

CSSI 48323210 - Central West Orana REZ Transmission Project - NCR-OPP Register								
Audit Reference	NCR or Opportunity #	Condition Number ID	Compliance Requirement	Date raised	Independent Audit Finding	Independent Audit Recommendation	Proposed Action due date	Proponent Response
CSSI 48323210 IEA #1	CSSI 48323210 - OPP#1	B2 d	The following activities may be carried outside the hours specified in condition B1 above: (a) the delivery or dispatch of materials as requested by the NSW Police Force or other public authorities for safety reasons; (b) emergency work to avoid the loss of life, property or prevent material harm to the environment; (c) works carried out in accordance with the hours and noise limits specified in any negotiated agreements with sensitive receivers (owners and occupiers), provided the negotiated agreements are in writing and finalised before the commencement of works; (d) activities that do not result in noise affected sensitive receivers, as defined in Interim Construction Noise Guidelines (DECC, 2009) (or its latest version); (e) road upgrades required by the relevant road authority to be undertaken outside the standard construction hours; (f) activities that require a network outage on another distribution or transmission network, and the operator of the network requires the outage and associated works outside standard construction hours; (g) where different hours are permitted or required under an EPL in force in respect of the CSSI; or (h) works carried out in accordance with an Out-of-Hours Work Protocol in accordance with condition B13.	23/09/2025	In Section 6 of the OOHW permit template it is suggested to remove or reword the permit so any not applicable mitigation measures for each OOHW are not included to avoid confusion as to what is required to be implemented during approved OOHW. Tailor the measures in the OOHW permit more specifically to the approved task, so only relevant mitigation measures are included. Addition of the communication requirements to the permit to mesh with the NVMP and CCS measures would assist teams implementing these permits.	Remove or reword the OOHW permit so any not applicable mitigation measures for each OOHW are not included to avoid confusion as to what is required to be implemented during approved OOHW. Tailor the measures in the OOHW permit more specifically to the approved task. Add CCS requirements to the permit.	31st March 2026	Related to OOHW Permit - ACJV to review OOHW Permit template to align with mitigation measures detailed in the approved NVMP and to bring in CCS requirements. Related to noise assessment report that supports each OOHW Permit. Action is to have specialist noise assessment report updated to reflect relevant mitigation measures detailed in the approved NVMP.
CSSI 48323210 IEA #1	CSSI 48323210 - OPP#2	B3	The Proponent must take all reasonable and feasible steps to minimise the pre-construction minor works, road upgrades, construction, upgrading or decommissioning noise of the development in the locations where the noise is audible to sensitive receivers, including any associated traffic noise.	24/11/2025	A noise model is being used to predict construction noise for use in OOHW applications. Now works have commenced monitoring to confirm predictions from the model should be undertaken. Where noise levels differ results can be used to calibrate the model to site conditions and equipment usage patterns.	Noise monitoring is undertaken to validate the model being used to predict construction noise in OOHW applications.	When triggered	ACJV have not yet triggered validation monitoring to date in accordance with the approved NVMP (OOHW Protocol). ACJV will undertake validation noise monitoring when triggered, in accordance with ICNG.
CSSI 48323210 IEA #1	CSSI 48323210 - OPP#3	B26 d iii	Prior to carrying out any development that could impact biodiversity values that require offsetting, the Proponent must prepare a Biodiversity Management Plan for the development to the satisfaction of the Planning Secretary. This plan must: (d) include a description of the measures that would be implemented for: (iii) ensuring the development does not adversely affect the native vegetation and habitat outside the disturbance footprint.	23/09/2025	Marking of the edge of the easements is not possible with flagging over very long distances. One method which may be more useful is slashing of areas on the inner edge of the disturbance footprint with a tractor or posi track slasher to delineate the edge of works. Flagging using bunting or helicopter tape has shown to be difficult in areas where stock and large kangaroo populations occur.	Review the marking of the edges of easements to reduce/remove large lengths of flagging.	Ongoing	ACJV have undertaken a management review of delineation protocols since the desktop audit and site visit and are currently implementing the use of PVC pipe/conduit in yellow colours to delineate access tracks with flagging attached at height in high risk areas. This provides a physical and visible boundary for plant operators as well as light vehicles. Note that the tower construction pads are being completely flagged at height. The height is to minimise to risk to native fauna and stock animals.
CSSI 48323210 IEA #1	CSSI 48323210 - OPP#4	B28 d i	Prior to carrying out any development that could harm heritage items, the Proponent must prepare a Heritage Management Plan for the development to the satisfaction of the Planning Secretary. This plan must: (d) include a description of the measures that would be implemented for: (i) protecting heritage items in accordance with conditions B27(a);	23/09/2025	Reuse of felled timber which is suitable for milling to make fencing material could be utilised to provide permanent fencing around sensitive areas including CMT's in consultation with RAPs.	Consider reuse of timber from the project to construct protective fencing around heritage items required to be protected within operational areas.	31st March 2026	ACJV will consider this Opportunity as part of timber reuse initiatives currently being considered on site, in consultation with our heritage specialists with particular note of the Opportunity supporting the Aboriginal Heritage interpretative strategies as per UMM AH7.
CSSI 48323210 IEA #1	CSSI 48323210 - OPP#5	B30	All heavy and light vehicles associated with construction, upgrading and decommissioning of the development must travel to and from the site via the construction routes as described in the EIS and identified in the Figure 4-1 to Figure 4-4 in Appendix 4, unless the Planning Secretary agrees otherwise.	24/11/2025	Given the amount of projects under development or assessment (with field studies ongoing), installation of signage clearly identifying the access points which are not approved for the CWO REZ project may assist in reducing project related access issues. The inclusion of the QR code for the correct access routes should be placed on these signs to provide drivers with the knowledge of the correct route for the type of vehicle they are in.	Review and consider placement of signage clearly identifying that roads are not approved for use on all roads which are not approved for access.	Ongoing	ACJV have recently completed a review related to onboarding, communication and training materials associated with approved traffic routes. The auditor's Opportunity is notable a proactive approach and ACJV will explore this Opportunity or similar with our Traffic Team for implementation. Note that appropriate road authority approvals or permits may be required to implement this Opportunity.
CSSI 48323210 IEA #1	CSSI 48323210 - OPP#6	B33	The road upgrades must be completed within the timeframes specified in the Transport Strategy, as required under Condition B31(e).	24/11/2025	The timing of these works has not been met for Item 1, due to delays in approvals, weather and ground conditions. The timing of the works should be linked to the construction program and updated in the next revision of the plan as a result of this audit trigger.	Revise plans and update timing section to line up with other approved plans.	31st January 2026	ACJV to address as part of management plans annual review to ensure consistency of timing between relevant documents.
CSSI 48323210 IEA #1	CSSI 48323210 - OPP#7	B35 c	Prior to commencing construction or road upgrades identified in condition B31 (whichever comes first), the Proponent must prepare a Traffic Management Plan for the development in consultation with NPWS, TNSW, Dubbo Regional Council, Midwestern Regional Council, Upper Hunter Shire Council, Warumbungle Shire Council and NSW Police, and to the satisfaction of the Planning Secretary. This plan must include: (c) details of the measures that would be implemented to comply with the transport management requirements in conditions B29 to B34;	24/11/2025	Storage of Accom buildings outside of the project area reported as incidents to DPW in May 2025 (2 separate occurrences). Warumbungle Shire Council raised one of these matters in May 20th Community Reference Group Meeting. Main issues related to limited access on Merotherie Road (5 HV per day) until transport strategy approved Under B32 and TTMP under B35 in May 2025 with Pre-construction works at the Camp and office location commencing in February 2025.	Update plans and Code of conduct to include approved requirements around temporary storage of materials prior to delivery to be clearly identified and approved prior to shipment. Include maps of any areas approved for this type of activity and where no areas are approved stipulate the requirements of the project, to access and utilise these areas.	Ongoing	ACJV notes the Audit finding and recommendation and appreciates the auditor's Opportunity. The management of compliance with Australian and NSW legislative requirements for ACJV subcontractors is set out in the commercial agreements between ACJV and each subcontractor. Note ACJV have regular subcontractor workshops to update and remind subcontractors of their obligations including compliance with relevant legislation.
CSSI 48323210 IEA #1	CSSI 48323210 - OPP#8	B35 d i	Prior to commencing construction or road upgrades identified in condition B31 (whichever comes first), the Proponent must prepare a Traffic Transport Management Plan for the development in consultation with NPWS, TNSW, Dubbo Regional Council, Midwestern Regional Council, Upper Hunter Shire Council, Warumbungle Shire Council and NSW Police, and to the satisfaction of the Planning Secretary. This plan must include: (d) details of the measures that would be implemented to: • provisions for maintaining emergency vehicle access to the site at all times	23/09/2025	Whilst emergency vehicles are not restricted to approved routes only, the plan does not identify this. Where emergency services are required to access the site from the South, West or East on roads which are not approved access routes they should not be restricted by these conditions to ensure they can access the site as quickly as possible when required.	Include allowance for emergency vehicles to access site from any available road to ensure rapid response times are achieved.	31st January 2026	ACJV to address Traffic management plans and strategies and the Emergency Management Plan to ensure that it is clear that there are no restrictions on emergency response vehicle access.
CSSI 48323210 IEA #1	CSSI 48323210 - OPP#9	B16	The Proponent must: (a) minimise erosion and control sediment generation; and (b) ensure all land disturbances have appropriate drainage and erosion and sediment controls designed, installed and maintained in accordance with Best Practice Erosion and Sediment Control (IECA, 2008), Managing Urban Stormwater – Soils and Construction Volume 1 (Landcom, 2004), Managing Urban Stormwater – Soils and Construction Volume 2A Installation of Services (DECC, 2008) and Managing Urban Stormwater – Soils and Construction Volume 2C Unsealed Roads (DECC, 2008), or their latest versions.	10/10/2025	Several construction sediment basins were inspected at locations at Barigan Creek Switching Station, Merotherie South Switching Station and Merotherie Camp. In several instances, the existing width of the sediment basin spillways was found to be insufficient to accommodate peak flow rates associated with the design storm event, considering the overall storage volume of the basins. (This observation is tempered by the fact that the basins are being actively dewatered as a primary construction water source, and as such, the basins are being managed with an objective of minimising the potential for spill events).	The width of the spillway inverts should be widened to at least 1/3rd the width of the sediment basin (where the length and width ratio of the basin is 3:1 or greater). In addition, the scour rock should be placed to form an elliptical profile in the spillway inverts.	21st December 2025	ACJV has raised this action with the civil team and the spillway batters will be widened as advised by the Audit Specialist, by 19.12.2025
CSSI 48323210 IEA #1	CSSI 48323210 - OPP#10	B16	The Proponent must: (a) minimise erosion and control sediment generation; and		Barigan Creek Switching Station - The eastern portion of the switching station pad formation had several rock lined batter chutes installed. The current depth of the	The batter chute inverts should be deepened, and the scour rock placed to form an elliptical profile in the batter chute inverts.		ACJV has raised this action with the civil team and the chute inverts and scour rock will be installed by 19.12.2025

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			(b) ensure all land disturbances have appropriate drainage and erosion and sediment controls designed, installed and maintained in accordance with Best Practice Erosion and Sediment Control (IECA, 2008), Managing Urban Stormwater – Soils and Construction Volume 1 (Landcom, 2004), Managing Urban Stormwater – Soils and Construction Volume 2A Installation of Services (DECC, 2008) and Managing Urban Stormwater – Soils and Construction Volume 2C Unsealed Roads (DECC, 2008), or their latest versions.	10/10/2025	batter chute inverts, and the volume of the subsequent rock placement may lead to site runoff outflanking the batter chutes and result in batter scouring.		21st December 2025	