



PARKES TO NARROMINE: PRE- OPERATION COMPLIANCE REPORT

Inland Rail - Parkes to Narromine
Project (SSI 7475)



Document Control

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Glossary

Specific terms and acronyms used throughout this strategy are listed and described in the table below.

ACRONYM	DEFINITION
ARTC	Australian Rail Track Corporation
AS/NZS ISO	Australia Standard / New Zealand Standard International Organization for Standardization
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
CTP	Compliance Tracking Program
DPIE	Department of Planning, Industry & Environment
EAP	Environmental Audit Program
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence
ER	Environmental Representative
IR	Inland Rail
NSW	New South Wales
P2N	Parkes to Narromine
POEO Act	Protection of the Environment Operations Act 1997
SMP	Sustainability Management Plan
SSI	State Significant Infrastructure

1. Background and Purpose

Australian Rail and Track Corporation (ARTC) submitted a State Significant Infrastructure (CSSI) application to construct and operate the Parkes to Narromine (P2N) Inland Rail Project (the project) under Part 5, Division 5.2 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The project was approved by the Minister for Planning in June 2018 (CSSI 7475).

The project has also been subject to approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). The P2N project was declared by the Commonwealth Minister for Agriculture, Water and the Environment to be a controlled action under the EPBC Act on 11 October 2016. The project was approved by the Commonwealth Minister on 31st August 2018 (2016/7731).

As the proponent of the project, ARTC is required to prepare and submit a Pre-Operation Compliance Report (POCR) to meet the compliance requirements of the project approval, prior to the commencement of operations.

In accordance with conditions A30 to A31 of the Critical State Significant infrastructure (CSSI), this report has been prepared to outline the requirements of the Pre-Operation Compliance Report which has been developed to include details of how the terms of the CSSI approval have been addressed and complied with regarding operational activities, along with a proposed operation commencement date as outlined in Section 2 below.

A Pre-Operational Compliance Report was submitted on the 13th August 2019 for the operation of the North West Connection. This document specifically relates to the remainder of the P2N alignment of Inland Rail returning to its pre-construction existing use (see Section 2).

Table 1: Parkes to Narromine conditions of approval requirements for the Pre-Operation Compliance Report

CONDITION	DESCRIPTION	RELEVANT SECTION
A30	A Pre-Operation Compliance Report must be prepared and submitted to the Secretary for information no later than one (1) month before the commencement of operation. The Pre-Operation Compliance Report must include: <ol style="list-style-type: none"> a) details of how the terms of this approval that must be addressed before the commencement of operation have been complied with; and b) the commencement date for operation. 	This report
A31	Operation must not commence until the Pre-Operation Compliance Report has been submitted for information to the Secretary.	Noted

2. Project Status and Timing

The Project commenced construction activities in February 2019, with operations commencing on the North-west Connection in October 2019, while construction works continued on the remaining brownfield section of the project. The remaining brownfield component of the P2N Project is reaching the final stages of construction. It is anticipated that construction and commissioning will be completed by the 21st September 2020, after which the brownfield component of the P2N alignment would commence operations. Construction is currently on track to be completed as scheduled; However, extenuating circumstances, such as restrictions or delays resulting from COVID-19 may impact project schedules.

This document is therefore related to the operational conditions associated with the operation for the remainder of the P2N alignment only, as the North-west Connection component of the project is currently operating at levels comparable to train movements on the Parkes to Narromine line prior to construction. This report should be read in conjunction with the updated P2N Operational Staging Report (5-0000-240-EEC-00-RP-0004_1).

Inland Rail Program construction completion is estimated for 2025-2026, dependent on procurement and detailed design. Following the completion of the entire Inland Rail Program, the P2N line and other individual Inland Rail projects that constitute the Inland Rail program will then be classified as an operating rail line with full operational connectivity between Melbourne and Brisbane.

3. Pre-Operation Compliance

In accordance with condition A30 (a) of the CSSI, Appendix A has been prepared to outline the Pre-Operation Compliance requirements to address how each of the pre-operation requirements have been complied with prior to operations commencing on the P2N alignment.

In accordance with Condition A30 (b), the proposed commencement date of operation is scheduled for the 21st September 2020. It is noted that commissioning trials would be completed prior to commencement of operations, however these are not defined as operations as outlined within the definition table of CSSI 7475.

Three types of Compliance Status have been adopted to reflect the current compliance status of each condition of the CSSI, which are:

- Ongoing – requires ongoing or pending actions to achieve a compliant status;
- Compliant – action has been completed; and
- Non-Compliant – action has not been successfully completed.

Appendix A - P2N Pre-Operation Compliance Report

CONDITION NO.	CONDITION OF APPROVAL	TIMING	COMMENT
GENERAL			
A1	The CSSI must be carried out in accordance with the terms of this approval and generally in accordance with the description of the CSSI in the Inland Rail – Parkes to Narromine Environmental Impact Statement, Volumes 1-6 (prepared by GHD and dated June 2017) and the Inland Rail – Parkes to Narromine Submissions Report (ARTC, dated February 2018).	Duration of Construction	Ongoing This report and the P2N Operational Staging Report contain information relevant to this CoA and has been submitted (1) month prior to the commencement of staged operation of the P2N alignment.
A2	The CSSI must be carried out generally in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in in the EIS as amended by the Submissions Report unless otherwise specified in, or required under, this approval.	Duration of Construction	Ongoing
A3	In the event of an inconsistency between the EIS as amended by the Submissions Report or any other document required under this approval, and a term of this approval, the term of this approval prevails to the extent of the inconsistency. Note: For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.	Duration of Construction	Ongoing

<p>A4</p>	<p>The Proponent must comply with all requirements of the Secretary in relation to:</p> <ul style="list-style-type: none"> (a) the environmental performance of the CSSI; (b) any document or correspondence under the terms of this approval in relation to the CSSI; (c) any notification given to the Secretary under the terms of this approval; (d) any audit of the construction or operation of the CSSI; (e) compliance with the terms of this approval (including anything required to be done under this approval); (f) the carrying out of any additional monitoring or mitigation measures; and (g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval. 	<p>Throughout Operation</p>	<p>Ongoing</p> <p>Refer to P2N Operational Staging Report and Audit Program</p>
<p>A7</p>	<p>Any document that must be submitted, or approval that must be obtained, within a timeframe specified in or under the conditions of this approval may be submitted within a later timeframe agreed with the Secretary. The Proponent must seek the Secretary’s agreement at least 14 days before the date on which the document is required to be submitted, or approval must be obtained. This condition does not apply to the immediate written notification required in respect of an incident under Condition A36.</p>	<p>Prior to operation</p>	<p>Compliant</p> <p>This report</p>

CONDITION NO.	CONDITION OF APPROVAL	TIMING	COMMENT
STAGING			
A10	The CSSI may be constructed and operated in stages. Where staged construction or operation is proposed, a Staging Report (for either or both construction and operation as the case requires) must be prepared and submitted to the Secretary for information. The Staging Report must be submitted to the Secretary no later than one (1) month prior to the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month prior to the commencement of operation of the first of the proposed stages of operation).	Prior to Operation	Compliant The Pre-Operational Compliance Report 5-0000-240-EEC-00-0003 was submitted one month prior to the commencement of operation of the first of the proposed stages of operation (North-west Connection).
A11	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 other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish;	NA	Compliant No staged construction has occurred on the P2N project.
A11	(b) if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including general details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant);	Prior to Operation	Compliant Two Operational Staging Reports have been produced as part of the P2N Project- one for the operation of the North-west Connection and one for all remaining stages.
A11	(c) specify how compliance conditions will be achieved across and between each of the stages of the CSSI; and	Prior to Operation	Compliant Refer to the Operational Staging Reports for the Project

A11	(d) set out mechanisms for managing any cumulative impacts arising from the proposed staging.	Prior to Operation	Compliant Refer to the Operational Staging Reports for the Project
A12	The CSSI must be staged in accordance with the Staging Report, as submitted to the Secretary.	Duration of works	Noted
A13	Where staging is proposed, the terms of this approval that apply or are relevant to the works or activities to be carried out in a specific stage must be complied with at the relevant time for that stage.	Duration of works	Noted
A14	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Secretary for information no later than one (1) month prior to the proposed change in the staging.	Duration of works	Compliant Refer to the Operational Staging Reports for the Project
COMPLIANCE TRACKING PROGRAM			
A24	The Compliance Tracking Program in the form required under Condition A22 of this approval must be implemented for the duration of construction and for a minimum of one (1) year following commencement of operation, or for a longer period as determined by the Secretary based on the outcomes of independent environmental audits, Environmental Representative Monthly Reports and regular compliance reviews submitted through Compliance Reports. If staged operation is proposed, or operation is commenced of part of the CSSI, the Compliance Tracking Program must be implemented for the relevant period for each stage or part of the CSSI.	Construction and one year following commencement of operation	Ongoing The Parkes to Narromine: Compliance Tracking Program (5-0000-EEC-240-00-RP-0001) has been implemented for the staged operation of North-west Connection, will be implemented for the first year of operation following the resumption of existing operations on P2N (brownfield section) and for the first year of operation of Stage 2.
PRE-OPERATION COMPLIANCE REPORT			
A30	A Pre-Operation Compliance Report must be prepared and submitted to the Secretary for information no later than one (1) month before the	Prior to Operations	Compliant

	<p>commencement of operation. The Pre-Operation Compliance Report must include:</p> <p>(a) details of how the terms of this approval that must be addressed before the commencement of operation have been complied with; and</p> <p>(b) the commencement date for operation.</p>		<p>Parkes to Narromine: Pre-operation Compliance Report (5-0000-240-EEC-00-RP-0003) as submitted prior to staged operation of the North-west Connection.</p> <p>An updated Pre-operation Compliance Report (this report) will be submitted to address the requirements of the remainder of the Parkes to Narromine Project (Resumption of Existing Operations and Stage 2) a minimum of one month prior to the resumption of the existing operations on P2N (brownfield section).</p>
A31	Operation must not commence until the Pre-Operation Compliance Report has been submitted for information to the Secretary.	Prior to Operations	Noted
AUDITING			
A33	The Environmental Audit Program, as submitted to the Secretary, must be implemented and complied with for the duration of construction and for the first two years of operation.	Construction and Operations	<p>Ongoing</p> <p>The Environmental Audit Program will be implemented as per the Condition of Approval.</p>
A34	<p>All independent environmental audits of the CSSI must be conducted by a suitably qualified, experienced and independent team of experts in auditing and be documented in an Environmental Audit Report which:</p> <p>(a) assesses the environmental performance of the CSSI, and its effects on the surrounding environment;</p> <p>(b) assesses whether the project is complying with the terms of this approval; and</p> <p>(c) recommends measures or actions to improve the environmental performance of the CSSI.</p>	Construction and Operations	<p>Ongoing</p> <p>Independent auditing will be undertaken as required and will include the operational conditions where these have been triggered.</p>

A35	The Proponent must submit a copy of the Environmental Audit Report to the Secretary with a response to any recommendations contained in the audit report within six (6) weeks of completing the audit.	Construction and Operations	Ongoing A copy of the Environmental Audit Report and responses to any recommendations contained within the audit report will be submitted within six weeks of completing the audit.
PART B - COMMUNITY INFORMATION AND REPORTING			
COMPLAINTS MANAGEMENT SYSTEM			
B7	<p>The Complaints Management System must include a Complaints Register to be maintained recording information on all complaints received about the CSSI during the carrying out of any works associated with the CSSI and for a minimum of six (6) months following the completion of construction of the CSSI. The Complaints Register must record the:</p> <p>(a) number of complaints received;</p> <p>(b) number of people affected in relation to a complaint; and</p> <p>(c) the nature of each complaint and means by which the complaint was addressed and whether and how resolution was reached.</p>	Construction and first six months following the completion of construction	Ongoing The Complaints Management System is in place and will continue for six months following the completion of construction under the CSSI.
B8	The Complaints Register must be provided to the Secretary upon request, within the timeframe stated in the request.	Construction and first six months following the completion of construction	Noted
B9	The following facilitates must be available within one (1) month prior to the commencement of works and for six (6) months following the completion of construction of the CSSI and appropriately broadcast to collect and manage community enquiries and complaints:	Construction and first six months following the	Compliant

	(a) a 24 hour toll-free telephone number for the registration of complaints and enquiries about the CSSI;	completion of construction	These facilities are in place and will continue for six months following the completion of construction.
	(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 system for managing unresolved complaints.		
	<i>Note: The telephone number must be manned and not automatically divert to a message bank.</i>		

PART D - OPERATIONAL ENVIRONMENTAL MANAGEMENT

OPERATIONAL ENVIRONMENTAL MANAGEMENT

D1	An Operational Management Plan (OEMP) must be prepared in accordance with the Guideline for the Preparation of Environmental Management Plans (DIPNR, 2004) to detail how the performance outcomes, commitments and mitigation measures made and identified in the EIS and Submissions Report will be implemented and achieved during operation. This condition (Condition D1) does not apply if Condition D2 of this approval applies.	Prior to Operations	Noted P2N will operate under the Interstate Environmental Management Framework (IEMF) as per Condition D2.
D2	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Secretary, and can demonstrate, to the written satisfaction of the Secretary, that through the EMS: (a) the performance outcomes, commitments and mitigation measures, made and identified in the EIS and Submissions Report, and terms of this of approval can be achieved;	Prior to Operations	Compliant The IEMF was submitted prior to staged operations of North-west Connection. The IEMF will be updated and submitted to address the requirements of Resumption of Existing Operations and Stage 2 prior to resumption of existing operations to clearly map

	<p>(b) issues identified through ongoing risk analysis can be managed; and</p> <p>(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.</p>		<p>out the requirements for the project moving forward.</p>
D3	<p>The performance measures and mitigation measures detailed in the OEMP must address the maintenance of culverts with respect to blockages, siltation and scouring.</p>	Prior to Operations	<p>Compliant</p> <p>The IEMF was submitted prior to staged operations of North-west Connection.</p> <p>The IEMF will be updated and submitted to address the requirements of Resumption of Existing Operations and Stage 2 prior to resumption of existing operations to clearly map out the requirements for the project moving forward, and will address the maintenance of culverts with respect to blockages, siltation and scouring</p>
D4	<p>The OEMP or EMS (or equivalent) as agreed with the Secretary must be submitted to the Secretary for information at least one (1) month prior to the commencement of operation of the CSSI.</p>	Prior to Operations	<p>Compliant</p> <p>The IEMF was submitted prior to staged operations of North-west Connection.</p> <p>The IEMF will be updated and submitted to address the requirements of Resumption of Existing Operations and Stage 2 prior to resumption of existing operations to clearly map out the requirements for the project moving forward.</p>

PART E - KEY ISSUE CONDITIONS

NOISE AND VIBRATION

Operational Noise Management

<p>E11</p>	<p>The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures that would be implemented for the operation of the CSSI. The ONVR must be prepared in consultation with the EPA and impacted sensitive receivers. Where barrier options (e.g. noise walls or mounds) are proposed to be implemented, consultation must also be undertaken with the relevant councils. The ONVR must:</p> <ul style="list-style-type: none"> a) Confirm the appropriate operational noise and vibration objectives and levels for adjoining development, including existing sensitive receivers. b) Confirm the operational noise and vibration predictions based on the final design. Confirmation must be based on an appropriately calibrated noise model (which has incorporated additional noise monitoring and concurrent traffic counting, where necessary for calibration purposes) c) Identify sensitive receivers at which the criteria set out in the <i>Rail Infrastructure Noise Guideline</i> (EPA, 2013) and predicted to be exceeded once the CSI is operational and in 2040. d) Review the suitability of the operational noise mitigation measures identified in the EIS and Submission Report and where necessary, investigate and identify feasible and reasonable noise and vibration mitigation measures required to achieve the noise criteria outlined in the RING. e) Describe the final suite of noise and vibration mitigation measures that will be implemented, including the timing of implementation in accordance with Condition E12. f) Include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures; and g) Procedures for the management of operational noise and vibration complaints. <p>The ONVR is to be verified by a suitably qualified and experienced noise and vibration expert. The ONVR is to be undertaken at the Proponent's expense and submitted to the Secretary for approval within three (3) months of construction commencing.</p>	<p>During Construction</p>	<p>Compliant</p> <p>An Operational Noise and Vibration Review (ONVR) has been prepared for the Parkes to Narromine Project, in consultation with the Environment Protection Authority (EPA) and Department of Planning, Industry and Environment (DPIE).</p> <p>It is noted that the ONVR has been completed and approved for implementation.</p>
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<p>E13</p>	<p>Within 12 months of, and at 10 years after, the commencement of operation of the CSSI, the Proponent must undertake monitoring of operational noise to compare actual noise performance of the CSSI against the noise performance predicted in the review of noise mitigation measures required by Condition E11. The Proponent must prepare an Operational Noise Compliance Report (ONCR) to document this monitoring. The Report must include, but not necessarily be limited to:</p> <p>(a) noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E11;</p> <p>(b) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which CSSI noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers;</p> <p>(c) details of any complaints and enquiries received in relation to operational noise generated by the CSSI between the date of commencement of operation and the date the report was prepared;</p> <p>(d) any required recalibrations of the noise model taking into consideration factors such as noise monitoring and actual train movements;</p> <p>(e) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of mitigation measures; and</p> <p>(f) identification of additional measures to those identified in the review of noise mitigation measures required by Condition E11, that would be implemented with the objective of meeting the criteria outlined in the Rail Infrastructure Noise Guideline, when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA.</p>	<p>Operations</p>	<p>Ongoing</p> <p>ARTC will undertake operational noise monitoring at North-west Connection within 12 months of commencement of operations (Stage 1) and at 10 years of operation of North-west Connection (Stage 1) to verify noise predictions for this greenfield section.</p> <p>Operational noise monitoring will be undertaken for the Parkes to Narromine Line within 12 months of commencement Inland Rail operations (Stage 2) and at 10 years of operation of Inland Rail (Stage 2) to verify noise predictions for the full CSSI rail traffic.</p>
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	<p>The ONCR is to be verified by a suitably qualified and experienced noise and vibration expert. The ONCR must be submitted to the Secretary and the EPA for information within 60 days of completing the operational noise monitoring.</p>		
FLOODING			
Flood Review			
E23	<p>For the first 15 years of operation, the Proponent must prepare a Flood Review Report(s) after the first defined flood event for any of the following flood magnitudes that occur – the 5 to 10 year ARI event, 10 to 20 year ARI event, 20 to 100 year ARI event. The Flood Review Report (s) must be prepared by a suitably qualified and experienced hydrologist(s) and include:</p> <p>(a) a comparison of the observed extent, level, and duration of the flooding event against the impacts predicted in (or inferred from) the EIS, the Flood Design Report required by Condition E21 and the requirements specified in Condition E22; and</p> <p>(b) identification of the properties and infrastructure affected by flooding during the reportable event;</p> <p>(c) where the observed extent and level of flooding or other flooding or erosion impacts exceed the predicted impacts due to the CSSI with the consequent effect of adversely impacting on property(ies), structures and infrastructure, and / or exceed the requirements specified in Condition E22, identification of the measures that would be implemented to reduce future impacts of flooding related to the CSSI works, including the timing and responsibilities for implementation.</p> <p>A copy of the Flood Review Report(s) must be submitted to the Secretary for information and OEH and relevant council(s) within three (3) months of finalising the report(s).</p>	Operations (first 15 years)	<p>Ongoing</p> <p>Flood monitoring and reporting requirements will commence upon Stage 1 and Resumption of Existing Operations. This is a result of the physical structure (the new railway), that alters the flooding regime, being in place at completion of construction.</p>

	Additional flood mitigation measures must be developed in consultation with the affected property / structure / infrastructure owners, OEH and the relevant council(s), as relevant, and implemented within the timeframes specified in the Flood Review Report(s).		
E24	The Proponent must develop a methodology for spatially defining how the length(s) of the rail corridor impacted by a flood event will be determined for the purposes of Condition E23 . The methodology must be developed in consultation with OEH and submitted to the Secretary for approval prior to the commencement of operation of the CSSI.	Prior to Commencement of Operations	Compliant Condition E24 has been fulfilled.
Information Sharing			
E25	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 flood prone land, must be made available to the relevant council(s), OEH and the SES upon request. The relevant councils, OEH and the SES must be notified in writing that the information is available no later than one (1) month following the completion of construction. Information requested by a relevant council, OEH or the SES must be provided within three (3) months.	One month after the Completion of Construction	Ongoing ARTC will notify relevant Councils, BCD (formally OEH) and SES that the information as per condition E25 is available within one month following completion of construction. ARTC will provide Information requested by Councils, BCD and SES within three (3) months of the request.
WATER QUALITY AND DRAINAGE			
E27	The CSSI must be designed, constructed and operated so as to: (a) maintain the <i>NSW Water Quality Objectives</i> where they are being achieved as at the date of this approval; and (b) contribute towards achievement of the <i>NSW Water Quality Objectives</i> 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 <i>NSW Water Quality Objectives</i> , in which case those requirements must be complied with.		Ongoing This will apply to the project during construction and operation, as per the EPL 3142.
SPOIL MOUNDS			

<p>E52</p>	<p>Spoil Mounds are to be located:</p> <ul style="list-style-type: none"> (a) within the existing rail corridor; (b) at least 50 metres from any watercourse or culvert or where the rail formation is predicted to be overtopped during a flood event; (c) at least 500 metres from any residence; (d) outside the line of sight of drivers approaching level crossings; and (e) outside the drip lines of trees located on private property. <p>Note: For the purpose of Condition E52(e), the Proponent must not affect trees outside of the rail corridor for the purpose of preventing those trees' driplines overhanging spoil mounds.</p>	<p>Duration of Works</p>	<p>Ongoing This will apply to the project during construction.</p>
<p>E53</p>	<p>Spoil mounds are to comply with the following requirements:</p> <ul style="list-style-type: none"> (a) maximum height must not exceed the top height of the upgraded rail line; (b) not result in the clearing or covering of native vegetation beyond that described in the EIS and Submissions Report; (c) not result in heritage impacts beyond that described in the EIS and Submissions Report; (d) not result in additional changes to the upstream flooding regime beyond those described in the EIS and Submissions Report; (e) not affect the downstream flood regime; (f) not impede the flow of water through culverts; (g) not contain any contaminated soil classified as unsuitable for the proposed land use, acid sulphate soils or green waste; 	<p>Duration of Works</p>	<p>Ongoing This will apply to the project during construction.</p>

	(h) are to be stabilised during construction of the CSSI; and		
	(i) are to be stabilised prior to operation of the CSSI.	Prior to resumption of existing operations	Ongoing All spoil mounds (if any) that exist within the rail corridor will be stabilised prior to resumption of existing operations.

LANDSCAPING AND VISUAL AMENITY

E54	The construction and operation of the parts of the CSSI located within 200 kilometers of the Siding Spring Observatory, must comply with the 'Good Lighting Design Principles' as described in the Department's 'Dark Sky Planning Guideline'.	Duration of Works	Ongoing This will apply to the project during construction and operation.
E55	The Proponent must construct and operate the CSSI with the objective of minimising light spillage to residences. All lighting associated with the construction and operation of the CSSI must be consistent with the requirements of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting. Notwithstanding, the Proponent must provide mitigation measures to manage any residual night-lighting impacts to protect residences adjoining or adjacent to the CSSI, in consultation with affected landowners.	Duration of Works	Ongoing This will apply to the project during construction and operation.
E56	The Proponent must consult with all landowners whose visual amenity from their residence is identified highly impacted by the CSSI (as per Table 5 of Technical Report 10 in the EIS) to determine the mitigation measures that will be implemented to maintain visual amenity. The Proponent must come to an agreement with the landowner on the mitigation measures and implement the measures prior to the operation of the CSSI.	Duration of Works	Compliant Consultation with affected landowner(s) has been undertaken and agreed visual amenity measures have been implemented prior resumption of existing operations.

TRAFFIC, TRANSPORT AND ACCESS

Level Crossing Performance Report

<p>E47</p>	<p>Within 12 months and 10 years of commencing operation of the CSSI, the Proponent must prepare a Level Crossing Performance Report to confirm the operational traffic impacts of the level crossings on the State and local road network. The review of the operation of the level crossings that interact with the State and local road network must be carried out in consultation with RMS and the relevant councils, and include:</p> <p>(a) updated traffic analysis of movements on these roads;</p> <p>(b) assessment of the level of service at these level crossings (queue length, queuing time delay);</p> <p>(c) assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E44;</p> <p>(d) all reported near misses and collisions at level crossings within the project area; and</p> <p>(e) mitigation measures to manage any actual or predicted road network performance impacts.</p> <p>Mitigation measures to manage any actual or predicted road network performance impacts must be implemented within one year of the completion of each report. The Report must include an implementation plan of the identified mitigation measures. The Level Crossing Performance Report must be submitted to the Secretary, RMS and relevant councils for information within 60 days of its completion.</p>	<p>Operations</p>	<p>Ongoing</p> <p>ARTC will undertake a review of the two public level crossing within North-west Connection within 12 months of the commencement of staged operations at North-west Connection (Stage 1). ARTC will undertake a review of the whole P2N alignment (excluding the two public level crossing at North-west Connection) within 12 months of commencement the operation of Inland Rail (Stage 2)</p> <p>A final review of the Parkes to Narromine alignment will occur within 10 years of operations of Inland Rail (Stage 2). This will capture the full Parkes to Narromine project being at Inland Rail operational functionality and include the North-west Connection.</p>
<p>SOILS</p>			
<p>E71</p>	<p>All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise any water pollution. When implementing such controls, any relevant guidance in the <i>Managing Urban Stormwater</i> series must be considered.</p>	<p>Duration of Works</p>	<p>Ongoing</p> <p>Noted. This will apply to the project during construction.</p> <p>At the Resumption of Existing Operations Interstate will undertake operations in</p>

			accordance with the IEMF and the Environmental Protection Licence 3142.
CONTAMINATED SITES			
E72	In the event that soils suspected to be contaminated are unexpectedly found, the Proponent must engage a suitably experienced and qualified contaminated land consultant to undertake further investigations to determine the type and extent of any contamination. The investigation must be undertaken in accordance with guidelines made or approved under the Contaminated Land Management Act 1997 (NSW). The results of the investigation must be documented in a Site Contamination Assessment Report.	Duration of Works	Ongoing Noted
E73	Where the results of the site investigations 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.	Duration of Works	Noted
E74	If remediation is required under Condition E73, a Site Audit Statement and Site Audit Report must be prepared by a NSW EPA Accredited Site Auditor. Contaminated land must not be used for the purpose approved under the terms of this approval until a Site Audit Statement is obtained that declares the land is suitable for that purpose and any conditions on the Site Audit Statement have been complied with.	Duration of Works	Noted
E75	A copy of the Site Audit Statement and Site Audit Report must be submitted to the Secretary and relevant council(s) for information no later than one (1) month before the commencement of operation.	One month before the commencement of operation (where relevant)	Noted
E76	Nothing in Conditions E72 to E75 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.	Duration of Works	Noted

AIR QUALITY			
E77	In addition to the performance outcomes, commitments and mitigation measures specified in the EIS and the Submissions Report, all practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	Duration of Works	Ongoing Noted. This will apply to the project during construction and operation. At the Resumption of Existing Operations Interstate will undertake operations in accordance with the IEMF and the Environmental Protection Licence 3142.
WASTE			
E78	<p>Waste generated during construction and operation is to be dealt with in accordance with the following priorities:</p> <p>(a) waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced;</p> <p>(b) where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered in accordance with the requirements of the <i>Protection of the Environment Operations Act 1997</i> and its regulations; and</p> <p>(c) where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed of at a waste management facility or premise lawfully permitted to accept the materials or in accordance with a Resource Recovery Exemption or Order issued under the <i>Protection of the Environment Operations (Waste) Regulation 2014</i>, or to any other place that can lawfully accept such waste.</p>	Duration of Works	Ongoing Noted. This will apply to the project during construction and operation. At the Resumption of Existing Operations Interstate will undertake operations in accordance with the IEMF and the Environmental Protection Licence 3142.
E79	Waste generated outside the site must not be received at the site for storage, treatment, processing, reprocessing, or disposal on the site, except as expressly permitted by a licence or waste exemption under the <i>Protection of the Environment Operations Act 1997</i> , if such a licence is required in relation to that waste.	Duration of Works	Ongoing Noted. This will apply to the project during construction and operation. At the Resumption of Existing Operations Interstate will undertake operations in

			accordance with the IEMF and the Environmental Protection Licence 3142.
E80	All waste generated during construction and operation must be classified in accordance with the EPA's <i>Waste Classification Guidelines</i> , with appropriate records and disposal docketts retained for audit purposes.	Duration of Works	Ongoing Noted. This will apply to the project during construction and operation. At the Resumption of Existing Operations Interstate will undertake operations in accordance with the IEMF and the Environmental Protection Licence 3142.