that causes LAeq(15 minute) noise levels: - no more than 5 dB(A) above the rating background level at any residence in accordance with the ICNG, and - no more than the 'Noise affected' NMLs specified in Table 3 of the ICNG at other sensitive land use(s); and ii. construction that causes LAFmax noise levels no more than 15 dB above the rating background level at any residence during the night period as defined in the ICNG; and iii. construction that causes: - continuous or impulsive vibration values, measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.2 of Assessing Vibration: a technical guideline (DEC, 2006), or - intermittent vibration values measured at the most affected residence no more than the preferred values for human exposure to vibration, specified in Table 2.4 of Assessing Vibration: a technical guideline (DEC, 2006). c) By Approval, including: i. where different construction hours, such as those for a rail possession, are permitted under an EPL in force in respect of the CSSI; or			

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			ii. works which are not subject to an EPL that are approved under an Out-of-Hours Work Protocol as required by Condition E72; or iii. negotiated agreements with directly affected residents and sensitive land use(s).			
176	E	E72	Out-Of-Hours Work Protocol – Works Not Subject to an EPL An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which is outside the hours defined in Conditions E69, and that are not subject to an EPL. The Protocol must be approved by the Planning Secretary before commencement of the Out-of-Hours Work. The Protocol must be prepared in consultation with the ER, AA and EPA. The Protocol must include: a) identification of low and high-risk activities and an approval process that considers the risk of activities, proposed mitigation, management, and coordination, including where: b) the ER and AA review all proposed out-of-hours activities and confirm their risk levels, c) low risk activities can be approved by the ER in consultation with the AA, and d) high risk activities that are approved by the Planning Secretary; e) a process for the consideration of out-of-hours work against the relevant NML and vibration criteria; f) a process for selecting and implementing mitigation measures for residual impacts in consultation with the		Condition E71 has been met.	Not Triggered

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			community at each affected location, including respite periods. The measures must take into account the predicted noise levels and the likely frequency and duration of the out-of-hours works that sensitive land use(s) would be exposed to, including the number of noise awakening events; g) procedures to facilitate the coordination of out-of-hours work including those approved by an EPL or undertaken by a third party, to ensure appropriate respite is provided; and h) notification arrangements for affected receivers for approved out-of-hours work and notification to the Planning Secretary of approved low risk out-of-hours works. This condition does not apply if the requirements of Condition E71 are met.			
177	E	E73	Except as permitted by an EPL, out-of-hours work that may be regulated through the Out-of- Hours Work Protocol as per Condition E72, but is not limited to: a) Carrying out work that if carried out during standard hours would result in a high risk to construction personnel or public safety based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009: "Risk management; or b) Where the relevant roads authority has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to road	Rail possession OOHW as per EPL. The AA was on site during the September 2025 possession – refer to Condition A26		Not Triggered

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			network performance and a road occupancy licence will not be issued; or c) where the relevant utility service operator has advised the Proponent in writing that carrying out the work during standard hours would result in a high risk to the operation and integrity of the utility network; or d) work undertaken in a rail possession for operational or safety reasons. Note: Other out-of-hours works can be undertaken with the approval of an EPL, or through the project's Out-of-Hours Work Protocol for works not subject to an EPL.			
178	E	E74	Construction Noise Management Levels and Vibration Criteria Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration objectives: a) construction 'Noise affected' NMLs established using the Interim Construction Noise Guideline (DECC, 2009); b) vibration criteria established using the Assessing vibration: a technical guideline (DEC, 2006) (for human exposure); c) Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives"; d) BS 7385 Part 2-1993 "Evaluation and measurement for vibration in buildings Part 2" as they are "applicable to Australian conditions"; and	The AA was on site during the September rail possession for the Kemp Street Bridge demolition works. EMM September 2025 Possession Report (8 October 2025) for rail possession 13 to 15 September 2025 highlighted one opportunity for improvement regarding the placement of an amenities caravan, but overall the possession works did not result in any non-compliances with the with the CNVMP. Monthly Noise and Vibration Reports for August 2025 (EMM, dated 5 September 2025) and September 2025 (by EMM, dated 7 October 2025).		Compliant

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			e) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage). Work that exceeds the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan. Note: The ICNG identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction NML.			
179	E	E75	Mitigation measures must be applied when the following residential ground-borne noise levels are exceeded: a) evening (6:00 pm to 10:00 pm) — internal LAeq(15 minute): 40 dB(A); and b) night (10:00 pm to 7:00 am) — internal LAeq(15 minute): 35 dB(A). The mitigation measures must be outlined in the Noise and Vibration CEMP Sub-plan, including in any Out-of-Hours Work Protocol, required by Condition E72.		Mitigation Measures are discussed in permits. No exceedances recorded.	Not Triggered
180	E	E76	Noise generating work in the vicinity of community, religious, educational institutions, noise and vibration-sensitive businesses and critical working areas (such as exam halls, theatres, laboratories and operating theatres) resulting in noise levels above the NMLs must not be timetabled during sensitive periods, unless other reasonable arrangements with the affected institutions are made at no cost to the affected institution.	Edmondson Street Bridge works, including noise & vibration impacting works, adjacent to Kildare Catholic College have yet to commence. The Contractor have undertaken a survey with relevant stakeholders to confirm sensitive timings. This was sent to Kildare Catholic College for feedback but did not receive a response. Email		Compliant

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				(dated 22/08/2024) was sent to request the feedback again on CNVMP. The Contractor has met with Kildare to discuss construction and operational noise, and have undertaken noise monitoring at Kildare. A monthly meeting is held (dated 16/12/2021) with the school and many discussions have been had about sensitive periods for noisy works such as nights (affecting weekday boarders) and some weekends (weddings at their church). The monthly meeting is also an opportunity to touch base about any upcoming works and they highlight any events they might have that overlap. To date in the meetings with Kildare there hasn't been any discussions around vibration.		
181	E	E77	At no time can noise generated by construction exceed the National Standard for exposure to noise in the occupational environment of an eight-hour (8hr) equivalent continuous A-weighted sound pressure level of LAeq,8h of 85 dB(A) for any employee working at a location near the CSSI.	The project Safety Management Plan, Section 21.15 Noise and Vibration outlines how the project will monitor and mitigate noise exposure for employees. Occupational health, hygiene and wellness management sub plan.		Compliant

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				Section 11.8 Noise also outlines how this is managed. A copy of the Level 3 Health Risk Assessment Albury to Parkes (A2P) September Possession 2025 Junee to Illabo (J2I) – Bridge Demolition and Track Works 04/11/25 by ADE Group (A301023.0826.00.W00_L3HRA003_J2I_v1) was provided. Section 4 of the report provides detailed assessment for exposure to noise in the occupational environment of an eight-hour (8hr) equivalent continuous A-weighted sound pressure level of LAeq,8h of 85 dB(A).		
182	E	E78	Construction Noise and Vibration Impact Statements (CNVIS) must be prepared for work that may exceed the noise management levels, vibration criteria and/or ground-borne noise levels specified in Condition E74 and Condition E75 at any residence outside construction hours identified in Condition E69, or where receivers will be highly noise affected. The CNVIS must include specific mitigation measures identified through consultation with affected sensitive land use(s) and the mitigation measures must be implemented for the duration of the works. A copy of the CNVIS must be provided to the AA and ER prior to the commencement of the associated works. The Planning Secretary may request a copy/ies of CNVIS.	Kemp Street CNVIS sighted 29/08/25 and AA endorsement provided 02/09/25. The ER is included in correspondence, however endorsement of CNV is provided by the AA (i.e. ER FYI only).		Compliant
183	E	E79	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before	The Dilapidation Register was provided.	There have been no specific works	Compliant

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			work that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owners and occupiers are to be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Noise and Vibration CEMP Sub-plan required by Condition C8 and the Community Communication Strategy required by Condition B1.	J2I community consultation register sighted, including Kemp St consultation. Register detailing attempts with relevant properties. 241212_Stage A CNVIS Structural Dilap_Property Register – 20250701B Excerpt.	notifications to residents around vibration impacts/risks. Kemp Street bridge demolition works notification did not require mention of vibration impacts/mitigations as these had been assessed as low risk in the AA endorsed CNVIS and OOHV Permit.	
184	E	E80	Construction Vibration Mitigation - Heritage Vibration testing must be undertaken before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. In the event that the vibration testing and attended monitoring shows that the preferred values for vibration are likely to be exceeded, the construction methodology must be reviewed and, if necessary, additional mitigation measures implemented.	Quarterly Environmental Monitoring Report – March - June 2025 (Rev 0., 30/10/25). Unattended vibration monitoring using a SiteHive Hexanode Vibration Monitor was used to assess vibration impacts from vibratory rolling and tamping activities during the possession at J2I. Monitoring demonstrated compliance with the requirements. On site discussions during the site inspection with project staff regarding vibration mitigation measures ahead of		Compliant

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				the planned partial demolition of the Wagga Wagga Station pedestrian bridge in close proximity to heritage listed buildings (i.e. station and Station Masters residence). Mitigation measures planned include attended vibration monitoring.		
185	E	E81	Advice from an independent heritage specialist must be sought on methods and locations for installing equipment used for vibration, movement and noise monitoring at heritage-listed structures. <i>Note: The heritage specialist is to provide advice prior to installing equipment that may impact the heritage significance or structural integrity of the heritage listed structures.</i>	No formal recommendations from the AA		Not Triggered
186	E	E82	Before conducting at-property treatment at any heritage item identified in the documents listed in Condition A1, the advice of a suitably qualified and experienced built heritage expert must be obtained and implemented to ensure any such work does not have an adverse impact on the heritage significance of the item.	Early works only – no at property treatments as yet.		Not Triggered
187	E	E83	Utility Coordination and Respite All work undertaken for the delivery of the CSSI, including those undertaken by third parties (such as utility relocations), must be coordinated to ensure respite periods are provided. This must include:	Community consultation undertaken – refer register condition E79		Compliant

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			a) rescheduling work to provide respite to impacted noise sensitive land use(s) so that the respite is achieved; or b) the provision of alternative respite or mitigation to impacted noise sensitive land use(s); and c) the provision of documentary evidence to the AA in support of any decision made in relation to respite or mitigation. The consideration of respite must also include all other CSSI, SSI and SSD projects which may cause cumulative and/or consecutive impacts at receivers affected by the delivery of the CSSI.			
188	E	E84	Locomotive Noise Control Program Report The Proponent may opt to address at source noise by treating locomotives as outlined in Albury to Illabo Preferred Infrastructure Report Appendix G Locomotive Noise Control Program described in the documents in Condition A1.	This condition is not yet triggered.		Not Triggered
189	E	E85	Where the Proponent opts to address locomotive noise emissions, a Locomotive Noise Control Program Report must be prepared to demonstrate the effectiveness of the proposed program to reduce noise from locomotives as described in the documents in Condition A1. The Report must include: a) written commitments from locomotive operators to implement noise reduction treatments to their rolling stock; b) details of participating locomotives, including:	This condition is not yet triggered.		Not Triggered

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			i. the number of locomotives in each class, and the identification index of each locomotive to be treated; ii. the timeframe to install mitigation in each locomotive; and iii. details of any locomotives that are not to be treated or achieve a different noise reduction to others in its class, justification and an explanation of effects on noise impact assessment; c) Noise reduction performance of each locomotive treatment including the overall A and Z weighted sound power levels, and sound power levels with and without the treatment for each locomotive treated. i. Evidence to demonstrate the treatment performance results are consistent with the requirements of AS2377:2002 Acoustics—Methods for the measurement of railbound vehicle noise, demonstrating the total sound power levels of relevant noise descriptors of each treated locomotive class with and without noise mitigation. ii. All treated locomotives must be tested. iii. Where test results are not available at the time of the report submission to the Planning Secretary, theoretical predictions of the noise performance must be provided with the following information: 1. Demonstration of why the test results cannot be provided			

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			2. Demonstration that the assumptions and inputs used to calculate the reduction prediction are appropriate 3. Margin of error for the predictions 4. Date of when test results will be provided d) an assessment consistent with the RING of the total LAeq,period and LAFmax noise levels from the alignment at receivers with and without locomotive mitigation that must include a list of the number of each locomotive class operating on the alignment. This must include a comparison with the assessment outcomes in the PIR referred to in Condition A1(c). e) contingencies and alternative or additional mitigation for sensitive receivers where the noise reduction does not achieve the performance stated in the documents in Condition A1. The Locomotive Noise Control Program Report must be verified by an independent acoustic expert, approved in accordance with Condition A16, and approved by the Planning Secretary. The approved Locomotive Noise Control Program Report, must be included in the Operational Noise and Vibration Review (ONVR), as required by Condition E88.			
190	E	E86	The approved Locomotive Noise Control Program Report must be updated to include all locomotive test results and provided to the Planning Secretary for information within three months of completing the tests. If the locomotive test results changes the requirements for at path and/or at receiver noise mitigation in accordance with the RING, the Proponent must submit a	This condition is not yet triggered.		Not Triggered

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			revised ONVR within three months for the Planning Secretary's approval, and implement the approved revised ONVR.			
191	E	E87	The locomotive treatments described in the Report must be implemented within the timeframes stated in the Report, unless otherwise agreed with the Planning Secretary.	This condition is not yet triggered.		Not Triggered
192	E	E88	Consultation on Noise Barriers and Noise Mitigation The Proponent must prepare a consultation strategy to seek feedback from directly affected landowners, Council and, TfNSW (where it impacts a classified road) on proposed noise and vibration mitigation measures. The consultation strategy must be submitted to the Planning Secretary for approval one month prior to consultation commencing. The consultation strategy must: a) identify all sensitive land uses above the RING criteria; b) seek to consult with all stakeholders regarding all reasonable and feasible and noise and vibration mitigation measures in accordance with the hierarchy in RING; and c) determine stakeholder preference for noise mitigation by locality. The approved strategy must be implemented. Note: any predicted reductions in noise levels attributed to the Locomotive Noise Control Program cannot be used to reduce noise mitigation or numbers of sensitive receivers consulted unless the	ONVR Consultation strategy was updated to Rev. 2, dated 25 July 2025, to address the DPHI comments. Aconex submission to DPHI (ref. IR2140-RECCO-000073), dated 28 July 2025.	Opportunity for Improvement A2I-02_OFI-03: The ONVR Consultation Strategy Rev. 2 has been issued for use; however, the approver's signature and approval date are missing. It is recommended to ensure that all controlled documents include the required approvals (signature and date) prior to issue.	Compliant

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			<i>Locomotive Noise Control Program Report has been approved by the Planning Secretary.</i>			
193	E	E89	Operational Noise and Vibration Mitigation Measures The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures that would be implemented for the operation of the CSSI. The ONVR must be prepared in consultation with the EPA and relevant council(s). The ONVR must: a) confirm the appropriate operational noise and vibration objectives and levels for surrounding development, including existing sensitive land use(s); b) confirm the operational noise and vibration predictions based on the final design. Confirmation must be based on an appropriately validated and calibrated model(s) which has incorporated noise and vibration monitoring and concurrent rail traffic counting additional to that presented in the documents in Condition A1. c) confirm the operational noise and vibration impacts at adjoining development based on the final design of the CSSI. Confirmation must be based on appropriately validated noise and vibration models and include operational LAeq,period, LAFmax and LASmax noise levels, operational vibration levels, a table of results and noise contours and considers various operational train speeds, lengths and heights; d) identify sensitive land use(s) that are predicted to exceed the requirements of: i. Rail Infrastructure Noise Guideline (EPA 2013),	This condition is not yet triggered.	Early site establishment works only currently	Not Triggered

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			ii. Assessing vibration: a technical guideline (DEC 2006); e) identify all noise and vibration mitigation measures including location, type and timing of mitigation measures to address noise and vibration exceedances identified in Condition E89(d), including the approved Locomotive Noise Control Program Report required by Condition E84. f) results of consultation completed in accordance with Condition E88 to seek feedback from directly affected landowners on the noise and vibration mitigation measures; g) consider the location of crossing loops, sidings, and level crossings, and investigate and implement practical measures to minimise adverse traffic, access and noise impacts; and h) procedures for the management of operational noise and vibration complaints, including investigation and monitoring (subject to complainant agreement). The ONVR must be verified by an independent acoustic expert, approved in accordance with Condition A16. The ONVR must be undertaken at the projects expense and submitted and approved to the Planning Secretary within the earliest of 24 months after the commencement of construction or prior to the commencement of operations unless otherwise agreed by the Planning Secretary. The identified noise and vibration control measures must be implemented and the ONVR must be made publicly available.			

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			Note: The design of noise barriers and the like must be undertaken in consultation with the community as part of the Place, Design and Visual Amenity required under Conditions E94 to E98. Note: A Project Specific Noise Level (PSNL) must be applied as defined in the Rail Infrastructure Noise Guideline (EPA, 2013), that is after the application of all feasible and reasonable mitigation. The RING trigger levels, not a PSNL, is to be used as the noise reduction target for mitigation measures. Note: If the Secretary does not approve the Locomotive Noise Treatment Program Report required by Condition E85, at-source treatment of locomotives must not be considered in the ONVR. Note: The independent acoustic expert can be the AA where the AA has appropriate expertise in rail traffic noise modelling.			
194	E	E90	Operational noise mitigation measures identified in Condition E88 that would also mitigate construction noise impacts at receivers modelled to be affected by noise levels higher than the Noise Management Level (NML) and that will not be physically affected by work, must be implemented within twelve (12) months of submitting the ONVR. Where implementation of operational noise mitigation measures are not proposed to be implemented in accordance with this requirement, a report must be submitted to the Planning Secretary providing justification as to why, along with details of temporary measures that would be implemented to reduce construction noise impacts, until such time that the operational noise mitigation measures are implemented. The report must be endorsed by the AA and submitted to the Planning Secretary within six (6) months of submitting the ONVR.	This condition is not yet triggered.		Not Triggered

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			Note: Not having finalised detailed design is not sufficient justification for not implementing the proposed mitigation measures.			
195	E	E91	Operational Noise and Vibration Validation Within 12 months and 10 years of the commencement of operation of the CSSI, or following 18 and 20 train movements per day, whichever occurs earliest, monitoring of operational noise and vibration must be undertaken. Monitoring is to compare actual noise performance of the CSSI against the noise and vibration performance predicted in the review of noise and vibration mitigation measures required by Condition E88.	This condition is not yet triggered.		Not Triggered
196	E	E92	The Proponent must prepare and implement an Operational Noise and Vibration Compliance Report Monitoring Plan prior to commencement of the monitoring required in Condition E91. The monitoring plan must include, but not necessarily be limited to: a) Methodology including any proposed standards, guidelines or methods to be used; b) Number and location of noise and vibration monitoring sites; c) Selection criteria and justification for all monitoring locations including demonstration that the following matters have been considered: i. track features including bridges, curves, trackform, level crossings, turnouts, culverts, joints, crossing loops,	This condition is not yet triggered.		Not Triggered

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			ii. train operating characteristics including gradients, speed, notch settings and dynamic braking, iii. predicted exceedances of airborne, ground borne and vibration performance criteria, iv. areas of receiver noise and/or vibration complaint, v. (groups of sensitive receivers (e.g. towns or clusters of receivers), vi. effectiveness of mitigation measures vii. The data and information to be collected at each monitoring location; d) Minimum duration and number of train passbys by type of train to be measured during day and night periods; e) Contingencies in case of unsuitable weather conditions or unforeseen matters (e.g. extraneous noise, access to property); and f) Community engagement protocols for access to property. The Operational Noise and Vibration Compliance Report Monitoring Plan must be submitted to the Planning Secretary for approval at least one (1) month before the commencement of the monitoring required by Condition E91.			
197	E	E93	Operational Noise and Vibration Compliance Report An Operational Noise and Vibration Compliance Report (ONCVR) must be prepared to document the findings of the operational noise and vibration monitoring carried out in	This condition is not yet triggered.		Not Triggered

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			accordance with Condition E91. The ONCVR must address the following: a) noise and vibration monitoring to assess compliance with the operational noise and vibration levels predicted in the review of operational noise and vibration mitigation measures required under Condition E88; b) compliance with the operational noise levels in terms of criteria, noise goals and trigger levels established in the: i. Rail Infrastructure Noise Guideline (EPA 2013), ii. Assessing vibration: a technical guideline (DEC 2006); c) methodology, location and frequency of noise and vibration monitoring undertaken, including monitoring sites at which CSSI noise and vibration levels are ascertained, with specific reference to locations indicative of impacts on receivers; d) details of any complaints (and the resolution of these complaints) and enquiries received in relation to operational noise and vibration generated by the CSSI between the date of commencement of operation and the date the report was prepared; e) any required recalibrations of the noise and vibration model taking into consideration factors such as noise and vibration monitoring and actual traffic numbers and proportions; f) an assessment of the performance and effectiveness of applied noise and vibration mitigation measures together with a review and if necessary, reassessment of mitigation measures;			

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			g) identification of additional measures to those identified in the review of noise and vibration mitigation measures required by Condition E88, that are to be implemented with the objective of meeting the operational noise and vibration levels in terms of criteria, noise goals and trigger levels established in the: i. Rail Infrastructure Noise Guideline (EPA 2013), ii. Assessing vibration: a technical guideline (DEC 2006); and a) identification of when these additional measures are to be implemented and how their effectiveness is to be measured and reported to the Planning Secretary and the EPA. The Operational Noise and Vibration Compliance Report must be submitted to the Planning Secretary and the EPA within 60 days of completing the operational noise and vibration monitoring and made publicly available.			
PLACE, DESIGN AND VISUAL AMENITY						
198	E	E94	Design Requirements and Strategic Context The CSSI must be designed and overseen during construction by suitably qualified and experienced design practitioners with appropriate experience in the fields of: b) urban design and place making; c) landscape architecture; d) heritage; and	A2I Urban Design and Landscape Plan Stage 1 Corridor-wide Rev 1 (06 March 2025) prepared by Conybeare Morrison (CM⁺), Tract Consultants and OzArk. A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2 (15 November 2025) currently in draft.		Compliant

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			e) architectural design of infrastructure.	Design team qualifications stated in Section 1.3 of UDLP.		
199	E	E95	These practitioners must: a) develop the design objectives and principles required by Condition E96 and b) prepare the Urban Design and Landscape Plan (UDLP) required by Conditions E108 to E110.	A2I Urban Design and Landscape Plan Stage 1 Corridor-wide Rev 1 (06 March 2025) - Design Objectives addressed in Section 3.2. This was prepared by Conybeare Morrison (CM⁺), Tract Consultants and OzArk. UDLP submission letter to DPHI on 14 March 2025. The letter confirms consultation with relevant stakeholders. Post approval form from DPHI was received accepting the submission for the UDLP Stage A works. Email 17/03/2025 received from DPHI confirming receipt of the UDLP.	A21 Urban Design and Landscape Plan Stage 2 was submitted to DPHI under SSI-10055-PA-75, dated 29 July 2025.	Compliant
200	E	E96	Design objectives and design principles must be developed to inform the design of permanent built works and landscaping to ensure the project is designed and constructed in a manner that minimises adverse visual impacts to the public domain and heritage, including design, details and finishes that reflect the context within which the project is located. The design objectives and principles must apply, as a minimum, to the following areas and infrastructure: a) Murray River bridge (bridge modification)	UDLP Stage A works covers all the locations in particular Edmondson Street pedestrian crossing Wagga Wagga (bridge replacement) A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2 (15 November 2025) currently in draft covers the following 5 bridge sites are Albury,		Compliant

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			b) Albury Railway Station and pedestrian crossing (bridge replacement) c) Cassidy Parade pedestrian crossing Wagga Wagga (bridge replacement) d) Edmondson Street pedestrian crossing Wagga Wagga (bridge replacement) e) Wagga Wagga Railway station and pedestrian crossing (bridge replacement) f) Kemp Street pedestrian crossing Junee (bridge replacement) g) Noise barriers.	Wagga Wagga and Junee: • Albury Station Footbridge, Albury • Cassidy Parade Pedestrian Bridge, Wagga Wagga • Edmondson Street Bridge and Footbridge, Wagga Wagga • Wagga Wagga Station (Mothers) Footbridge, Wagga • Wagga • – Kemp Street Bridge and Footbridge, Junee.		
201	E	E97	The design objectives and design principles must include and respond to: a) the relationship to and impacts upon heritage places and items within and adjacent to project boundaries; b) the design guidance in Better Placed, Design Guide for Heritage and Urban Design for Regional NSW; c) the principles and objectives of the Connecting with Country Framework; d) achieving Disability Discrimination Act 1992 (Cth) compliance through lower impact alternatives that achieve better design outcomes; e) the NSW Movement and Place Framework including relevant guidance: i. the Walking Space Guide: Towards Pedestrian Comfort and Safety (TfNSW, 2020), the Cycleway Design Toolbox: Designing for Cycling and Micromobility (TfNSW, 2020); and	A2I Urban Design and Landscape Plan Stage 1 Corridor-wide Rev 1 (06 March 2025) Sections 3.2 & 1.6 support compliance with this condition. Also covered in A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2 (15 November 2025) – draft.		Compliant

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			ii. Beyond the Pavement (TfNSW 2020); f) active transport connectivity across the rail corridor and adjacent to works in accordance with: i. the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads, 2017); ii. relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility, the Disability Inclusion Act 2014 division 2 and NCC DP7; g) current and proposed land uses and place-making strategies; h) relevant Crime Prevention Through Environmental Design principles, existing and proposed future local context and character; i) minimising light spill to surrounding properties with all lighting associated with the CSSI consistent with the requirements of ASINZS 4282:2019 Control of the obtrusive effects of outdoor lighting, relevant Australian Standards in the series ASINZS 1158 - Lighting for Roads and Public Spaces; j) landscape areas and strategies to increase and retain existing tree canopies; k) opportunities to enable users to connect to key views and vistas; and l) refer to relevant local council's relevant design guidelines.			
202	E	E98	The design objectives and design principles must be reviewed by the State Design Review Panel (SDRP) established in Conditions E100 to E101. SDRP advice and recommendations made about the design objectives and design principles and the	A2I Urban Design and Landscape Plan Stage 1 Corridor-wide Rev 1 (06 March 2025) and A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2		Compliant

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			Proponent's response to each recommendation must be included when submitting the design objectives and design principles to the Planning Secretary for approval.	(15 November 2025) - Appendix 2 – SDRP Matrix supports compliance with this condition.		
203	E	E99	The design objectives and principles must be submitted to and approved by the Planning Secretary within three months of this CSSI approval, or unless otherwise agreed with the Planning Secretary. The design of permanent built structures must be informed by the design objectives and design principles	Email received from DPHI 16/01/2025 that the work has begun on the UDLP. DPHI advised that they will not issue a non-conformance to this condition on notification timeframes.		Compliant
204	E	E100	State Design Review Panel and Design Review The Proponent must utilise the State Design Review Panel (SDRP) to provide advice and recommendations to the Proponent during the CSSI's design development and construction to facilitate quality design and place outcomes. The SDRP must meet within one month of the date of this approval, or as otherwise agreed with the Planning Secretary.	The State Design Review Panel is chaired by Government Architect, NSW. SDRP meeting minutes provided. The first meeting was held on 04 June 2024 which is within 1 month of 08 October 2024. Minutes were provided for the following meetings: • 04 June 2024 • 07 August 2024 • 23 September 2024 • 12 November 2024 • 20 December 2024 • 04 April 2025		Compliant
205	E	E101	The responsibilities of the SDRP include: a) reviewing and endorsing the design objectives and principles (and any updates to these) as outlined in Conditions E96 to E97 with regards to key design	As above – minutes cover these items.		Compliant

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			elements in relation to place making, architecture, heritage, urban and landscape design strategies of the CSSI related to the infrastructure and locations specified in Condition E96; b) reviewing and endorsing the UDLP required by Condition E108; and c) providing advice and recommendations to the Proponent for consideration in the design development of the CSSI.	Refer to E108 for UDLP		
206	E	E102	Operation of the Design Review Process The relevant councils, TfNSW, HNSW, and other relevant agencies may be invited to the meetings of the Panel as observers or to provide feedback on key design elements of the CSSI.	Relevant councils, TfNSW, HNSW, and other relevant agencies participate in the panel. This was evidenced in the meeting minutes distribution.		Compliant
207	E	E103	SDRP advice and recommendations, as issued by the SDRP and the Proponent's response to each recommendation must be included when submitting the final UDLP to the Planning Secretary for approval.	As above		Compliant
208	E	E104	The Proponent must provide the design development schedule to the SDRP prior to its first meeting, including details of when relevant elements of the detailed design will be available for review by the Panel. The schedule must be updated every three months until the detailed design process is complete.	A copy of the Inland Rail A2I SDRP Pre-briefing Design Package was provided to the SDRP on 15 May 2024, which is prior to the first meeting being held. A copy of the presentation was provided as evidence.		Compliant

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209	E	E105	Lighting and Security Mitigation measures must be provided to manage residual night lighting impacts to protect properties adjoining or adjacent to the CSSI, in consultation with affected landowners.	Lighting Plan for the May 2025 possession (<i>C33 MR-2140-0001-InlandRail_A2P-67-MR-A2P-EF-001_Site_Environment_amp_Sustainability_Inspection-2025-04-30</i>) sighted. Albury Riverina lighting plan for September possession sighted	Lighting and security cameras sighted during site inspection.	Compliant
210	E	E106	Construction sites Wayfinding information must be incorporated on temporary hoardings to guide pedestrians around construction sites and enhance their understanding and experience of the locality and place.	Early site establishment works occurring currently	Evidence provided during site inspection at Albury Riverina yard.	Compliant
211	E	E107	The CSSI must be constructed in a manner that minimises visual impacts of construction sites including temporary landscaping and vegetative screening, minimising light spill, and incorporating architectural treatment and finishes within key elements of temporary structures that reflect the context within which the construction sites are located, wherever practicable.	As evidenced during the initial audit, MAF Assessments for J2I and Edmonson Street were reviewed. Both assess Community & Stakeholder, Traffic, Noise & Vibration, Biodiversity, Soil & Water, Contamination, Heritage, Flooding, Waste, Air Quality, and Visual & Light Spill hazards.		Compliant
212	E	E108	Urban Design and Landscape Plan The Proponent must prepare an Urban Design and Landscape Plan (UDLP) in consultation with the SDRP to document and illustrate the permanent built works and landscape design of the	A2I Urban Design and Landscape Plan Stage 1 Corridor-wide Rev 1 (06 March 2025) sighted. On 10 January 2025, an informal review of the UDLP was requested from DPHI meeting the one month prior to Stage A		Compliant

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			CSSI and how these works are to be maintained. The UDLP must be: a) prepared by a suitably qualified and experienced person(s) as required by Condition E94 in consultation with Heritage NSW, TfNSW and relevant council(s); b) consistent with proposed outcomes from consultation with the community including that completed in accordance with Condition E88 and E89; c) reviewed by the SDRP or a person nominated by the SDRP; d) submitted to and approved by the Planning Secretary one month prior to the commencement of construction of permanent built surface works and/or landscaping, excluding those elements which for ecological or technical requirements as agreed by the Planning Secretary do not allow for alternate design outcomes; and e) implemented during construction of permanent built works and operation of the CSSI. Note: The UDLP may be developed and considered in stages to facilitate design progression and construction. Any such staging and associated approval would need to facilitate a cohesive final design and not limit final design outcomes.	construction commencement on 12 February 2025. IR requested DPHI to exclude some of the track works, structure modifications and drainage structures from the UDLP. IR email to DPHI, dated 20 November 2024, was sighted supporting this request. DPHI response to IR (ref. SSI-10055-PA-12, dated 28 November 2024), confirming ‘...that the Department is unable to support the request to exclude the requested items from consideration in the UDLP at this time and in advance of the UDLP’s submission but recommends that Inland Rail continue to consult with the Department about how to represent the requested items in the UDLP.’ A2I Urban Design and Landscape Plan Stage 1, Rev. 2, dated 2 May 2025, was approved by DPHI on 2 June 2025. The approval letter confirms that the plan was prepared by suitably qualified person, reviewed and endorsed by SDRP and includes descriptions, visualisations and drawings consistent with the design objectives and design principles as relevant to Stage 1 UDLP.		

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				A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2 (15 November 2025) currently in draft.		
213	E	E109	The UDLP must document how the following matters have been considered in the design and landscaping of the project including: a) the requirements of Conditions E97 to E108 and E110, b) advice and recommendations from the SDRP; and c) consultation with the community including that completed in accordance with Condition E88 and E89.	Items a) to c) addressed in Section 1.7 and Appendix 1 of t A2I Urban Design and Landscape Plan Stage 1 Corridor-wide Rev 1 (06 March 2025) and the draft A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2 (15 November 2025).		Compliant
214	E	E110	The UDLP must include descriptions, visualisations and drawings (as appropriate) of: a) Consistency with the design objectives and design principles approved in accordance with Conditions E96 to E99; b) design of the permanent built elements of the CSSI, including any crossings over, under or at grade and noise barriers; c) design of permanent built elements, structures, landscaping and buildings demonstrating options to mitigate impacts, including visual impacts, on: i. the surrounding context and local character; ii. heritage items within and outside of project boundaries and heritage interpretation as outlined in the Heritage Interpretation Plan in accordance with Condition E55;	A2I Urban Design and Landscape Plan Stage 1 Corridor-wide Rev 1 (06 March 2025) and draft A2I Urban Design and Landscape Plan Stage 2 Bridges Rev 2 (15 November 2025) has been developed and addresses a) to h) where required.		Compliant

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			iii. minimise overlooking and light spill on the nearby residences, schools or other sensitive users such as pre-schools, disability and aged care; and iv. watercourse crossings, where relevant; d) landscaping: i. landscape plan, hard and soft elements, for the corridor and the stations (including any public art); ii. use of native species from the relevant native vegetation community (or communities), where identified as appropriate; iii. water sensitive urban design initiatives; iv. management and routine maintenance standards and regimes for design elements and landscaping work (including weed management) to ensure the success of the design; v. measures to prevent wildlife strike risk; vi. details of strategies to rehabilitate, regenerate or revegetate disturbed areas, where relevant; e) design of car parking elements, where relevant; f) proposed ownership structures and operational management and maintenance standards including of non-rail works including bridges, ramps and lifts; g) the timing and responsibilities for implementation of elements included within the UDLP; and h) the requirements of Conditions E97, E108 and E109.			
215	E	E111	Operational Maintenance			Not Triggered

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			The ongoing maintenance and operation costs of urban design, open space, landscaping and recreational items and work implemented as part of this approval remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority. Before the transfer of assets, the Proponent must maintain items and work to at least the design standards established in the UDLP, required by Condition E108. The Planning Secretary must be advised prior to the transfer of the asset(s) to the relevant authority.			
216	E	E112	Should any plant loss occur during the maintenance period required by Condition E111 the plants must be replaced by the same plant species unless it is determined by a suitably qualified person that a different species is more suitable for that location.			Not Triggered

SOCIAL

217	E	E113	Social Impact Management Plan A Social Impact Management Plan (SIMP) must be prepared for the CSSI to guide the management and monitoring of the social impacts of the CSSI including informing detailed design, and during construction and operation. The SIMP must: a) be prepared in accordance with the Social Impact Assessment Guideline (DPIE 2023) by suitably qualified and experienced person(s) in the social	Social Impact Management Plan (SIMP) Rev. 7, doc no. 6-0052-210-PMA-00-PL-0001, dated 29 September 2025. Compliance with this condition supported in the following sections of the SIMP: a) Section 2.3 'SIA Guideline' b) Section 5 'Consultation'		Compliant
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			sciences in accordance with Appendix B of the Social Impact Assessment Guideline (DPIE 2023); b) be developed with involvement from directly affected communities and businesses, LALC/s, community organisations and representative groups, and councils; c) inform, where relevant, the preparation of CEMP Sub-plans and monitoring plans; d) define the period over which it will be implemented based on the duration of anticipated impacts it predicts; and e) include measures to support the Community Complaints Mediator required by Condition B13. The SIMP must be approved by the Planning Secretary at least one month before the receipt of CEMPs, CEMP Sub-plans and monitoring programs required by Conditions C6 and C26. The SIMP must be implemented.	c) Section 6.1 'Integrated approach to managing and mitigating social impacts' d) Section 6 'Mitigation and Monitoring social impacts' e) Section 2.4 'Community Complaints Mediator' The SIMP was endorsed by ER on 5 October 2025.		
218	E	E114	The SIMP must include specific details of the commitments, programs and timing to secure and enhance positive social outcomes, and measures to minimise negative social and cumulative impacts associated with the CSSI, including: a) revisions to or refinement of the assessment of social impacts and risks; b) additional mitigation measures to address social impacts based on those committed to in the documents listed in Condition A1 and (a) above; c) details on social-oriented commitments to be delivered such as those related to employment diversity and procurement;	Section 6 'Mitigation and Monitoring social impacts' within the Social Impact Management Plan outlines the measures to minimise negative social and cumulative impacts. The plan includes: a) Section 4 'Social Impacts and Benefits', defining magnitude and likelihood of impacts b) Section 6 'Mitigation and Monitoring social impacts', detailing		Compliant

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			d) details of how measures will be targeted and adapted to meet the needs of affected communities, including legacy benefits to directly affected communities; and e) a monitoring program, prepared in accordance with S5.2 of the SIA Guideline (DPIE 2023), to: i. monitor, review, and report on the effectiveness of the identified measures, ii. report on community engagement and complaints in relation to social issues; and iii. report on adaptive management measures implemented or proposed. Reporting on the social impact performance of the CSSI, including monitoring results, must be reported quarterly with the results made publicly accessible in accordance with Condition B18.	examples such as workforce management c) Section 6 'Mitigation and Monitoring social impacts', detailing examples such as local business content d) Section 6 'Mitigation and Monitoring social impacts' e) A monitoring program; i. Section 7 'Adaptive Management' ii. Section 8 'Reporting' iii. Section 9 'Review, Revision and Improvement'		
CODE OF CONDUCT						
219	E	E115	The Proponent must prepare and implement an Employee Code of Conduct for employees and contractors involved in the construction of the CSSI. The Employee Code of Conduct must be prepared by a suitably qualified and experienced person(s) in the human resources sector for submission to the Planning Secretary for information prior to work commencing. The Employee Code of Conduct sets out the ethical standards that employees are expected to adhere to in the construction site and interaction with the local community.	IR Employee Code of Conduct MR-A2P-HS-001, doc no. 6-0052-210-EEC-00-PR-0001_0, dated 16 December 2024. The code of conduct has been prepared by Martinus Rail HR/IR Manager as a suitably qualified person. IR email to DPHI for the submission of employee code of conduct, dated 18 December 2024, was sighted.	No changes in this audit period	Compliant

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220	E	E116	The Employee Code of Conduct applies to all employees on the CSSI site and those living in the community in the surrounding towns. The Employee Code of Conduct must: a) Set out the ethical standards for the behaviour and conduct of employees on and off the site, including for driving on public roads; b) Include disciplinary actions where employee behaviour and conduct do not meet the ethical behaviour standards; and c) Processes for responding to and addressing community complaints about the behaviour and conduct of employees.	The employee code of conduct is compliant with this condition and is supported by the following sections of the In the IR Employee Code of Conduct MR-A2P-HS-001: a) Section 6 'Conduct' b) Section 12 'Breaches of Conduct' and 'Supplier/Subcontractor Workers' c) Section 11.2 'Community Enquiries or Complaints'		Compliant
221	E	E117	The Employee Code of Conduct must be reviewed 12 months after approval and annually thereafter for the duration of construction. Updates to the Employee Code of Conduct must be approved by the ER. The updated Employee Code of Conduct must be provided to the Planning Secretary for information within one month of approval.	Employee Code of Conduct section 14 'Approval and Review' outlines the annual review, ER approval and submission to DPHI within one month of approval.	Revision timeframe not triggered.	Not Triggered
UTILITIES						
222	E	E118	Utilities and services (hereafter "services") potentially affected by work must be identified to determine requirements for diversion, protection and/or support. Alterations to services must be determined by negotiation with the service providers.	Recoverable Works Agreement with Australian Gas Networks, dated 7 May 2025 was provided for following sites: - Donnelly Ave - Edmondson St		Compliant

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			Disruption to services resulting from work are to be minimised and advised to customers.	- Railway St - Erin St - Macleay St - Wagga Wagga NSW Site Plan for Existing Transmission Asset Relocation Edmondson Street was also sighted.		
223	E	E119	The Proponent must coordinate work with adjoining Inland Rail Projects, including any work to relocate or connect utilities, to minimise cumulative and consecutive noise and vibration impacts and maximise respite for affected sensitive land uses. Coordination and mitigation measures must be detailed in the Construction Noise and Vibration management Sub-plan required by Condition C9.	This is addressed in Section 7.9 of the CNVMP.		Compliant
224	E	E120	Condition Survey Before commencement of any work, a structural engineer must undertake condition surveys of all buildings, structures, utilities and the like identified in the documents listed in Condition A1 as being at risk of damage. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the owners of the items surveyed, and no later than one (1) month before the commencement of construction.	The Stage B Structural Dilap Property Register Rev. 1, document no. 6-0052-210-PCS-00-RG-0001, dated 7 October 2025 was presented. Register detailing attempts with relevant properties with the records of survey submitted to residents in August 2025.		Compliant
225	E	E121	After completion of construction, condition surveys of all items for which condition surveys were undertaken in accordance with Condition E120 of this approval must be undertaken by a	This condition is not yet triggered.		Not Triggered

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			structural engineer. The results of the surveys must be documented in a Condition Survey Report for each item surveyed. Copies of Condition Survey Reports must be provided to the landowners of the items surveyed, and no later than three (3) months following the completion of construction.			
226	E	E122	Property damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation must be rectified at no cost to the owner. Alternatively, compensation may be provided for the property damage as agreed with the property owner.	This condition is not yet triggered.		Not Triggered

SOILS AND CONTAMINATION

227	E	E123	Contaminated sites If soils suspected to be contaminated are unexpectedly found, the Proponent must engage a suitably experienced and qualified contaminated land consultant to undertake further investigations to determine the type and extent of any contamination. The investigation must be undertaken in accordance with guidelines made or approved under the Contaminated Land Management Act 1997 (NSW). The results of the investigation must be documented in a Site Contamination Assessment Report.	Sampling and Analysis Quality Plans Version V4f, dated 11 June 2025 was sighted. Detailed Site Investigation for Kemp Street Bridge Enhancement Site Version v1f prepared by ADE Consulting Group, dated 12 September 2025 was sighted. The investigation identified two areas with asbestos impacts requiring further evaluation. At this stage, site suitability in relation to asbestos within these impacted areas cannot be confirmed. The investigation recommended that asbestos characterisation be		Compliant
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				undertaken to determine the extent and nature of the impacts.		
228	E	E124	Where the results of site investigations required by Condition E123 indicate that the contamination poses unacceptable risks to human health or the environment under either the present or proposed land use, the Proponent must engage a suitably experienced and qualified contaminated land consultant to develop and implement any necessary remediation measures. The remediation measures must be documented in a Remediation Report.	The investigation didn't indicate contamination poses unacceptable risk.		Not Triggered
229	E	E125	If remediation is required under Condition E124, a Site Audit Statement and a Site Audit Report must be prepared by a NSW EPA Accredited Site Auditor. Contaminated land must not be used for the purpose approved under the terms of this approval until a Site Audit Statement determines the land is suitable for that purpose and any conditions on the Site Audit Statement have been complied with.	The investigation report didn't triggered the remediation work.		Not Triggered
230	E	E126	Nothing in Conditions E123 to E125 prevents the Proponent from preparing a single Site Contamination Report or Remediation Report or obtaining a single Site Audit Statement and Site Audit Report for the entire CSSI.	Note		Not Triggered
231	E	E127	A copy of the Site Audit Statement and Site Audit Report must be submitted to the Planning Secretary and Council for information no later than one (1) month before the commencement of operation.	As above – depends on conditions E123 – E125		Not Triggered
232	E	E128	An Unexpected Finds Procedure for Contamination must be prepared before the commencement of work and must be	Unexpected Finds Procedure for Contamination Rev. 0, document no. 6-		Compliant

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			followed should unexpected contamination or asbestos (or suspected contamination) be excavated or otherwise discovered. The procedure must include details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved. The procedure must be submitted to the Planning Secretary for information.	0052-210-PES-00-PR-0005_0, dated 19 September 2024. IR email to DPHI for the submission of Unexpected Finds Procedure for Contamination, dated 16 December 2024, was provided.		
233	E	E129	The Unexpected Finds Procedure for Contamination must be implemented throughout work.	Sighted Hazard Identification Report HAZID-0004027, dated 22 September 2025. Two unexpected finds incidents occurred involving potential asbestos containing materials and an exposed old cable. The site was demarcated and Enviro and Safety Manager was notified. ADE Consultant accessed the finds. The report from ADE Consultant is still pending.		Compliant
SUSTAINABILITY						
233	E	E130	The CSSI must achieve a minimum 'excellent' rating for both 'Design' and 'As built', under the Infrastructure Sustainability Council (ISC) infrastructure rating tool, or through the use of an equivalent process or an equivalent level of performance using a demonstrated equivalent rating tool.	Sustainability Management Plan developed. Targeting excellent. V1.2 of the manual. Section 6 outlines how this will be achieved. Table 6 – ISC project approach.		Compliant

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234	E	E131	A Sustainability Strategy which must be submitted to the Planning Secretary one (1) month before the commencement of construction must be prepared as part of the ISC rating and sustainability performance requirements and implemented throughout construction and operation. Note: Nothing in this condition prevents the Proponent from preparing separate Sustainability Strategies for the construction and operational stages of the CSSI.	The Sustainability Strategy is within Section 6 of the Sustainability Management Plan. Sustainability Plan was submitted to DPHI on 29 November 2024 meeting notification periods of one month prior to construction commencement		Compliant
235	E	E132	A Water Reuse Strategy must be prepared, which sets out options for the reuse of collected stormwater and groundwater during construction. The Water Reuse Strategy must include, but not be limited to: a) evaluation of reuse options; b) details of the preferred reuse option(s), including volumes of water to be reused, proposed reuse locations and/or activities, proposed treatment (if required), and any additional licences or approvals that may be required; c) measures to avoid misuse of recycled water as potable water; d) consideration of the public health risks from water recycling; and e) time frame for the implementation of the preferred reuse option(s). The Water Reuse Strategy must be prepared based on best practice and advice sought from relevant agencies, as required. The Strategy must be applied during construction. Justification	The Water Reuse Strategy Rev. 0, doc no. 5-0052-210-ESS-00-RP-0006, dated 19 March 2025 was prepared and supports this condition in the following sections: a) Section 5 'Evaluation of Reuse Options' b) Section 5.1 'Preferred water reuse options' c) Section 4.1.3 'Best practice and advice' d) Section 4.1.2 'Public health risks' e) Section 5.1 'Preferred water reuse options' The Water Reuse Strategy is available on project's website.		Compliant

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			must be provided to the Planning Secretary if it is concluded that no reuse options prevail. A copy of the Water Reuse Strategy must be made publicly available.			
TRAFFIC AND TRANSPORT						
236	E	E133	Construction Traffic and Access Safe pedestrian and cyclist access and routes must be provided and maintained across and around work sites during construction. In circumstances where pedestrian and cyclist access and routes are restricted or removed due to construction activities, a nearby alternative access or route must be provided which complies with the relevant standards before the restriction or removal of the impacted access.	There were no impacts to pedestrian or cyclist routes sighted during site inspections of Edmonson St compound and Illabo compound.	Traffic mitigation plan for upcoming Edmonson St bridge works in planning	Compliant
237	E	E134	The Proponent must consult with nearby education providers to ensure sufficient capacity of any alternative and convenient pedestrian and active transport route is available to cater for school-related and general demand impacted by construction works or detours.	Edmondson Street Bridge works adjacent to Kildare Catholic College have yet to commence. The Contractor has met with Kildare to discuss construction related topics including traffic and access. The monthly meeting is also an opportunity to touch base about any upcoming works and they highlight any events they might have that overlap.		Compliant

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			E134A: At least 2 weeks prior to the closure of Kemp Street Bridge in Junee: (a) all affected schools, community members and stakeholders must be notified of all alternative transport mitigation options, including the frequency and locations for accessing the community bus services, how to apply and use the school bus passes, and how to request specific transport and taxi vouchers; and (b) publicly accessible contact details for the Public Liaison Officer required under Condition B6 must be provided to enable direct communication between community members and the project team regarding enquiries, feedback, or concerns at each community bus stop location, when established, and on all community and stakeholder notification. All enquiries are to be managed consistent with the Complaints Management System required in accordance with Condition B7.	Kemp Street Bridge closure hasn't commenced yet.		
			E134B: Prior to the closure of the Kemp Street Bridge pedestrian/cyclists path: (a) bus stop locations must be clearly marked and accessible as agreed in consultation with Junee Council; (b) fully subsidised bus passes are provided to school students with directly impacted access between home	Kemp Street Bridge closure hasn't commenced yet.		

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			and school due to the closure of the Kemp Street Bridge who require and requested access to bus services, and confirmation that the existing bus service has capacity to accommodate those additional students; (c) taxi vouchers have been provided to all community members who had requested them prior to the closure of the Kemp Street bridge; and (d) install and maintain rail exclusion fencing and screening along both sides of the rail corridor for the duration of the closure of Kemp Street Bridge pedestrian/cyclist path: - east of the rail corridor: from the southern boundary of the construction site and track near William Street, extending north beyond the bridge to the rear boundary of the Aquatic Centre. - west of the rail corridor: from existing fencing at Railway Parade, extending north bey			
			E134C: The operation of the alternative transport options outlined in Condition 134A must be reviewed at two (2) weeks and three (3) months following the implementation of the alternative transport options and then every six (6) months for the duration of the closure of the Kemp Street Bridge pedestrian/cyclist path. Each review must incorporate relevant performance data, stakeholder and community feedback, and any recommended	Kemp Street Bridge closure hasn't commenced yet.		

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			adjustments to ensure effectiveness and responsiveness of the measures.			
			E134D: Any changes to the alternative transport options must be communicated to the affected community and stakeholders prior to the change being made.	Kemp Street Bridge closure hasn't commenced yet.		
			E134E: Alternative Transport Options Reports must be submitted to the Planning Secretary confirming: (a) the requirements of Condition 134A and Condition 134B have been met, prior to the closure of the Kemp Street Bridge; and (b) the outcomes of the reviews completed in accordance with Condition 134C and any proposed changes following the review of the alternative transport options must be submitted to the Planning Secretary for information within 14 business days of each review period.	Alternative Transport Options Report Rev. 0, dated 5 September 2025, was presented. The report was submitted to DPHI. Sighted DPHI acknowledgement email, dated 10 September 2025.		
238	E	E135	Construction Pedestrian Impacts in Wagga Wagga Pedestrian access must be maintained across two of the three pedestrian bridges within Wagga Wagga (Cassidy Parade Bridge, Edmondson Street Bridge, and Wagga Wagga Railway Station footbridges) at all times, unless alternative pedestrian arrangements or measures developed in consultation with locally affected education providers, health service providers,	Both Edmonson Street and Wagga Wagga Station footbridge pedestrian access confirmed during site inspection.		Compliant

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Wagga Wagga Council and TfNSW have been agreed to by the Planning Secretary.			
239	E	E136	Construction Traffic Impacts in Wagga Wagga Prior to construction of the Edmondson Street bridge in Wagga Wagga: a) a target level of service must be determined in consultation with roads authority, Council and TfNSW for intersections in Wagga Wagga that will be impacted during construction or utilised as diversion routes; b) construction traffic mitigation options must be proposed to meet the target level of service in (a) and their performance analysed using traffic modelling; c) traffic management measures must be proposed to manage speeds on local roads expected to experience increased traffic; and d) mitigation measures must be developed in consultation with the roads authority, Council and TfNSW.	The following Plan and Mitigation Report was prepared: - Precinct Traffic Management Sub-Plan – Stage B – Wagga Wagga document number: 5-0052-210-PMA-W0-PL-0002 Revision 0.2 was sighted. - Construction Traffic, Transport and Access Mitigations Report – Stage B – Wagga Wagga document number: 6-0052-210-ITR-W0-RP-0001 Revision D. Sighted Council email, dated 31 October 2025, providing feedback on the plan and mitigation report.		Compliant
240	E	E137	Mitigation measures determined in accordance with Condition E136 and the results of consultation with the roads authority, Council and TfNSW must be included in a Wagga Wagga Construction Traffic, Transport and Access Mitigation Report. The Wagga Wagga Construction Traffic, Transport and Access Mitigation Report must be submitted and approved by the Planning Secretary prior to construction in Wagga Wagga. All mitigation measures identified to manage traffic in the approved Wagga Wagga Construction Traffic, Transport and	The PTMSP and CTTAMR was submitted to DPHI on 27 October 2025. Sighted post approval receipt SSI-10055-PA-125. This implementation of mitigation measures will be triggered under stage B2.		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Access Mitigation Report must be implemented prior to construction in Wagga Wagga. Performance of the installed mitigations must be analysed in the required Construction Traffic Monitoring Program required by Condition C27.			
241	E	E138	Use of Local Roads Construction traffic must not use local roads or privately-owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C21 and C22. Local or privately owned roads used for access to ancillary facilities, construction sites, and temporary accommodation must be identified in the Construction Traffic, Transport and Access Management Sub-plan. Prior to the use of local or privately owned roads the: Proposed routes utilising local roads must include a traffic and pedestrian impact assessment, and a swept path analysis; and completion of road dilapidation surveys in accordance with Condition E139.	This condition will be triggered under stage B2.		Not Triggered
242	E	E139	Road Dilapidation Before any local road, including interfaces with classified roads, is used by a heavy vehicle for the purposes of construction of the CSSI, a Road Dilapidation Report must be prepared for subject roads and bridges. A copy of the Road Dilapidation Report must be provided to the relevant roads authority within one (1) month of completion of the road dilapidation survey and at least two weeks before the road is used by heavy vehicles associated with the construction of the CSSI.	Albury Road Dilapidation Report was prepared and submitted to Albury City Council on 25 February 2025. Sighted email from Albury Council, dated 28 February 2025, confirming the acknowledgement of report and accepting the request to remove the 1-month deadline. Junee Road Dilapidation Report was prepared and submitted to Junee Shire	Is there a Stage B Dilap report?	Compliant

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
				Council on 25 February 2025. Sighted email from Junee Shire Council, dated 4 March 2025, confirming the acceptance of the report. Sighted email to Wagga Wagga Council, dated 28 February 2025, confirming the drop off of road dilapidation report via hard drive. Sighted email from Council, dated 14 March 2025, confirming to waive the 1-month deadline. The Road Dilapidation Reports were submitted to TfNSW on 28 February 2025 via SharePoint folder. Sighted email from TfNSW, dated 5 March 2025, confirming the removal of 1-month deadline.		
243	E	E140	The Road Dilapidation Report must provide measures to ensure: a) roads deemed unsafe for the use of heavy vehicles are upgraded and repaired prior to use; b) roads used can safely accommodate heavy vehicle haulage based on volume, types and duration of use; and c) road repair is undertaken periodically before and during construction as required.	As above	As per E139	Compliant

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			Where the road is not up to standard due to condition, width, pavement type, and road geometry, the Proponent must upgrade the road to a service level equal to (or better than) the level it was being maintained immediately prior to construction before heavy haulage commences, at no cost to the owner.			
244	E	E141	If damage to local roads occurs as a result of the construction of the CSSI, the Proponent must, within six months of the completion of construction (or one month for private roads), either (at the landowner or relevant roads authority's discretion): a) rectify the damage to restore the road to at least the condition it was in at the time of the dilapidation survey in Condition E139; or b) compensate the relevant roads authority or owner for damages caused. The amount of compensation may be agreed with the relevant roads authority and landowners, but compensation must be paid even if no agreement is reached; or c) where other agreements are in place, leave, maintain or remunerate for damages to these roads in accordance with these agreements.	This condition will be triggered after completion of construction.		Not Triggered
245	E	E142	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within 400 metres of the original bus stop or as otherwise agreed with the relevant council and bus operator. The relocation of bus stops must be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and	Alternative Transport Options Report Rev. 0, dated 5 September 2025, was presented. No properties were impacted by the bus strategy. The mitigations implemented for loss of parking signs etc.		Compliant

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			educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	6-0052-210-PCS-W5-RG-0006 A21 Edmondson Trial Closure Community Register was presented, confirming the consultation undertaken with Coleman St and Macleay St residents, and their comments included in the register.		
246	E	E143	During construction, all reasonably practicable measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Disruptions are to be avoided, and where avoidance is not possible, minimised. Where disruption cannot be minimised, alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses and implemented before the disruption. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.	Construction Traffic, Transport, and Access Management Plan Rev. 2, document no. 6-0052-210-PMA-00-PL-0011, dated 21 August 2025. The plan has been implemented. Adequate signage and directions noted during the site inspection. Pedestrian and vehicular access appeared to be maintained. Refer to site inspection photos.		Compliant
247	E	E144	Road Design Any new overbridges, new or modified roads, and new or modified level crossings must be designed and constructed to meet relevant design, engineering and safety guidelines, including the Austroads Guide to Traffic Management, and relevant Transport for NSW Austroads Supplements. The roads authority, asset owner, and TfNSW must be consulted throughout the design process of all new or modified bridges, roads and/or levels crossings. Evidence of consultation with the asset owner and TfNSW, and endorsement of the roads	The road designs are currently in progress. This condition is not yet triggered.		Not Triggered

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			authority, must be made available to the Planning Secretary on request in accordance with Condition A8. Note: This condition does not affect any obligations to obtain approvals under the Roads Act 1993			
248	E	E145	An independent Road Safety Audit is to be undertaken by an appropriately qualified and experienced person in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audits 2023, including but not limited to for all areas identified by the Safe Systems Assessment as requiring further assessment. Audit findings and recommendations must be actioned before construction of the relevant infrastructure and must be made available to the Planning Secretary on request. Note: This condition is not intended to affect any roads authority's requirements, or for classified roads TfNSW, regarding road safety audits to support Roads Act 1993 requirements.	No major infrastructure works have occurred as yet.		Not Triggered
249	E	E146	Level Crossing Treatment Reports In order to maintain safe and efficient operation of the road network, the Proponent must prepare a Public Level Crossing Treatment Report in consultation with TfNSW and relevant councils. The report must: illustrate the location of all public level crossings which traverse the CSSI; a) list, and identify on a figure, any public level crossings that will be closed or upgraded, including the type of treatment proposed where a level crossing is to be upgraded;	Level Crossing Treatment report for Olympic Highway (Harris Gates) LX603 was submitted to TfNSW on 29 June 2025 for consultation. The TfNSW responded on 25 July 2025 with their concerns – comment sheet included in the letter. The Level Crossing Treatment report for Plunkett Street LX622 was submitted to TfNSW on 27 June 2025 for consultation.		Not Triggered

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			b) where no works are proposed at a public crossing, provide reason for the decision; c) include measures to avoid potential short-stacking at level crossings; and d) provide justification for any proposed closures.	The TfNSW responded on 15 July 2025 with their concerns – comment sheet included in the letter. Level Crossing Treatment report for Sladen Street LX625 was submitted to TfNSW on 29 June 2025 for consultation. The TfNSW responded on 25 July 2025 with their concerns – comment sheet included in the letter. The designs still has to be confirmed. The level crossing works have not yet commenced.		
250	E	E147	The assessment of level crossings must utilise the Australian Level Crossing Assessment Model (ALCAM). The process for determining the type of level crossing treatment must be consistent with the process outlined in the documents listed in Condition A1 and the Traffic Impact Assessment Appendix M of the EIS.	Refer to E146		Not Triggered
251	E	E148	The Public Level Crossing Treatment Report must also include an assessment of the road risks, consistent with the guideline Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011). The report is also to include an assessment of the crossing's compliance with AS /RISSB 7658-2020. Railway Infrastructure – Railway Level. Crossing and	Refer to E146		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			AS1742.7 2016 Manual of uniform traffic control devices and Section 10 Rail Crossings of AGRD Part 4.			
252	E	E149	The design of any level crossing on a public road must be endorsed by TfNSW or the relevant roads authority (where not TfNSW), prior to commencing construction of that crossing.	Refer to E146		Not Triggered
253	E	E150	In order to maintain convenient property access, the Proponent must prepare a Private Level Crossing Treatment Report in consultation with landowners whose access will be affected by the closure or upgrading of a private level crossing. The report must: a) illustrate the location of all private level crossings which traverse the CSSI; b) list, and identify on a figure, any private level crossings that will be closed or upgraded; c) describe the treatments that will be implemented at upgraded crossings; d) provide justification for any proposed closures and types of treatment, including decisions where no additional treatments are proposed; and e) provide details on the consultation undertaken with the landowners.	As with E146, but for private crossings		Not Triggered
254	E	E151	Closures, relocations or modifications of formal private level crossings must be in accordance with AS/RISSB 7658:2012 Railway Infrastructure – Railway Level Crossing and relevant rail safety legislation. The Proponent must consult with relevant landowners on the design of the crossing and where consistent	As above		Not Triggered

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			with relevant safety standards and legislation, incorporate reasonable landowner requirements into the design.			
255	E	E152	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to the Planning Secretary for approval at least one (1) month prior to the closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI.	As above		Not Triggered
256	E	E153	Operational Level Crossing Performance Report Within 12 months and 10 years of the commencement of operation of the CSSI, or as otherwise agreed by the Planning Secretary, the Proponent must prepare an Operational Level Crossing Performance Report for information to confirm the operational traffic impacts of the level crossings on the road network. The review of the operation of the level crossings that interact with the road network must be carried out in consultation with TfNSW and the relevant councils and include: a) updated traffic analysis of movements on these roads; b) assessment of the level of service at these level crossings (queue length, queuing time delay); c) identification of additional new work outside of the rail corridor delivered by third parties that may result in changes to traffic movements as initially considered in the Level Crossing Treatment Report; d) assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E146;	This condition will be triggered upon commencement of operation.		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			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.			
257	E	E154	Mitigation measures to manage any actual or predicted road network performance impacts resulting from the construction and operation of the CSSI must be implemented within one year of the completion of each report, unless otherwise agreed by the Planning Secretary. The Report must include an implementation plan of the identified mitigation measures. The Level Crossing Performance Report must be submitted to the Planning Secretary, TfNSW and relevant councils for information within 60 days of its completion.	This condition will be triggered upon commencement of operation.		Not Triggered
258	E	E155	Wagga Wagga Operational Road Network Performance Plan Prior to the commencement of operation of the CSSI, the Proponent must prepare a Wagga Wagga Operational Road Network Performance Plan for Wagga Wagga in consultation with TfNSW and Council, Emergency Services and the Wagga Wagga Health precinct to confirm predicted operational impacts of the CSSI including more frequent and longer closure duration level crossing events and proposed mitigations including: a) modelling of traffic impacts to the adjoining road network (including impacts on local roads from rat-running and other changes to the road network). Modelling must include different operational scenarios and train speeds;	This condition is not yet triggered.		Not Triggered

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			b) mitigation measures to manage predicted traffic performance impacts including local area traffic management measures, as relevant; c) impacts on emergency service vehicles during level crossing events. The Wagga Wagga Operational Road Network Performance Plan must be submitted to the Planning Secretary for approval and provided to relevant stakeholders. The Plan must be implemented prior to operation of the CSSI, unless otherwise agreed by the Planning Secretary. The Proponent is responsible for the implementation of the identified measures.			
259	E	E156	The Proponent must prepare a Wagga Wagga Operational Road Network Performance Review, within 12 months and 10 years after the commencement of operation of the CSSI to review the performance of the CSSI against the predicted impacts in accordance with Condition E155. The Review must be completed in consultation with TfNSW and Council, Emergency Services, and the Wagga Wagga Health precinct within six (6) months of the review timeframes, unless otherwise agreed by the Planning Secretary. The Wagga Wagga Operational Road Network Performance Review must: a) be based on actual traffic count data and modelling and confirm the adequacy of the mitigation measures identified in the Wagga Wagga Operational Road Network Performance Plan required under Condition E155; b) consider the Level Crossing Performance Report required by Condition E153;	This condition will be triggered upon commencement of operation.		Not Triggered

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			c) identify the need for further mitigation measures, if the CSSI has resulted in an increased traffic impact compared to the Wagga Wagga Operational Road Network Performance Plan required under Condition E155; d) include the timeframe for implementation of mitigations measures identified in Condition E156(c). The review must be provided to the Planning Secretary for Information within 60 days of its completion. Note: Identified mitigation measures may require further assessment and approval under the Environmental Planning and Assessment Act 1979.			
260	E	E157	Property Access The Proponent must consult with all landowners where the project will either temporarily or permanently impact farm operations, access to the property from public roads and/or to other parts of the property owned by the landowner to ensure that impacts to the use of properties are minimised and mitigated. This consultation must include, but not be limited to, safe and convenient stock and machinery movement across the rail corridor.	Evidence of correspondence with Junee Shire Council (Quarry owner) D Carter and Crown Land provided below: - Report (28) – Consultation Manager report detailing engagement with stakeholders. The last engagement was regarding the design of LX605, dated 15 July 2025. - Sighted letter to D Carter LX605, dated 14 July 2025 regarding the design queries. - LX605 Briefing Note, dated 23 October 2025 – confirmed	The proposed acquisition of 0.5ha of Crown Land at LX605 in the EIS has not been triggered. The detailed design has modified the crossing footprint to remain within ARTC leasehold land and avoid impact to Crown Lands.	Compliant

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				correspondence with Crown Lands. - Junee Shire Council – Confirmation of Minutes Ordinary Meeting, dated 15 July 2025 - Sighted email, dated 23 October 2025, confirming the draft licence for LX605.		
261	E	E158	No part of any crossing loop may cross over any driveway, private road or public road unless determined in consultation with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop.	No new crossing loops in A2I scope.		Not Triggered
262	E	E159	The Proponent must maintain existing access to properties during the entirety of work where practicable.	Construction Traffic, Transport, and Access Management Plan Rev. 2, document no. 6-0052-210-PMA-00-PL-0011, dated 21 August 2025. The plan has been implemented. During the site inspection, existing access to properties noted.		Compliant
263	E	E160	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner.	No temporary access required to date.		Not triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
264	E	E161	Where construction of the CSSI restricts the ability of a resident or landowner to access other parts of their property via a level crossing, the Proponent must, until the permanent level crossing is reinstated, supply the property with a temporary alternate level crossing access at a convenient location determined through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner. This can include other existing level crossings or a new alternative temporary level crossing access that is both safe and agreed to.	No level crossing works undertaken. This condition is not yet triggered.		Not Triggered
265	E	E162	The Proponent must implement and maintain a system for the communication of train movements through level crossings to facilitate safe movement of livestock and agricultural machinery across the rail corridor. The system must be developed in consultation with landowners, stock operators and Local Land Services, and be accessible to them prior to the commencement of operation.	This condition is not yet triggered.		Not Triggered
266	E	E163	Details of the communication system for the communication of train movements and how to access it must be provided to landowners, the public and the Planning Secretary at least one (1) month before the commencement of operation.	This condition is not yet triggered.		Not Triggered
WASTE						
267	E	E164	Waste generated during construction and operation must be dealt with in accordance with the following priorities:	Construction Waste Contamination and Hazardous Materials Management Plan Rev. 1, document no. 6-0052-210-PMA-00-PL-0017, dated 25 August 2025, was		Compliant

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			a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced; b) where avoiding or reducing waste is not possible, waste must be re-used, recycled, or recovered in accordance with the requirements of the Protection of the Environment Operations Act 1997 and its regulations; and c) where re-using, recycling, or recovering waste is not possible, waste must be treated or disposed of in accordance with Condition E166.	provided. Compliance with this condition supported: a) Waste Hierarchy in Section 6.2.1 b) Section 6.2.3 Reuse and recycling c) Sections 6.2.6 Waste Disposal and s.143 notices, and Section 6.2.7 Waste Classification		
268	E	E165	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of the current Environment Protection Licence (EPL) for the CSSI, or be done in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014, as the case may be.	Smallmon Brothers for waste & recycling service. Sighted Waste tracker (part of Resource Use Tracker) showing waste movements from site. Sighted waste monthly report for September 2025. 5.28 Tonnes of waste was generated. 25.63% was recycled. Docket details are also provided. Sighted docket # 835775 for cardboard waste, dated 18 August 2025.		Compliant
269	E	E166	Waste must only be exported to a site that can lawfully accept it for the storage, treatment, processing, reprocessing or disposal of the subject waste, or in accordance with a Resource Recovery Exemption or Order issued under the Protection of	As above		Compliant

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			the Environment Operations (Waste) Regulation 2014, or to any other place that can lawfully accept such waste. <i>Note: Notice must be given to the relevant site/s as soon as possible, and no more than 14 days before the proposed waste disposal.</i>			
270	E	E167	All waste generated during construction and operation must be classified in accordance with the EPA's Waste Classification Guidelines (2014), with appropriate records and disposal dockets retained for audit purposes.	As above		Compliant
WATER QUALITY, DRAINAGE AND RIPARIAN CORRIDORS						
271	E	E168	The CSSI must be designed, constructed and operated so as to maintain the NSW Water Quality Objectives where they are being achieved as at the date of this approval, and contribute towards achievement of the NSW Water Quality Objectives over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the NSW Water Quality Objectives, in which case those requirements must be complied with.	Surface Water Monitoring for September 2025 was sighted. No exceedance has been observed. Surface Water Monitoring for August 2025 was sighted. No exceedance has been observed.		Compliant
272	E	E169	The CSSI must aim to reduce the need for water during construction including exploring, options to use additives, alternative construction techniques and reduce dust suppression regime where there is minimal potential for impacts.	Water Re-use Strategy 'Reducing water – potable water use'. Section 4.1 Considerations for Water Reuse. Table 6 – Water reduction initiatives to be considered to design.		Compliant

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				J2I Rainwater tanks for gutters – minimal capture and reused on site – mostly using portable water.		
273	E	E170	The CSSI must be designed, constructed, and operated to: a) ensure all drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) new or modified surface water drainage (including cess drains), depressions are designed and constructed in accordance with Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) and Policy and Guidelines for Fish Habitat Conservation and Management (Department of Primary Industries, 2013); b) locate all scour protection work associated with replacement culverts or the construction of new culverts within the rail corridor, or as agreed to by the relevant landowner; c) ensure that there is no permanent interception of, and/or connection with, groundwater; d) ensure all discharges from new or modified surface drainage (including cess drains and pumping stations) adjacent to the new and upgraded track are released at a controlled rate to prevent scour; and e) ensure that any recycled wastewater (including recycled and treated water) proposed for use by the CSSI, considers risks to human health or the receiving environment and meets the relevant standards.	Construction Soil and Water Management Plan Rev. 1, document no. 6-0052-210-PMA-00-PL-0012, dated 21 August 2025, was sighted. Table A1-1: 'Secondary COA Relevant to this Plan' under the appendix A 'Secondary CoAs and UMMs' addressed the condition E170 as follows; a) Compliance for permanent crossings, drainage, and/or depressions are a design requirement. Any temporary crossings, and/or depressions would be designed in consultation with the CPESC. b) This is a design team concern. All scour protection work c) No permanent extraction of groundwater is anticipated, as outlined in Section 5.3 and 6.9. Groundwater monitoring will be undertaken in accordance with the Construction Groundwater Monitoring Program		Compliant

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				d) Compliance for permanent surface drainage is a design team concern. Temporary surface drainage would be designed in consultation with the Project CPESC for high risk areas and managed in line with PESCPs e) Section Table 28 – MM CSW-04 and Section 6.6 'Dewatering Management'		
274	E	E171	Unless an EPL is in force in respect to the CSSI and that licence specifies alternative criteria, discharges from construction water treatment plants to surface waters must not exceed: a) the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2018 (ANZG 2018) default guideline values for toxicants at the 95 per cent species protection level; b) for physical and chemical stressors, the guideline values set out in Tables 3.3.2 and 3.3.3 of the Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000; and c) for bio accumulative and persistent toxicants, the ANZG 2018 values at a minimum of 99 per cent species protection level.	No water treatment plants on project.		Not Triggered

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			Where the ANZG 2018 does not provide a default guideline value for a particular pollutant, the approaches set out in the ANZG 2018 for deriving guideline values, using interim guideline values and/or using other lines of evidence such as international scientific literature or water quality guidelines from other countries, must be used.			
275	E	E172	Prior to construction, the Proponent must consult with the landowner and/or relevant roads authority that is located immediately adjacent to the new or upgraded culvert to determine the potential for impacts on infrastructure, dwellings, property access, agricultural productivity, farm operations and farm dams (including changes in water supply yield, reliability of supply, flood flows and embankment stability) due to the introduction or alteration of flows. Where potential adverse impacts are identified, the Proponent must consult with the affected landowner or relevant roads authority on the management measures that will be implemented to mitigate the impacts.	June to Illabo culverts replacement upcoming works – This condition is not yet triggered.		Not Triggered

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			The outcomes of the consultation with affected landowners or relevant roads authority must be documented.			
276	E	E173	The construction of the CSSI must protect the integrity of riparian corridors in accordance with the Controlled activities – Guidelines for riparian corridors on waterfront land (DPE 2022) when carrying out work within 40 metres of a watercourse.	CSWMP Section 6.8, and CSW Mitigation Measure CSW-010 refer to protections for riparian zones. No works undertaken within 40 metres of watercourse.		Not Triggered
277	E	E174	Before undertaking any work and during maintenance or construction activities, erosion and sediment controls must be implemented and maintained to prevent water pollution consistent with Managing Urban Stormwater: Soils and Construction Vol 1 4th ed. by Landcom, 2004 (The Blue Book).	Progressive Erosion and Sediment Control Plan – Junee to Illabo (J2I) is in place. The ESCP was approved by Sarah Steel, CPESC 7317. Progressive Erosion and Sediment Control Plan – Edmondson Street is in place. The ESCP was approved by Sarah Steel, CPESC 7317. Progressive Erosion and Sediment Control Plan – Billy Hughes has been developed. The ESCP was approved by Sarah Steel, CPESC 7317. The controls were not installed at the time of the inspection dated 29 October 2025.		Compliant
278	E	E175	If construction stage stormwater discharges are proposed, a Water Pollution Impact Assessment will be required. Any such assessment must be prepared in consultation with the EPA and be consistent with the National Water Quality Guidelines, with a	Water Pollution Impact Assessment was submitted to EPA for review. Sighted email from EPA, dated 7 April 2025,		Compliant

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ID No.	CSSI Part	Req. No.	SSI-10055 Requirement	Audit Evidence	Audit Findings / Recommendations	Compliance Rating
			level of detail commensurate with the potential water pollution risk. Note: If an EPL is required the Water Pollution Impact Assessment will be required to inform licensing consistent with section 45 of the POEO Act.	confirming the satisfaction with the plan and proposed methodology.		

APPENDIX A

		1.	A written incident notification addressing the requirements set out below must be submitted to the Department via the Major Projects website within seven (7) days after the Proponent becomes aware of an incident. Notification is required to be given under this condition even if the Proponent fails to give the notification required under Condition A36 or, having given such notification, subsequently forms the view that an incident has not occurred.	No reportable incidents		Not Triggered
		2.	Written notification of an incident must: a) identify the CSSI and application number; b) provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident); c) identify how the incident was detected; d) identify when the Proponent became aware of the incident; e) identify any actual or potential non-compliance with conditions of approval; f) describe what immediate steps were taken in relation to the incident; g) identify further action that will be taken in relation to the incident; and h) identify a project contact for further communication regarding the incident.	No reportable incidents		Not Triggered
		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	No reportable incidents		Not Triggered

Albury to Illabo - Independent Environmental Audit #2

			detailed report on the incident addressing all requirements below, and such further reports as may be requested.			
		4.	The Incident Report must include: a) a summary of the incident; b) outcomes of an incident investigation, including identification of the cause of the incident; 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.	No reportable incidents		Not Triggered

Appendix F – Consultation



Outlook

RE: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation

From Georgia Dragicevic <Georgia.Dragicevic@planning.nsw.gov.au>

Date Mon 9/15/2025 12:38 PM

To Grant.Brown@app.com.au <Grant.Brown@app.com.au>

EXTERNAL

Hi Grant,

Thank you for consulting the NSW Department of Planning, Housing and Infrastructure on the upcoming IEA for Inland Rail - Albury to Illabo. In addition to the consent requirements, please review the management of stormwater, noise, traffic, landscaping, waste, any out of hours operation, community consultation and complaints management.

Thank you kindly,
Georgia

From: Grant Brown <Grant.Brown@app.com.au>

Sent: Monday, 15 September 2025 8:30 AM

To: DPE PSVC Compliance Mailbox <compliance@planning.nsw.gov.au>

Cc: Sanan Qasim <Sanan.Qasim@app.com.au>; Anita Rylah <Anita.Rylah@app.com.au>

Subject: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation

Dear Sir/Madam,

I am writing to advise that The APP Group – HSEQ Systems and Auditing (APP) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project as a requirement of Consent Conditions SSI-10055.

The audit will be conducted on the 29th October 2025 and will review compliance in accordance with SSI-10055 Schedule 2 Parts A, B, C, E and Appendix A, as applicable.

In line with the consultation requirements of the *Independent Audit Post Approval Requirements* (IAPAR 2020), Section 3.2, APP seeks your input into the scope of the audit and advice on any particular areas where you would like us to focus on.

Please also advise if you wish for any stakeholders to be contacted to obtain their input into the scope of this audit.

Regards,

Grant Brown

Senior Environmental Consultant

RE: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation

From Tony Phelps <tony.phelps@crownland.nsw.gov.au>

Date Tue 9/30/2025 11:43 AM

To Grant Brown <Grant.Brown@app.com.au>

Cc Shona Cowley <shona.cowley@crownland.nsw.gov.au>

EXTERNAL

Hello Grant

Thanks for your invite to comment on the Independent Audit Process.

In regard to Crown Lands correspondence relating to the use and occupation of Crown Land parcels identified in the documents provided in the public exhibition of the PIR, I feel it would be prudent to review the progress towards achieving the approvals to authorise the occupation and use of the land parcels in consideration of the schedule of works for the project.

Please feel free to contact me if you require any further information

Regards

Tony Phelps

Natural Resource Management Project Officer - Crown Lands

Department of Planning, Housing and Infrastructure

T (02) 69372725 E tony.phelps@crownland.nsw.gov.au
dpie.nsw.gov.au

Wagga Wagga NSW 2650



From: Grant Brown <Grant.Brown@app.com.au>

Sent: Wednesday, 24 September 2025 12:22 PM

To: Crown lands Enquiries Mailbox <cl.enquiries@crownland.nsw.gov.au>

Cc: Sanan Qasim <Sanan.Qasim@app.com.au>

Subject: Re: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation

Hi Kim,

I hope you're well. I'm responding on behalf of Sanan who has gone on paternity leave as of today.

In response to your enquiry, SSI-10055 consent for the Inland Rail Albury to Illabo project is a 185km-long section of rail track that is adjacent to and/or intercepts hundreds of land parcels, some of which may be Crown Land tenure. The project runs along the Southern Rail Line rail corridor from Albury to Wagga Wagga and on to Illabo north of Wagga.

I had a quick look on the Planning Portal Spatial Viewer as suggested with the Crown Land layers selected and there are a number of land parcels adjacent to the project, but I'm unsure of the specific details of each Lot.

I hope this helps. Please let me know if you need more information.

Regards,

Grant Brown

Senior Environmental Consultant



0499 978 339 | grant.brown@app.com.au | app.com.au
Turrbal and Jagera Country | 29B, 10 Eagle Street Brisbane 4000



**Learn more about The APP Group
and Bureau Veritas**

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APP Corporation Pty Limited, ABN 29 003 764 770.

From: Sanan Qasim

Sent: Friday, September 19, 2025 2:51 PM

To: Grant Brown

Subject: FW: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation

Hi Grant,

I am not sure what sort of further information they require from us.

Kind regards,

Sanan

From: Crown lands Enquiries Mailbox

Sent: Friday, 19 September 2025 2:40 PM

To: Sanan Qasim

Subject: Re: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation

EXTERNAL

Dear Sunan,

Thank you for your email.

We require further information in regard to your enquiry.

What do you need to do?

1. Reply with the Lot and DP or address of the Crown land for us to progress this enquiry.
2. Additionally, you can identify if the area is Crown land through a general land search using the [Planning Portal Spatial Viewer](#) and provide a screenshot of the area. You will need to turn on the Crown land layers on the left hand side.

Need to search something else?

A complete list of Searches is available on [our website](#).

Need help? Contact one of our friendly staff today:



cl.enquiries@crownland.nsw.gov.au



1300 886 235



www.crownland.nsw.gov.au

Have your contact details changed? Did you know you can update your contact details on the NSW Crown land website: [Change or verification of details | Crown Lands \(nsw.gov.au\)](#)

Kind Regards,

Kim

Customer Service and Advice Team

Crown Lands & Public Spaces | Department of Planning, Housing and Infrastructure

T [1300 886 235](tel:1300886235) | **E** enquiries@crownland.nsw.gov.au | **W:** www.crownland.nsw.gov.au

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

From: Sanan Qasim <Sanan.Qasim@app.com.au>

Sent: Thursday, 18 September 2025 1:38 PM

To: Crown lands Enquiries Mailbox <cl.enquiries@crownland.nsw.gov.au>

Cc: Grant Brown <Grant.Brown@app.com.au>

Subject: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation

Dear Sir/Madam,

I am writing to advise that The APP Group – HSEQ Systems and Auditing (APP) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project as a requirement of Consent Conditions SSI-10055.

The audit will be conducted on the 29th October 2025 and will review compliance in accordance with SSI-10055 Schedule 2 Parts A, B, C, E and Appendix A, as applicable.

In line with the consultation requirements of the *Independent Audit Post Approval Requirements* (IAPAR 2020), Section 3.2, APP seeks your input into the scope of the audit and advice on any particular areas where you would like us to focus on.

Kind regards,

Sanan Qasim

Environmental Consultant – HSEQ Systems and Auditing



0423 736 753 | app.com.au

Gadigal Country | Level 14, 10 Spring Street, Sydney NSW 2000



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and Bureau Veritas**

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Outlook

FW: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation [ref:!00D7F06iTix.!500Mn0153wTz:ref]

From Sanan Qasim <Sanan.Qasim@app.com.au>

Date Wed 9/24/2025 2:55 PM

To Grant Brown <Grant.Brown@app.com.au>

FYI

From: Hannes Badenhorst <hannes.badenhorst@epa.nsw.gov.au>
Sent: Wednesday, 24 September 2025 2:52 PM
To: Sanan Qasim <Sanan.Qasim@app.com.au>
Cc: Nick Van Lijf <Nicholas.VanLijf@epa.nsw.gov.au>
Subject: RE: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation [ref:!00D7F06iTix.!500Mn0153wTz:ref]

EXTERNAL

Hi Sanan,
EPA Riverina Far West Region request in relation to the Audit for SSI-10055 Schedule 2 Parts A, B, C, E and Appendix A, as applicable (as per email thread below) that the following aspects be investigated as part of the Audit:
Matters as it relates to EPA Licence 21984

- Whether proposed noise mitigation measures are adequate to ensure compliance
- Whether proposed stormwater and wastewater control measures are adequate to ensure compliance
- Whether the proposed development ensures waste management is conducted in a lawful manner.

Any questions please let me know.
Kind regards,

Hannes Badenhorst
Operations Officer
Regulatory Operations
NSW Environment Protection Authority
D 02 6983 4918 | M 0417 373 903



www.epa.nsw.gov.au @NSW_EPA

*The EPA acknowledges the traditional custodians
of the land and waters where we work. As part of the
world's oldest surviving culture, we pay our respect
to Aboriginal elders past, present and emerging.*

Report pollution and environmental

From: Environment Line <info@environment.nsw.gov.au>
Sent: Thursday, 18 September 2025 4:04 PM
To: EPA Delivery Hub Mailbox <EPA.DeliveryHub@epa.nsw.gov.au>
Subject: FW: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation [ref:!00D7F06iTix.!500Mn0153wTz:ref]

Regards
Barbara
Regulatory Practice and Services Division
NSW Environment Protection Authority

Report pollution and environmental incidents 131 555 or +61 2 9995 5555

<https://www.epa.nsw.gov.au/about-us/contact-us/environmentline>
www.epa.nsw.gov.au @NSW_EPA

The EPA acknowledges the Traditional Custodians of the land, waters and sky where we work.

As part of the world's oldest surviving cultures we pay our respect to Aboriginal Elders past, present and emerging.

I work on Burramattagal Country of the Dharug Nation.

----- Forwarded Message -----

From: Sanan Qasim [sanan.qasim@app.com.au]
Sent: 18/09/2025 13:32
To: info@epa.nsw.gov.au
Cc: grant.brown@app.com.au
Subject: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - Consultation

Dear Sir/Madam,

I am writing to advise that The APP Group – HSEQ Systems and Auditing (APP) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project as a requirement of Consent Conditions SSI-10055.

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Kind regards,

Sanan Qasim

Environmental Consultant – HSEQ Systems and Auditing



0423 736 753 | app.com.au

Gadigal Country | Level 14, 10 Spring Street, Sydney NSW 2000



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Any views expressed in this email are those of the individual sender except where the sender expressly and with authority states them to be the views of the NSW Department of Climate Change, Energy, the Environment and Water.

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

RE: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - ER Consultation

From Tim Elder <telder@wolfpeak.com.au>

Date Mon 9/22/2025 9:42 AM

To Sanan Qasim <Sanan.Qasim@app.com.au>

Cc Grant Brown <Grant.Brown@app.com.au>; Ricardo Prieto-Curiel <rprietocuriel@wolfpeak.com.au>; Derek Low <dlow@wolfpeak.com.au>

EXTERNAL

Hi Sanan

Thanks for the invitation for input into the upcoming audit scope.

An emerging issue is the management of spoil for the project. Particularly how SAQP testing is being implemented to inform management of spoil, and the timing as per s6.1.1 of the Waste, Contamination and Hazardous Materials MP (snip below). This includes UMM WM2 (which requires development of a spoil management strategy).

6 MANAGEMENT AND MITIGATION

6.1 Contamination and hazardous materials

6.1.1 Sampling, Analysis, and Quality Plan

In accordance with UMM SC5, site investigations at more developed railway precincts (Albury and Wagga Wagga) and enhancement sites with more significant excavation (Riverina Highway bridge, Billy Hughes bridge, Pearson Street bridge and Kemp Street bridge) will be undertaken by a suitably qualified and experienced consultant, as defined in Schedule B9 of the NEPM (2013), to inform the detailed design and the subsequent management and classification of waste soil.

Any excavated material would be suitably managed in accordance with the Soil and Water Management sub-plan and the spoil management strategy (mitigation measure WM2).

The scope of site investigations will be informed by a Sampling, Analysis, and Quality Plan (SAQP) that will be prepared, or reviewed and approved, by certified site contamination consultants. A certified contamination consultant is considered to be someone who has obtained certification through either the Environment Institute of Australia and New Zealand (EIANZ) or Soil Science Australia. Martinus is in the process of developing the SAQP in accordance with the project requirements. The development of the SAQP will consider the AECs identified in Section 4.1.

Following the development of the SAQP, site investigations will be completed across the project to ensure that potential risks to the project works as a result of contamination present at the site are mitigated. For Stage C, this includes the sites as listed in the Staging Report and Section 4.2.2 of the CEMP.

The results of site investigations will be reviewed against the criteria in the National Environment Protection Measures (NEPM) (2013) to identify where additional actions are required.

Any excavated material would be suitably managed in accordance with the Soil and Water Management Sub-plan and the Spoil Management Strategy (UMM WM2).

I'm happy to discuss if required.

Regards

Tim

Tim Elder | Principal
Environmental Lead



E: telder@wolfpeak.com.au

M: 0439 763 103 **P:** 1800 979 716

W: www.wolfpeak.com.au

Birpai Country, Suite 2, Level 1, 19 Short Street, Port Macquarie NSW 2444



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From: Sanan Qasim <Sanan.Qasim@app.com.au>
Sent: Thursday, 18 September 2025 1:36 PM
To: Derek Low <dlow@wolfpeak.com.au>
Cc: Grant Brown <Grant.Brown@app.com.au>; Tim Elder <telder@wolfpeak.com.au>; Ricardo Prieto-Curiel <rprietocuriel@wolfpeak.com.au>
Subject: Independent Environmental Audit - SSI10055 - Inland Rail - Albury to Illabo - ER Consultation

You don't often get email from sanan.qasim@app.com.au. [Learn why this is important](#)
Dear Derek,

I am writing to advise that The APP Group – HSEQ Systems and Auditing (APP) will be conducting the Independent Environmental Audit of the Inland Rail – Albury to Illabo project as a requirement of Consent Conditions SSI-10055.

The audit will be conducted on the 29th October 2025 and will review compliance in accordance with SSI-10055 Schedule 2 Parts A, B, C, E and Appendix A, as applicable.

In line with the consultation requirements, APP seeks your input into the scope of the audit. If there are any specific focus areas, concerns, or emerging issues you believe should be prioritised during the audit, we would appreciate your advice. Thank you in advance for your time and assistance. I look forward to your feedback.

Kind regards,

Sanan Qasim
Environmental Consultant – HSEQ Systems and Auditing



0423 736 753 | app.com.au
Gadigal Country | Level 14, 10 Spring Street, Sydney NSW 2000



Appendix G – Audit Photos

Albury to Illabo – Site Inspection Photos 29/10/25

Edmonson Bridge site, Wagga Wagga



Site entrance – Gate 1 and signage



Pedestrian Bridge partial demolition preparation works

Albury to Illabo – Site Inspection Photos 29/10/25



Gas main works compound, Edmonson Bridge – OBS 01



Site compound – OBS 02

Albury to Illabo – Site Inspection Photos 29/10/25



Site compound access to the corridor – OBS 02



Edmonson St Bridge works stockpile area

Albury to Illabo – Site Inspection Photos 29/10/25

Billy Hughes Bridge site



Clearing and CIZ flagging demarcation

Albury to Illabo – Site Inspection Photos 29/10/25



Clearing and CIZ flagging demarcation



Clearing and CIZ flagging demarcation

Albury to Illabo – Site Inspection Photos 29/10/25



Clearing and CIZ flagging demarcation



Clearing and CIZ flagging demarcation

Albury to Illabo – Site Inspection Photos 29/10/25

Albury Station site

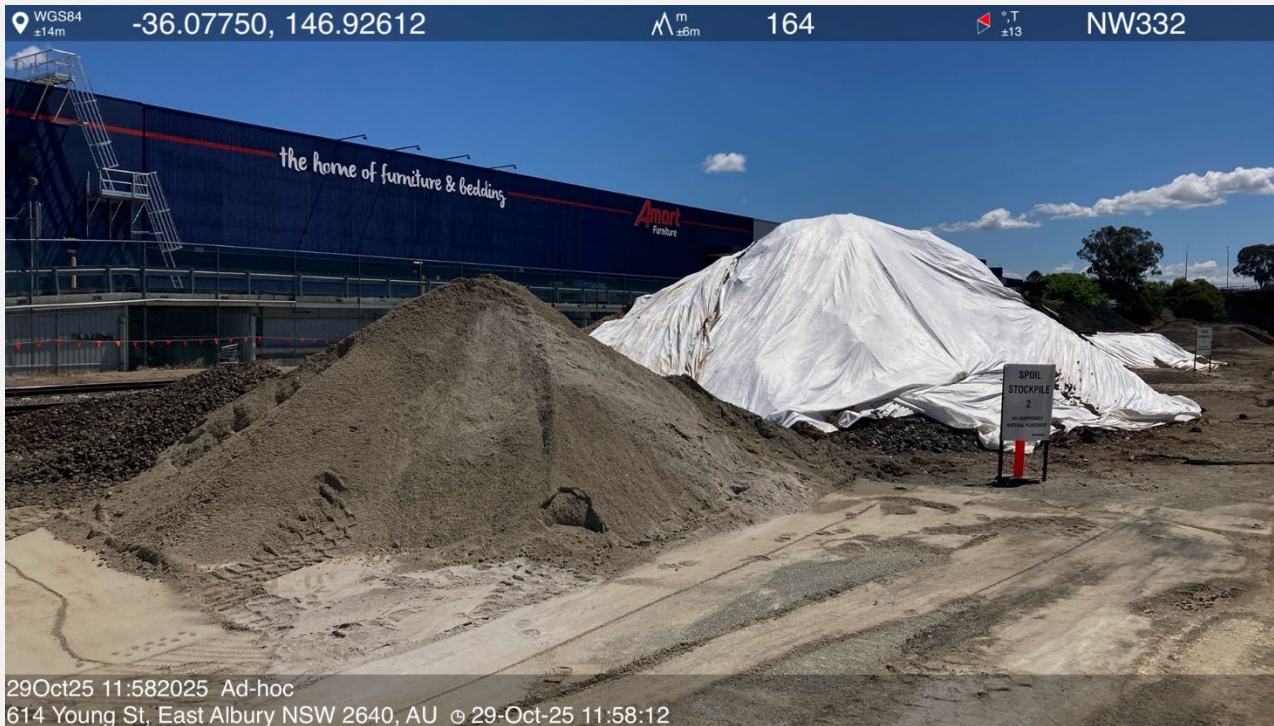


Unprotected drain pits – OBS 04



Unprotected drain pits – OBS 04

Albury to Illabo – Site Inspection Photos 29/10/25



Stockpile management



Albury Yard

Albury to Illabo – Site Inspection Photos 29/10/25



Heritage pedestrian bridge



Site egress rumble grid

