



Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Stage 2 Independent Audit Report No. 2

Prepared for Transport for NSW
June 2021





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Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Stage 2 Independent Audit Report No. 2

Report Number

H200071 RP 2

Client

Transport for NSW

Date

3 June 2021

Version

v2 Final

Prepared by



Brendan Rice

Associate Environmental Consultant

3 June 2021

Approved by



David Bone

Technical Leader Construction Environmental Management

3 June 2021

This report has been prepared in accordance with the brief provided by the client and has relied upon the information collected at the time and under the conditions specified in the report. All findings, conclusions or recommendations contained in the report are based on the aforementioned circumstances. The report is for the use of the client and no responsibility will be taken for its use by other parties. The client may, at its discretion, use the report to inform regulators and the public.

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Version Control

Document Control Table

Application Number	Revision Number	Date	Reporter
SSI 6888	DRAFT	16 April 2021	Brendan Rice / David Bone
SSI 6888	FINAL	3 June 2021	Brendan Rice / David Bone

Independent Audit Declaration Form


Project name	Newcastle Inner City Bypass – Rankin Park to Jesmond IEA – Stage 2
Consent number	SSI 6888
Description of project	3.4km of road from Rankin Park to Jesmond
Project address	Land between McCaffrey Drive, Rankin Park and Newcastle Road, Jesmond
Proponent	Transport for NSW
Title of audit	Second Construction Audit – RP2J – Stage 2 Construction Works
Date	3 June 2021
<p>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:</p> <ul style="list-style-type: none"> the audit has been undertaken in accordance with relevant approval condition(s) of consent and in accordance with the <i>Independent Audit Post Approval Requirements</i> (Department 2018); 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 employer, business partner, employee, or by sharing a common employer, having a contractual arrangement outside the audit, or by relationship as spouse, partner, sibling, parent or child; I do not have any pecuniary interest in the audited 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 development 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 fair 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. <p>Note:</p> <p>a) Under section 10.6 of the <i>Environmental Planning and Assessment Act 1979</i> 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</p> <p>b) The <i>Crimes Act 1900</i> 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).</p>	
Name of auditor	Brendan Rice
Signature	
Qualification	BSc (Hons) UoN 2005; Exemplar Global Environmental Auditor #113920
Company	EMM Consulting Pty Limited
Company address	Level 3, 175 Scott Street, Newcastle, NSW 2300

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1 Introduction

1.1 Background

The Rankin Park to Jesmond (RP2J) Newcastle Inner City Bypass Project (the Project) is located between McCaffrey Drive, Rankin Park and Newcastle Road, Jesmond, New South Wales (refer Figure 1.1) within the Newcastle City Council Local Government Area (LGA). The project involves the construction of 3.4 kilometres (km) of new four lane divided road between Lookout Road, New Lambton Heights and Newcastle Road, Jesmond.

As per the project Staging Report (Roads and Maritime, August 2019a), Stage 2 of the project has been constructed under State Significant Infrastructure (SSI) 6888, which was granted approval by the Minister for Planning on 15 February 2019. The Staging Report outlines that the Project is required to conduct an Independent Environmental Audit (IEA) within six months of the commencement of construction (October 2019), and annually thereafter. The Shared Path Bridge at Jesmond (Stage 2 of the project) has now been constructed and is known as 'Bridge 7' within the SSI approval.

In accordance with Section 3.1 of the approved Independent Audit Program for the project (Roads and Maritime, August 2019b), Stage 1 of the Project does not require auditing and therefore this IEA assesses works completed as part of Stage 2 only. This IEA focuses on environmental compliance for construction, revegetation and completion phases of Stage 2. Refer to Appendix A for the full compliance checklist. The conditions which have been triggered by Stage 2 works are detailed in Appendix A.

This report details the findings of the IEA commenced in February 2021 and completed 16 April 2021, with a site inspection being completed on 23 February 2021 by the audit team. The audit period is defined as 30 May 2020 to 16 April 2021.

1.2 Overview of Stage 2 Construction Activities at the RP2J Project

Construction commenced on Stage 2 in November 2019 and at the time of the audit, the project was completing Stage 1 (low impact works) and construction activities for the Shared Path Bridge at Jesmond, NSW 'Bridge 7' under Stage 2 were being finalised during the audit (refer to Figure 1.2). The works completed for Stage 2 include:

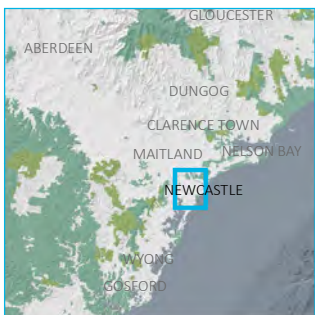
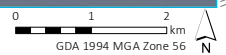
- a new span steel tied arch bridge over Newcastle Road with elevated reinforced concrete approach ramps and stairs on each side. The bridge and ramps are suitable for shared cyclist and pedestrian use;
- a ramp providing pedestrian connection from Coles Street to the eastbound bus stop on Newcastle Road;
- upgrades to Coles Street to provide connection from the new bridge to the existing pedestrian/cyclist network at the western end of Coles Street inclusive or retaining wall on Newcastle Road;
- connection to existing shared paths from the bridge to the south through Jesmond Park;
- relocation of utilities, including water and power;
- removal of the existing mid-block signalised pedestrian crossing located on Newcastle Road near Hill Street; and,
- establishment and use of Ancillary Facilities D and E.

At the time of the audit inspection, construction work had been completed, including revegetation and ancillary facility removal and clean-up activities. The area of Jesmond Park previously utilised for the construction compound had been re-opened to the public and the bridge was operational.

In addition, the stockpiling area was inspected, which is located within the median strip of the Newcastle Inner City Bypass north of the Newcastle Road roundabout at Jesmond. The stockpiling area is being kept as such until the completion of the main works under future stages of the project.



Source: EMM (2019); DFSI (2017); GA (2011); ASGC (2006)



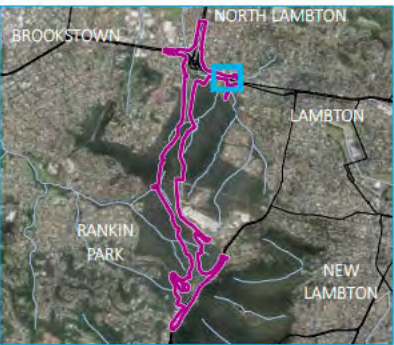
- KEY**
- Construction footprint
 - Train station
 - Rail line
 - Major road
 - Named watercourse
 - Named waterbody
 - Local government area
 - NPWS reserve
- INSET KEY**
- NPWS reserve
 - State forest

Project locality

Transport for NSW
 Newcastle Inner City Bypass –
 Rankin Park to Jesmond IEA
 Figure 1.1



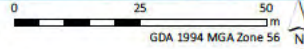
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- KEY**
- Construction footprint
 - Watercourse/drainage line
 - Cadastral boundary
- Project layout**
- Bus stop to be removed
 - Traffic lights on Newcastle Road to be removed
 - New shared path bridge and ramps
 - Footpath
 - Widening of Coles Street to improve connectivity

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Source: EMM (2019); RMS (2019); DFSI (2017)



Stage 2 – Jesmond Shared Path Bridge

Transport for NSW
Newcastle Inner City Bypass - Rankin Park to Jesmond
Figure 1.2



1.2.1 Site environmental management

The Shared Path Bridge (SPB) Construction Environmental Management Process Plan (CEMPP) and other plans required by the SSI approval, provide guidance to the Project Manager, employees and contractors on the current environmental requirements of the project. Implementation of environmental management on site during the construction of the project is the responsibility of the project manager, with assistance from Transport for New South Wales (Transport) internal environmental staff.

1.3 Audit objectives

The objective of this Stage 2 IEA is to obtain an independent and objective assessment of Stage 2 construction activities and environmental compliance status of the project. The audit covers the final period of construction and finalisation of Stage 2 construction activities, from the completion of the first construction audit in May 2020 to 16 April 2021.

In accordance with the Independent Audit Program for the project and Condition A34, Schedule 2 of SSI 6888, an independent environmental audit is required to be commenced within 20 weeks of the commencement of the first stage of construction, and annually from the date of the initial Independent Audit, unless the Secretary directs otherwise.

1.4 Audit scope

This IEA was undertaken in accordance with the Department of Planning, Industry and Environment (DPIE) *Independent Audit Post Approval Requirements June 2018* in accordance with Condition A35b) of SSI 6888. Specifically, the audit must meet the consent conditions detailed in Table 1.1 below.

Table 1.1 Relevant conditions of the IEA

Condition number	Condition requirements	Section of document
A35	Independent Audits of the development must be carried out in accordance with:	
	(a) the Independent Audit Program submitted to the Department under Condition A34 of this approval; and	This Audit
	b) the requirements for an Independent Audit Methodology and Independent Audit Report in the Independent Audit – Post Approval Requirements (DPE 2018).	This Audit

Correspondence requesting feedback from relevant agencies were sent on 19 February 2021 to Heritage NSW, NSW Biodiversity and Conservation Division (BCD) of DPIE, NSW EPA, DPIE and City of Newcastle Council (CN) to obtain their input into the scope of the IEA.

A response was received from Heritage NSW that indicated Heritage NSW had no additional comments for the audit process. No other responses had been received at the time of writing of this report, having provided a two month timeframe for responses. A copy of the correspondence including response from Heritage NSW is provided in Appendix C.

Specifically, the scope of the IEA considered compliance with:

1. Conditions of the SSI Project Approval triggered by Stage 2 works, including conditions within:
 - a) Schedule 2: Part A: Administrative conditions (A1- A38);
 - b) Part B: Community Information and Reporting: (B1-B13);
 - c) Part C: Construction Environmental Management Plan (C1-C15); and
 - d) Part E: Key Issues: (E1-E86)
2. Assessment and review of environmental predictions and conclusions in:
 - a) Environmental Impact Statement (EIS) Proposed Development of Rankin Park to Jesmond NSW
3. Review and effectiveness of environmental management against management measures outlined in Rankin Park to Jesmond Shared Path Bridge site management plans, including:
 - Construction Environmental Management Process Plan (CEMPP), Shared Path Bridge over Newcastle Road, Jesmond (Appendix 1-15) (Daracon, 2019);
 - Construction Air Quality Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, 2019);
 - Construction Flora and Fauna Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, 2019);
 - Construction Noise and Vibration Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, 2019);
 - Construction Traffic Management- Sub Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, 2019);
 - Soil and Water Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, 2019);
 - Ancillary Facility Establishment Management Plan (Daracon, 2019);
 - Compliance Monitoring and Reporting Program, Newcastle Inner City Bypass – Rankin Park to Jesmond (Roads and Maritime, 2019);
 - Community Communication Strategy, Newcastle Inner City Bypass – Rankin Park to Jesmond (Roads and Maritime, 2019);
 - Complaints Management System, Newcastle Inner City Bypass – Rankin Park to Jesmond (Roads and Maritime, 2019);
 - Independent Audit Program, Newcastle Inner City Bypass – Rankin Park to Jesmond (Roads and Maritime, 2019);

- Out of Hours Work (OOHW) Protocol – Works not subject to an EPL, Newcastle Inner City Bypass – Rankin Park to Jesmond (Roads and Maritime, 2019), and Revision 7 of the document dated September 2020, including review of OOHW notifications and approval processes;
- Staging Report, Newcastle Inner City Bypass- Rankin Park to Jesmond (Roads and Maritime, 2019);
- Unexpected Contaminated Land and Asbestos Finds Procedure, Newcastle Inner City Bypass – Rankin Park to Jesmond (Roads and Maritime, 2019); and
- Unexpected Heritage Finds and Human Remains Procedure, Newcastle Inner City Bypass – Rankin Park to Jesmond (Roads and Maritime, 2019).

1.5 Audit period

This second construction IEA assessed the environmental performance and compliance status of the Construction of Stage 2 (the Shared Path Bridge Project). Construction commenced in November 2019 and was being finalised during the audit.

1.6 Report structure

Chapter 1 provides an introduction, including an overview of the Rankin Park to Jesmond Project and staging and the activities that have occurred during the audit period. This section also illustrates the audit objectives, scope and auditing period.

Chapter 2 provides information on the audit methodology, audit team, the approval and documents that have been audited, the audit activities that have occurred and the assessment criteria.

Chapter 3 provides the findings of the audit with regards to site management, environmental systems and compliance with the development consent.

Chapter 4 summarises the recommendations of the audit and potential areas for improved performance.

Appendix A Independent Audit Compliance Table

Appendix B Planning Secretary Endorsement

Appendix C Consultation

Appendix D Photographs

2 Audit methodology

2.1 Selection and endorsement of audit team

This is an 'independent' audit, meaning that the auditor must be endorsed by the Secretary of DPIE prior to conducting the audit. Therefore, the auditor's qualifications and statement on their independence from the site were submitted to DPIE and approval was obtained on 25 February 2021 (refer to Appendix B) for Brendan Rice and David Bone.

2.2 Independent audit scope development and compliance evaluation

This IEA For Stage 2 SPB works has been carried out in accordance with the Newcastle Inner city Bypass – Rankin Park to Jesmond, Independent Audit Program (RMS, August 2019), *Independent Audit Post Approval Requirements June 2018* (DPIE 2018) and in accordance with approval conditions in SSI 6888.

The audit scope has been developed by the auditing team (David Bone and Brendan Rice) with assistance from Transport for NSW and includes the triggered conditions of SSI 6888 and all associated management plans and approvals relevant to the project.

2.3 Site inspection

A site inspection was undertaken on 23 February 2021 by the audit team and the Transport Environment Officer. The site inspection covered all areas disturbed and/or utilised as part of the Stage 2 of the project. The following key works had been undertaken since the previous audit:

- finalisation of construction of the Shared Path Bridge;
- removal of site compound adjacent to the Jesmond Park carpark on Robinson Avenue, including hoarding, signage;
- completion of the removal of a bus stop and associated infrastructure on Newcastle Road;
- completion of road widening of Newcastle Road, and roadworks for Coles Street; and
- storage of soil materials in the designated stockpiling area to the north of Jesmond roundabout on the Newcastle Inner City Bypass for future use during main works.

Site photographs are included in Appendix D.

2.4 Site interviews

Interviews of Transport staff directly associated with the construction works occurring on site were interviewed during the site inspection. Records to support the environmental compliance with the approval, approved plans and strategies were supplied separately to the site inspection for EMM review.

2.5 Consultation

Consultation with agencies was undertaken as part of the audit process. This consultation included:

- City of Newcastle Council (CN);
- Heritage NSW;
- NSW Biodiversity and Conservation Division (BCD) of DPIE;
- NSW EPA; and
- DPIE.

No issues were raised by Heritage NSW, all other agencies did not provide a response. Correspondence is provided in Appendix C.

2.6 Compliance status descriptors

The audit has been undertaken in consideration of the following compliance status descriptors, which is consistent with the Independent Audit Post Approval Requirements (DPIE 2018):

- **Compliant** – the auditor has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied 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 within the scope of the audit; and
- **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 compliance status descriptors, the auditor may make such observations and notes, including identifying any opportunities for improvement, as they see fit in relation to any compliance requirement or any other aspect of the development.

3 Audit findings

3.1 Approvals and documents audited

The following documents have been reviewed in undertaking the audit and in assessing compliance against relevant development consent conditions, approved plans and the performance and effectiveness of environmental management measures implemented during the audit period.

- Infrastructure approval, SSI 6888 issued under Section 5.19 of the EP&A Act;
- Roads and Maritime Services 2016, Environmental Impact Statement, Newcastle Inner City Bypass – Rankin Park to Jesmond, Volume 1 November 2016;
- Environmental management system and plans (listed in Section 1.4);
- Statutory correspondence relating to document approvals, OOHW applications and other correspondence between Transport for NSW, the ER and DPIE;
- Surveys/boundary evidence:
 - RMS, Street View Images;
 - ER monthly reports;
 - Compliance Reports; and
 - Site inspection
- Complaints and meeting documentation:
 - Meeting minutes with Transport, Daracon and DPIE to April 2021;
 - ER monthly reports: and
 - Consultation Manager report with complaints from 1 March 2020 to 16 March 2021
- Waste Records:
 - Daracon Quarterly Compliance Reports for RP2J Shared Path Bridge
- Other reports:
 - OOHW Applications 009 – 019 (March 2020 to January 2021);
 - Construction Compliance Reports (May 2020 and October 2020); and
 - ER Monthly Reports (March 2020 to December 2020);
- Publicly available post approval documentation via the project website:

<https://www.rms.nsw.gov.au/projects/newcastle-inner-city-bypass/project-documents.html>

3.2 Previous audit recommendations

The first Independent Environmental Audit found no non-compliances. However, the first independent audit contained the following recommendation:

- A review of Erosion and Sediment Controls (ESC) during the site inspection identified additional controls to minimise potential offsite discharge of sediment laden water during rainfall events, on the corner of Newcastle Road and Coles St. These controls were discussed in the field and were identified with the Transport Environmental Officer in attendance.

It is understood these controls were implemented following the audit; no evidence of ESC deficiency was evident during the site audit.

3.3 Environmental performance

This IEA found that the Stage 2 construction activities have been undertaken generally in accordance with the development consent. The Transport team demonstrated a very solid appreciation, knowledge and commitment to the site's statutory obligations and to the implementation of environmental management controls. Evidence of systems to control the construction of the project were observed to be in place.

3.4 Complaints

Transport stated that when a complaint is received, it is logged electronically in an internal spreadsheet (SPB Complaints Register) and investigated by the Project Manager and provided to relevant agencies where required.

The complaints register was sighted by the audit team.

There were eight complaints recorded in the register for Stage 2 activities for the period covered by this audit (17 March 2020 to April 2021).

The complaints related to: -

- A complaint regarding backfill and final landscaping near the Jesmond Park Uniting Church. Landscaping was remediated. (April 2020).
- A complaint regarding the final Ausgrid nightworks outage. A local resident advised that their Working From Home (WFH) ability had been impacted (May 2020).
- A complaint regarding construction vehicles being parked too close to driveways on Kiah Avenue. Site team has tool-boxed the staff that construction vehicles are to park at least two metres clear of residential driveways. (July 2020).
- A complaint vehicles parking on the grass in front of property (September 2020).
- A complaint was received from a Coles Street resident regarding a water cart idling near property. The water cart driver was instructed to move and drivers were directed not to park on the street and remain within site. (October 2020).
- A complaint about construction vehicles parking in front and to the side of property on the road, also on Coles street (October 2020).
- A complaint regarding vehicle damage from a nearby resident as a result of a traffic island. Referred to insurance company as required (February 2021).

- NSW EPA received a complaint regarding a slump in recently installed landscaping mulch and plantings which deposited on a parking lane on Newcastle Road. The slump was caused during a heavy rainfall event where the site received over 350mm of rainfall. The materials were immediately removed from the parking lane and additional controls installed to direct water away from the slump (March 2021).

3.5 Incidents

3.5.1 Notifiable incidents

Several minor water discharge and spill related incidents occurred over the course of the construction of Stage 2 SPB Project. There were no incidents on the Project during the reporting period that were considered by Transport to have met the definition of an incident within the approval instrument (refer to Table 1 *Material harm – involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial*). However, at the request of the DPIE Compliance Unit representative, events were reported formally through the requirements set out in CoA A37 and A38. These were classified as reportable events under Transport Incident Classification and Reporting Procedure.

The following incident information is noted, as per the monthly ER reports:

10th June 2020 – Construction Water Leaving Site

During an environmental inspection undertaken by Transport, ER and a Daracon representative it was observed that turbid construction waters were exiting the project site. Erosion and sediment controls were installed within the storm water pits directing the water off site during the occurrence of the incident. BOM data indicates the event exceeded the project design rainfall parameters. The incident occurring on the southern side of Newcastle Road. Immediate actions included notification, blocking the discharge of stormwater, water samples were collected from the receiving waters, inundated area was dewatered. The project soil conservationist attended site and provided recommendations for installation of further erosion and sediment controls.

There were three incidents recorded in July 2020:

- 10 July 2020 – Diesel Spill

Whilst undertaking concrete pouring works at piers 4 and 5, a hydrocarbon spill of about one to two litres was observed on the road at the intersection of Coles Street and Steel Street. The SWMS provided by the subcontractor undertaking the task was reviewed by Daracon following the incident. It was identified that the use of diesel for priming the concrete pump line and implementation of environmental controls to contain any spill during this process (in the event one occurred), was not included within the SWMS. The exclusion of the use of diesel for this task within the SWMS, was a contributing factor to the incident. The subcontractor has revised the documentation and will provide adequate environmental controls during the task to check for and capture any leaks. The spill was contained and cleaned up at the time and contained wholly to site. Daracon has completed a Toolbox Talk with regards to the incident.

- 11 to 15 July 2020 – Rain Event

A significant rainfall event resulted in damage to ERSED controls. During repairs of these controls, it was observed that less than 1000 litres of turbid construction waters were exiting the project site. The site received approximately 49.8 mm of rainfall from 11-15 July. This event exceeds the project design rainfall parameters of a five-day 80th percentile of 30.5 mm. This event is outside the scope of reasonable environmental controls and mitigation measures. The existing control (double isolation on the subject portion of road drainage system) was immediately re-installed. A subsequent site inspection was undertaken with Daracon and Transport to further investigate the issue. Rectification measures and marked up plan,

detailing control measures to prevent recurrence of this incident have been detailed within a subsequent email on the 17 July 2020.

- 18 to 28 July 2020 – Rain Event

Whilst inspecting the site following significant rainfall during the weekend, it was observed that construction waters and sediment had mobilised off site. It must be noted that the site received 200.4 mm of rainfall between the period 26-28 July. The rainfall event exceeds the project design rainfall parameters of a five-day 80th percentile - 30.5 mm rainfall event. Immediate action included a site inspection by the project team and remediation of mobilised sediments. Environmental controls were inspected and repaired where required. Environmental inspections pre and post significant rainfall events (>10mm as per the requirements of the QA specification) will continue to identify and implement environmental controls prior to significant rainfall events.

24 September 2020 – Diesel Spill

Whilst undertaking concrete pouring works for the stair landing at pier 5 on the north side of Newcastle Road, a small diesel spill (about 2 litres) occurred and was observed within the work area on a site access road. The source of the spill was attributed to the hopper priming process that utilises diesel during concrete pumping operations. Inadequate bunding controls to effectively capture any residual diesel leaked during the activity was determined to be the cause. The incident occurrence was immediately reported to Transport and absorbent materials were applied to contain and remediate the spill. The incident investigation found that the subcontractor did not undertake the hopper priming process in accordance with the relevant SWMS. The bunding at the base of the concrete pump hopper was inadequate to contain residual diesel generated by the hopper priming process. The manager of the subcontractor has been informed of the incident and will reiterate the requirements of the SWMS to all staff. Additionally, Daracon's site supervisor will inspect the bunding establishment prior to undertaking future concrete pouring operations.

Wednesday 2nd December 2020 – Mud Tracking

A subcontractor drove a light vehicle into Gate 2 of the Compound Area (Robinson Avenue) on the southern side of Newcastle Road. The vehicle was driven into an area that was saturated from overnight rain resulting in soils sticking to the vehicles tyres. The vehicle then proceeded to drive out of the compound without adequately cleaning the tyres before exiting. As a result, soils were deposited on public roads, including Robinson Avenue and Newcastle Road (west bound). Where possible, site staff immediately removed debris from the impacted roads and the access gate in which the vehicle entered site (Gate 2) was closed. The subcontractor then completed an internal toolbox regarding the incident and the expectations of vehicle entry / exit to the site. In addition, the subcontractor delivered a toolbox talk to entire site personal.

Tuesday 12 January 2021 – Diesel spill

A tipper truck was leaking diesel while sitting in the west bound shoulder on Newcastle Road as it was waiting to be loaded with material. The small amounts of diesel (totalling one litre) leaking from the truck was from a loose fuel cap on the left hand side of the truck. Kitty litter was placed on the spill immediately and the driver of the truck tightened the fuel cap. A toolbox talk was completed as a reminder to check that fuel caps are adequately tightened.

Friday 19 March 2021 – Rain event (over criteria)

During a significant rainfall event a newly constructed batter slipped, resulting in soil being deposited on Newcastle Road. The batter had been completed and landscaped in accordance with the relevant design requirements. The slip occurred at the Newcastle Road (East Bound) shoulder, adjacent to the Coles Street and Hill Street intersection. Deposited soils were removed from Newcastle Road and replaced onto the batter as soon as possible. An asphalt clean water diversion bund up slope of the batter and filter controls to divert water away from the affected area

were installed. Additionally, filter controls were installed within the kerb down slope of the area. The batter was reinstated and landscaped in accordance with the design (and/or install additional controls as directed by TfNSW).

Further, on Friday 19 March 2021, Transport for NSW received email correspondence from the NSW Environment Protection Authority, advising that the organisation had received a complaint from a member of the public. The complaint related to a small landscaped batter within the completed Rankin Park to Jesmond Shared Path Bridge section of the project that had slumped. It was observed by Transport for NSW contract representatives that a small area of recently installed landscaping comprising mulch and new plantings had slumped (ie about 10 square metres in total) and deposited material in the east bound parking lane of Newcastle Road. Immediate action was taken to remove slumped debris from the roadway, place on the adjacent batter and install new controls.

3.6 Actual versus predicted environmental impacts

The documentation sighted by the audit team indicates that the impacts of Stage 2 construction are generally consistent with the predicted environmental impacts identified in the environmental approval documentation. The primary documentation reviewed which supports the audit findings includes the approved management plans and implementation of the plans as identified during the site inspection.

3.7 Management Plans

3.7.1 Construction Environmental Management Process Plan (CEMPP)

The Construction Environmental Management Process Plan (CEMPP) dated November 2019 was prepared and approved partly, in accordance with Schedule 2, Part A Condition A9 of the infrastructure approval SSI 6888, which requires the following:

Construction of Bridge 7 (the Jesmond SPB) and its associated components is subject to:

- (a) preparation of a Construction Environmental Management Process (Plan) and an Environmental Work Method Statement (EWMS), in consultation with relevant public authorities and Newcastle City Council and approved by the ER under Condition A26(d); and
- (b) implementation of the approved Construction Environmental Management Process (Plan) and Environmental Work Method Statement (EWMS).

The CEMPP provides the process for community liaison and complaints management, as well as broad features of operational control of environmental aspects. Attached to the CEMPP are specific detailed sub-plans for the management of the following:

- Ancillary Facilities Management
- Air Quality Management
- Construction Community liaison Management;
- Construction Flora and Fauna Management;
- Construction Flood Risk Management;
- Construction Noise and Vibration Management;
- Pollution Incident Response Management;

- Resource and Waste Management;
- Soil and Water Management;
- Unexpected Contaminated Land and Asbestos Finds Management; and
- Environmental Work Methods Statements (EWMS).

This condition was deemed compliant at the time of the audit. The site inspection did not identify any non-compliances with the approved CEMPP.

Plans and documentation that were assessed as containing information relevant to conditions other than A9 are detailed below.

3.7.2 Ancillary Facility Establishment Management Plan

In accordance with Schedule 2, Conditions A15 and A16, Transport's principal contractor (Daracon) has prepared an Ancillary Facility Establishment Management Plan (AFEMP) November 2019. The procedure as outlined by SSI 6888, requires the following by the proponent:

A.15 Before the establishment of any construction ancillary facilities (excluding minor construction ancillary facilities determined by the ER to have minimal environmental impact and those established under **Condition A19**), the Proponent must prepare an **Ancillary Facility Establishment Management Plan** which outlines the environmental management practices and procedures to be implemented for the establishment of construction ancillary facilities. The **Ancillary Facility Establishment Management Plan** must be prepared in consultation with the Newcastle City Council and relevant public authorities. The **Ancillary Facility Establishment Management Plan** must be submitted to the Planning Secretary for approval one (1) month before the establishment of any construction ancillary facilities. The **Ancillary Facility Establishment Management Plan** must detail the management of construction ancillary facilities and include:

- a) a description of activities to be undertaken during establishment of the construction ancillary facility (including scheduling and duration of works to be undertaken at the site);
- b) figures illustrating the proposed operational site layout, including access roads;
- c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment works;
- d) details of how the site establishment activities described in subsection (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 consistent with the requirements of Condition C10.

Nothing in this condition prevents the Proponent from preparing individual Ancillary Facility Establishment Management Plans for each construction ancillary facility.

A.16 The requirements of Condition A15 in relation to Bridge 7 may be addressed by the documents required under Condition A9.

The AFEMP was sighted and is being implemented as required by Condition A15. It was evident that preparation and implementation had been made regarding the Construction Environmental Management Process Plan (CEMPP) in consultation with Newcastle City Council (NCC) and ER approval of AFEMP.

During the site inspection it was identified that the former Compound D area (off Robinson Avenue) had been revegetated and the 'Stockpile Area' north of Jesmond Roundabout was consistent with that approved through the AFEMP.

3.7.3 Compliance Monitoring and Reporting Program

In accordance with Schedule 2, Conditions A29 to A33, Transport has prepared a Compliance Monitoring and Reporting Program (CMRP) in August 2019. The procedure as outlined by SSI 6888, requires the following:

A29 No later than four (4) weeks before the commencement of any work, a Compliance Monitoring and Reporting Program prepared in accordance with the Compliance Reporting – Post Approval Requirements (DPE, 2018) must be endorsed by the ER and submitted to the Planning Secretary for information;

A30 Compliance Reports of the SSI must be prepared and carried out in accordance with the Compliance Reporting – Post Approval Requirements (DPE 2018). The Department must be notified of the commencement dates of construction and operation of the SSI in the preconstruction and pre-operational compliance reports;

A31. The compliance report must provide details of any review of, and minor amendments made to, the CEMP (which must be approved by the ER), resulting from construction carried out during the reporting period;

A32. The Proponent must make each compliance report publicly available and notify the Department in writing when this has been done; and

A33 The Compliance Monitoring and Reporting Program in the form required under Condition A29 of this approval must be implemented for the duration of works and for a minimum of one (1) year following commencement of operation, or for a longer period as determined by the Planning Secretary based on the outcomes of independent audits, Environmental Representative Reports and regular compliance reviews submitted through Compliance Reports. If staged operation is proposed, or operation is commenced of part of the SSI, the Compliance Monitoring and Reporting Program must be implemented for the relevant period of each stage or part of the SSI.

EMMs review undertaken as part of this audit has identified that the reporting program is being implemented, as per requirements.

The CMRP and completed compliance reports are publicly available on the website (<https://www.rms.nsw.gov.au/projects/newcastle-inner-city-bypass/project-documents.html>).

No-non-compliances were identified.

3.7.4 Community Communication Strategy

In accordance with Schedule 2, Part B Conditions B1 to B5, Transport has prepared a Community Communication Strategy (CCS) October 2019. The procedure as outlined by SSI 6888, requires the following by the proponent:

B1 A Community Communication Strategy must be prepared to provide mechanisms to facilitate communication between the Proponent, the ER, relevant public authorities and the community (including adjoining affected landowners and occupiers, and others directly impacted by the SSI), during the design and works associated with the SSI and for a minimum period of 12 months following the completion of construction of the SSI;

B2. The Community Communication Strategy must:

- (a) identify people and organisations to be consulted during the design and work phases;
- (b) set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the SSI including use of construction hoardings to provide information regarding construction. The information to be distributed must include information regarding current site construction activities, schedules and milestones at each construction site;
- (c) identify opportunities and make provision for the community to visit construction sites (taking into consideration workplace, health and safety requirements);
- (d) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant communities; and
- (e) set out procedures and mechanisms:
 - i) through which the community can discuss or provide feedback to the Proponent;
 - ii) through which the Proponent will respond to enquiries or feedback from the community; and
 - iii) to resolve any issues or disputes that may arise in relation to construction of the SSI, including disputes regarding rectification or compensation.

B3 The Community Communication Strategy must be submitted to the Planning Secretary for approval no later than one month before the commencement of any work;

B4 Work for the purposes of the SSI must not commence until the Community Communication Strategy has been approved by the Planning Secretary; and

B5. The Community Communication Strategy, as approved by the Planning Secretary, must be implemented for the duration of works and for a period of 12 months following the completion of construction.

The approved plan is made publicly available on website (<https://www.rms.nsw.gov.au/projects/newcastle-inner-city-bypass/project-documents.html>).

EMMs review of the available documentation regarding community consultation identified that this condition was compliant at the time of the audit.

3.7.5 Complaints Management System

In accordance with Schedule 2, Part B Conditions B6 to B12, Transport has prepared a Complaints Management System. The procedure as outlined by SSI 6888, requires the following:

B6. 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 of 12 months following completion of the SSI.

B7. The following 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 SSI;
- (b) a postal address to which written complaints and enquires may be sent;
- (c) an email address to which electronic complaints and enquiries may be transmitted; and
- (d) a mediation system for complaints unable to be resolved (including access to an independent mediation process and mediator).

This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level. The Complaints Management System must be provided to the Planning Secretary prior to any work commencing.

B8. The telephone number, postal address and email address required under Condition B7 of this approval must be published in a newspaper circulating in the relevant local area and advertised on site hoardings at each construction site, before the commencement of any work and published in the same way before the commencement of operation. This information must also be provided on the website required under Condition B13 of this approval.

B9. A Complaints Register must be maintained recording information on all complaints received about the SSI during the carrying out of any work and for a minimum period of 12 months following the completion of construction. The Complaints Register must record the:

- (a) number of complaints received;
- (b) number of people affected in relation to a complaint; and
- (c) means by which the complaint was addressed and whether resolution was reached, with or without mediation.

B10. The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request, and made available to the ER on a daily basis.

B11. The independent mediation process required under Condition B7(d) must detail how members of the public, who are not satisfied by the Proponent's response to a complaint, has the ability to have the Proponent's response reviewed.

Any application made under the independent mediation process for a review of a complaint must be responded to within 28 days of the request being made or within other specified timeframe agreed with the member of the public.

B12. The independent mediation process required under Condition B7(d) must:

- (a) Review any unresolved disputes if the procedures and mechanisms under Condition B2(e)(iii) do not satisfactorily address complaints; and
- (b) Make recommendations to the Proponent to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes.

EMMs review of the available documentation regarding complaints management identified that this condition was compliant at the time of the audit.

3.7.6 Construction Flora and Fauna Management Plan

Compliance with the Construction Flora and Fauna Management Plan (CFFMP) was assessed for the stage of the project being undertaken at the time of the audit. The Construction Flora and Fauna Management Plan outlines that no threatened species or ecological communities or weeds of national significance under the Biosecurity Act 2015 are recorded in the vicinity of the Shared Path Bridge project location.

One Endangered Ecological Community (EEC) listed under the BC Act (Lower Hunter Spotted Gum – Ironbark Forest in the Sydney Basin Bioregion) is located to the west of the SPB footprint (as shown on 'Figure 2- Plant Community Types within the Vicinity SPB Project'). This area has been nominated as a 'No-Go' zone.

No non-compliances were identified, with seven flora and fauna conditions classed as not triggered that relate to the main works area (Stage 4).

3.7.7 Unexpected Heritage Finds and Human Remains Procedure

In accordance with Schedule 2, Part E Conditions E14 to E16, RMS has prepared an Unexpected Heritage Finds and Human Remains Procedure, August 2019. The procedure as outlined by SSI 6888, requires the following by the proponent:

E14. An Unexpected Heritage Finds and Human Remains Procedure must be prepared to manage unexpected Aboriginal and non-Aboriginal heritage finds in accordance with any guidelines and standards prepared by the Heritage Council of NSW and OEH.

E15. The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced heritage specialist in consultation with OEH and the Heritage Council of NSW (or its delegate) and submitted to the Planning Secretary for information no later than one (1) month before the commencement of any work.

E16. The Unexpected Heritage Finds and Human Remains Procedure, as submitted to the Planning Secretary, must be implemented for the duration of work.

Note: Human remains that are found unexpectedly during works are under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.

In accordance with the prescribed conditions, the Proponent has prepared and implemented the procedure. No unexpected heritage items identified to the date of the audit.

3.7.8 Construction Noise and Vibration Management Plan

The Proponent has prepared and implemented a Construction Noise and Vibration Management Plan (Daracon, November 2019). In accordance with Schedule 2, Part E, Condition E25, the Proponent contracted GHD in 2019, to conduct a noise survey assessment, which included sensitive receivers within a radius of approximately 600m of the SPB works. No evidence was sighted of highly intensive works undertaken to date.

In accordance with Schedule 2, part E, Condition E33, the Proponent has conducted noise monitoring as required through the project. Project works have been timetabled to date for works outside of sensitive times for community and Jesmond Church.

In accordance with Condition E34 and E35, works completed to date have been in accordance with approved and implemented the OOHW Protocol, an updated version of which was approved in September 2020.

OOHW applications / approvals were provided to EMM for review and found that OOHW applications had been approved by DPIE and the ER as required. Out of hours works were completed in accordance with condition E27, E28 or the out of hours protocol prepared in accordance with Condition E31.

DPIE approved the following OOHW applications during this audit period:

- Application #009 – DPIE approved 6/4/2020
- Application #010 – DPIE approved 13/5/2020
- Application #013 – DPIE approved 30/9/2020

All subsequent OOHW applications #014 to #019 were approved by the ER in accordance with Revision 7 of the OOHW protocol approved by DPIE on 29 September 2020.

Additionally, it is noted that no blasting has occurred to date.

i Out-of-Hours Work Protocol

In accordance with Schedule 2, Part E, Conditions E27 to E31, Transport has prepared an Out of Hours Work Protocol- Works not subject to an EPL, November 2019, updated September 2020. The procedure is required by Conditions E27 to E31 of SSI 6888.

All applications to date were sighted and evidence of approval from DPIE and/or the ER has been obtained where required. The procedure and notifications are made publicly available on the project website.

3.7.9 Unexpected Contaminated Land and Asbestos Finds Procedure

In accordance with Part E, Condition E59 and E60, Transport has prepared an Unexpected Contaminated Land and Asbestos Finds Procedure dated August 2019. The procedure as outlined by SSI 6888, requires the following:

- E58: An Unexpected Contaminated Land and Asbestos Finds Procedure must be prepared before the commencement of work and must be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during work; and
- E60: The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented for the duration of work.

The DPIE approved procedure is publicly available on the website (<https://www.rms.nsw.gov.au/projects/newcastle-inner-city-bypass/rankin-park-to-jesmond.html>).

The procedure had not been triggered by activities undertaken onsite at Stage 2 SPB for the audit term.

3.7.10 Construction Traffic and Transport Management Sub-Plan

In accordance with Part E, Condition E62 to E70, Transport has prepared a Construction Traffic and Transport Management Sub-plan. dated November 2019.

Traffic has been managed via the Construction Traffic and Transport Management Plan Sub-Plan under CEMPP, which has been approved by DPIE and the ER in consultation with City of Newcastle Council. Based on a review of available information, the project appears to have adhered to the requirements of the plan during construction.

3.7.11 Other matters

a Building Condition Survey

Compliance against building condition survey consent requirements was assessed in the previous audit, as the building condition surveys were completed prior to the commencement of construction. A record of affected residences, inspections and refusals have been retained by Transport.

b Soils and Contaminated sites

In accordance with Schedule 2, Part E, Condition E58, the Proponent has outlined in the relevant documents, that no known areas of soil contamination have been identified for Stage 2.

Based on the site inspection, no Erosion and Sediment Controls (ESC) were required, as no disturbed ground was sighted and the site revegetation works had been completed.

c Waste Management

Waste management is undertaken across the site by a range of subcontractor, including Suresearch, Remondis, EPS, SCE Recycling and SWMC. Quarterly compliance reports from Daracon were sighted during audit. Transport of VENM under a S143 was evident through documentation. The destination of the materials was 'Hunter Central Coast Development Corporation (HCCDC) site'. Other waste materials were documented as being transported to Summerhill waste management facility as required. No issues were identified with current waste management practices at the site and the conditions of approval (E81 to E84) were considered to be compliant at the time of the audit.

4 Recommendations

4.1 Compliance performance

This IEA has found that the Stage 2 construction activities at SPB are being completed generally in compliance with the SSI approval and approved plans. No non-compliances were identified during the audit.

4.2 Opportunities for improvement

As the Stage 2 SPB works are complete, no opportunities for improvement were identified during the audit.

5 Conclusion

The project is considered to be currently operating in accordance with the approval conditions, management plan requirements, licenses and permits.

EMM would like to thank the assistance of Transport for NSW staff and for the open and prompt provision of information requested to finalise this audit.

6 References

Daracon 2019, Air Quality Management Plan, Shared Path Bridge over Newcastle Road, Jesmond November 2019

Daracon 2019 Ancillary Facility Establishment Management Plan, November 2019

Daracon 2019, Construction Environmental Management Process Plan (CEMPP), Shared Path Bridge over Newcastle Road, Jesmond November 2019

Daracon 2019, Construction Flood Risk Management Plan, Shared Path Bridge over Newcastle Road, Jesmond November 2019

Daracon 2019, Construction Flora and Fauna Management Plan, Shared Path Bridge over Newcastle Road, Jesmond November 2019;

Daracon 2019, Construction Noise and Vibration Management Plan, Shared Path Bridge over Newcastle Road, Jesmond November 2019;

Daracon 2019, Construction Traffic Management- Sub Plan, Shared Path Bridge over Newcastle Road, Jesmond November 2019;

Daracon 2020, Soil and Water Management Plan, Shared Path Bridge over Newcastle Road, Jesmond January 2020

Roads and Maritime 2019, Community Communication Strategy, Newcastle Inner City Bypass – Rankin Park to Jesmond October 2019

Roads and Maritime 2019, Complaints Management System, Newcastle Inner City Bypass – Rankin Park to Jesmond July 2019

Roads and Maritime 2019, Compliance Monitoring and Reporting Program, Newcastle Inner City Bypass – Rankin Park to Jesmond July 2019;

Roads and Maritime 2019, Independent Audit Program, Newcastle Inner City Bypass – Rankin Park to Jesmond July 2019;

Roads and Maritime 2019, Out of Hours Work Protocol – Works not subject to an EPL, Newcastle Inner City Bypass – Rankin Park to Jesmond November 2019 and September 2020 Revised version;

Roads and Maritime 2019, Staging Report, Newcastle Inner City Bypass- Rankin Park to Jesmond August 2019;

Roads and Maritime 2019, Unexpected Contaminated Land and Asbestos Finds Procedure, Newcastle Inner City Bypass – Rankin Park to Jesmond July 2019;

Roads and Maritime 2019, Unexpected Heritage Finds and Human Remains Procedure, Newcastle Inner City Bypass – Rankin Park to Jesmond July 2019;

TfNSW, Compliance Monitoring Report May 2020, Newcastle Inner City Bypass – Rankin Park to Jesmond May 2020;

TfNSW, Compliance Monitoring Report May - October 2020, Newcastle Inner City Bypass – Rankin Park to Jesmond October 2020;

- Correspondence
 - ER monthly Reports April 2020 to March 2021;
 - Emergency works notifications to DPIE and EPA 16 February 2021
 - DPIE letter to Transport for NSW (29/09/20) regarding approval of OOHW Protocol updated version
- Agreements:
 - Daracon letter to Residents, re: Shared Path Bridge over Newcastle Road, Jesmond, Out of Hours Agreement, dated 19/11/2019
 - Daracon letter to Residents, Record of Discussion, Shared Path Bridge over Newcastle Road, dated 16/1/2020
 - Example of RMS Property Access Agreement Form (2019)
- Surveys/boundary evidence:
 - RMS Figure Newcastle Inner City Bypass - RP2J - Bridge 7 and Landscaping Design Drawings Summary, Issue 5, dated 26/2/2019
 - RMS, Street View Images
 - Site inspections
 - ER Monthly Reports
- Complaints documentation:
 - Excerpt from consultation manager for complaints during audit period
- Waste information:
 - Quarterly Daracon Compliance Reports
- Other reports:
 - OOHW Applications / approvals 009 – 019 - April 2020 to January 2021;



Appendix A

Audit Checklist



RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
PART A - ADMINISTRATIVE CONDITIONS					
GENERAL					
A1	The SSI must be carried out in accordance with the terms of this approval and the description of the SSI in the <i>Newcastle Inner City Bypass – Rankin Park to Jesmond Environmental impact statement (RMS, 2016)</i> (the EIS) and the <i>Submissions and Preferred Infrastructure Report Newcastle Inner City Bypass Rankin Park to Jesmond (RMS, 2018)</i> (the SPIR).	Yes	EIS (RMS 2016); Compliance Monitoring and Reporting Program (RMS, August 2019); construction Compliance reports; monthly ER Reports Incident reports to DPIE and responses - water discharge 15 July 2020 water discharge 25-27 July 2020	Compliance reports and ER reports completed as required. ER reports did not identify any material harm impact relating to activities onsite. No material harm incidents. Water related incidents found to have negligible impact. Reported and sent through DPIE portal in accordance with DPIE requirements. Also reported via ER reports.	Compliant
A2	The SSI must be carried out in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures as identified in the documents listed in Condition A1 unless otherwise specified in, or required under, this approval.	Yes	EIS (RMS 2016); Compliance Monitoring and Reporting Program (RMS, August 2019); construction Compliance reports; monthly ER Reports Incident reports to DPIE and responses - water discharge 15 July 2020 water discharge 25-27 July 2020	As above.	Compliant
A3	In the event of an inconsistency between the documents listed in Condition A1 , or any other document required under this approval, and a term of this approval, the term of this approval prevails to the extent of the inconsistency. 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.	Yes	EIS (RMS 2016); Construction Environmental Management Process Plan (CEMPP) Rev 2 (Daracon, November 2019); SSI 6888;	No material inconsistencies were sighted. The CEMPP has been developed and reviewed with SPIR and EIS	Compliant

RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
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 SSI; (b) any document or correspondence in relation to the SSI; (c) any notification given to the Planning Secretary under the terms of this approval; (d) any audit of the construction or operation of the SSI; (e) the terms of this approval and compliance with the terms of this approval (including anything required to be done under this approval); (f) the carrying out of any additional monitoring or mitigation measures; and (g) in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.	Yes	Approval of OOHW applications for the period March 2020 to December 2020 (Applications 009-019) approved by DPIE / ER	Written directions from DPIE / ER have been reviewed and appear to have been followed based on available documentation	Compliant
A5	Where the terms of this approval require a document or monitoring program to be prepared or a review to be undertaken in consultation with identified parties, evidence of the consultation undertaken must be submitted to the Planning Secretary with the document. The evidence must include: (a) documentation of the engagement with the party identified in the condition of approval that has occurred before submitting the document for approval; (b) a log of the dates of engagement or attempted engagement with the identified party and a summary of the issues raised by them; (c) documentation of the follow-up with the identified party where engagement has not occurred to confirm that they do not wish to engage or have not attempted to engage after repeated invitations; (d) outline of the issues raised by the identified party and how they have been addressed; and (e) a description of the outstanding issues raised by the identified party and the reasons why they have not been addressed.	Yes	Newcastle City Council email to RMS, Rankin Park to Jesmond Shared Path Bridge - CEMPP, dated 27/6/2019; Geolink email to RMS, RP2J Shared Path Bridge - CEMPP, dated 26/11/2019; CEMPP Document Register- Shared Path Bridge over Newcastle Road (MR82), Jesmond; Shared Path Bridge over Newcastle Road, Jesmond, Construction Traffic Management SubPlan- Figure 1: Key Features of the SPB Project (Daracon, November 2019)	Newcastle City Council (dated 27/6/2019)CC responded with no comment on the plans. No further management plans or updates to CEMP undertaken during Audit period (March 2020-April 2021)	Compliant
A6	This approval lapses five (5) years after the date on which it is granted unless works are physically commenced on or before that date.	Yes	Infrastructure approval Section 5.19 of the Environmental Planning & Assessment Act 1979, dated 15/2/2019	Approval granted 15/2/2019 Construction of Bridge 7 commenced 14/10/2019, Stage 2 construction completed prior to inspection February 2021	Compliant
A7	References in the terms of this approval to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, standards or policies in the form they are in as at the date of this approval.	Yes	Construction Environmental Management Process Plan (CEMPP) Rev 2 (Daracon, November 2019); EIS (RMS 2016); Compliance Monitoring and Reporting Program (RMS, August 2019); Pre-Construction Report V2 (September 2019); and SPIR (GHD and RMS, April 2018)	Noted	Compliant
A8	Any document that must be submitted within a timeframe specified in or under the conditions of this approval may be submitted within a later timeframe agreed with the Planning Secretary. This condition does not apply to the immediate written notification required in respect of an incident under Condition A37 .	Yes	Compliance Monitoring and Reporting Program (RMS, August 2019); Construction Compliance Reports	Evidence of compliance sighted for construction compliance documents endorsed	Compliant

RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
SHARED PATH BRIDGE OVER NEWCASTLE ROAD (BRIDGE 7)					
A9	Construction of Bridge 7 and its associated components is not subject to Part C and Part D of this approval, however it is subject to: (a) preparation of a Construction Environmental Management Process (Plan) and an Environmental Work Method Statement (EWMS), in consultation with relevant public authorities and Newcastle City Council, and approved by the ER under Condition A26(d) . The Plan must detail how the performance outcomes, commitments, mitigation and monitoring measures specified in the documents listed in Condition A1 will be implemented and achieved during construction; and (b) implementation of the approved Construction Environmental Management Process (Plan) and Environmental Work Method Statement (EWMS).	Yes	Newcastle City Council email to RMS, Rankin Park to Jesmond Shared Path Bridge - CEMPP, dated 27/6/2019; and Gealink email to RMS, RP2J Shared Path Bridge - CEMPP, dated 26/11/2019;	Evidence of prepared and reviewed CEMPP in consultation with Newcastle City Council (NCC). NCC reviewed the plan and had no comments in email correspondence dated 27/6/2019. EWMS sighted as Appendix 16 in approved CEMPP. No updates to CEMPP during audit period	Compliant
STAGING					
A10	The SSI 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 may be) must be prepared and submitted to the Planning Secretary for information. The Staging Report must be submitted to the Planning Secretary no later than one month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one month before the commencement of operation of the first of the proposed stages of operation).	Yes	Staging Report (RMS, August 2019) RMS letter to DPIE 'Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Submission of Staging Report -A10 dated 12/8/2019	Staging Report - V2 sighted and evidence of submission to DPIE during previous audit period. No updates during audit period (March 2020-April 2021)	Compliant
A11	The Staging Report must: (a) If staged construction is proposed, set out how the construction of the whole of the SSI 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; (b) If staged operation is proposed, set out how the operation of the whole of the SSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant); (c) Specify how compliance with conditions will be achieved across and between each of the stages of the SSI; and (d) Set out mechanisms for managing any cumulative impacts arising from the proposed staging.	Yes	Staging Report (RMS, August 2019); RMS letter to DPIE 'Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Submission of Staging Report -A10 dated 12/8/2020; Gealink email correspondence to RMS, SPB Ancillary Facility Establishment Management Plan, dated 12/11/2019	Staging Report (RMS, August 2019); RMS letter to DPIE 'Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Submission of Staging Report -A10 dated 12/8/2020; Gealink email correspondence to RMS, SPB Ancillary Facility Establishment Management Plan, dated 12/11/2020 ER sign-off of Staging report sighted No updates during audit period (March 2020-April 2021)	Compliant

RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
A12	The construction and/or operation of the SSI must be carried out in accordance with the Staging Report, as submitted to the Planning Secretary.	Yes	Staging Report (RMS) RMS letter to DPIE 'Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Submission of Staging Report -A10 dated 12/8/2021	construction of Stage 2 appears to be completed in accordance with staging report	Compliant
A13	Where staging is proposed, the terms of this approval that apply or are relevant to the work to be carried out in a specific stage, must be complied with at the relevant time for that stage.	Yes	Staging Report (RMS) RMS letter to DPIE 'Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Submission of Staging Report -A10 dated 12/8/2022	No material inconsistencies found with requirement	Compliant
ANCILLARY FACILITIES					
Ancillary facilities					
A14	Ancillary facilities that are not identified 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 a sensitive receiver (including where an access road is between the facility and the receiver), 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), and threatened species, populations or ecological communities beyond the impacts approved under the terms of this approval; and (d) the establishment and use of the facility can be carried out and managed within the outcomes set out in the terms of this approval, including in relation to environmental, social and economic impacts.	No	N/A	No additional facilities for construction in Stage 1 or 2.	Not triggered
ANCILLARY FACILITY ESTABLISHMENT WORKS					
Ancillary Facility Establishment Management Plan					
A15	Before the establishment of any construction ancillary facilities (excluding minor construction ancillary facilities determined by the ER to have minimal environmental impact and those established under Condition A19), the Proponent must prepare an Ancillary Facility Establishment Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of construction ancillary facilities. The Ancillary Facility Establishment Management Plan must be prepared in consultation with the Newcastle City Council and relevant public authorities. The Ancillary Facility Establishment Management Plan must be submitted to the Planning Secretary for approval one (1) month before the establishment of any construction ancillary facilities. The Ancillary Facility Establishment Management Plan must detail the management of construction ancillary facilities and include: (a) a description of activities to be undertaken during establishment of the construction ancillary facility (including scheduling and duration of works to be undertaken at the site); (b) figures illustrating the proposed operational site layout, including access roads; (c) a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment works; (d) details of how the site establishment activities described in subsection (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 consistent with the requirements of Condition C10 . Nothing in this condition prevents the Proponent from preparing individual Ancillary Facility Establishment Management Plans for each construction ancillary facility.	Yes	Ancillary Facility Establishment Management Plan (Daracon, November 2019) RMS email to Geolink RE: SPB Ancillary Facility Establishment Management Plan dated 12/11/2019	Ancillary Facility Establishment Management Plan (AFEMP) sighted and approved under CEMPP. a) Section 5 (AFEMP); b) Appendix 1, 2 and 3; c) GRA, Environmental Risk Assessment, Section 6 IPMP; d) Section 2.2 and 8; e) CNVMP and Compound D, E and stockpiling areas. no updates during Audit term (March 2020-April 2021)	Compliant
A16	The requirements of Condition A15 in relation to Bridge 7 may be addressed by the documents required under Condition A9 .	Yes	RMS email to Geolink RE: SPB Ancillary Facility Establishment Management Plan dated 12/11/2019	As described in Condition A9, evidence of preparation and implementation of CEMPP in consultation with Newcastle City Council (NCC) and ER approval of AFEMP. no updates during Audit term (March 2020-April 2021)	Compliant
Use of Construction Ancillary Facilities					

RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
A17	The use of a construction ancillary facility must not commence until the CEMP required by Condition C1, relevant CEMP Sub-plans required by Condition C4 and relevant Construction Monitoring Programs required by Condition C9 have been approved by the Planning Secretary. This condition does not apply to a construction ancillary facility determined by the ER to have minimal environmental impact and those established under Condition A19.	No	N/A	N/A	Not triggered
A18	The requirements of Condition A17 in relation to Bridge 7 may be addressed by the documents required under Condition A9.	Yes	Staging Report (RMS, August 2019); RMS letter to DPIE 'Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Submission of Staging Report -A10 dated 12/8/2019; and RMS email to Geolink RE: SPB Ancillary Facility Establishment Management Plan dated 12/11/2019	CEMPP reviewed and endorsed by ER dated 16/8/2019 no updates during Audit term (March 2020-April 2021)	Compliant
Minor Construction Ancillary Facilities					
A19	Lunch sheds, office sheds, portable toilet facilities, materials storage, parking and the like, that are not identified as a construction ancillary facility in the documents listed in Condition A1, can be established where they satisfy the following criteria: (a) are located within the construction boundary; and (b) have been assessed by the ER to have - (i) minimal amenity impact to surrounding residences and businesses, after consideration of matters such as compliance with the Interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts, and (ii) 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.	No	N/A	No additional facilities	Not triggered
Boundary screening					
A20	Boundary screening must be erected around all ancillary facilities that are adjacent to sensitive receivers, for the duration of works associated with the SSI, unless otherwise agreed with affected residents, business operators or landowners (including Newcastle City Council where it is the landowner).	Yes	Site inspection	construction completed prior to site inspection for audit 2 and site boundary screening had been removed prior inspection	Not triggered
A21	Boundary screening required under Condition A20 of this approval must reduce visual, noise and air quality impacts on adjacent sensitive receivers.	Yes	Site inspection	construction completed prior to site inspection for audit 2 and site boundary screening had been removed prior inspection	Not triggered

RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
ENVIRONMENT REPRESENTATIVE					
A22	Works must not commence until an ER has been approved by the Planning Secretary and engaged by the Proponent.	Yes	DPIE letter to RMS, Newcastle Inner City Bypass (SSI 6888) - Approval of Environmental Representatives, under condition A23, dated 14/5/2019	Planning Secretary approval provided on 14.5.19. Pre-construction works commenced October 2019.	Compliant
A23	The Planning Secretary's approval of an ER must be sought no later than one month before the commencement of works.	Yes	DPIE letter to RMS, Newcastle Inner City Bypass (SSI 6888) - Approval of Environmental Representatives, under condition A23, dated 14/5/2019	Planning Secretary approval provided on 14.5.19. Pre-construction works commenced October 2019. Approval was sought five months prior.	Compliant
A24	The proposed ER must be a suitably qualified and experienced person who was not involved in the preparation of the documents listed in Condition A1 , and independent of the design and construction personnel for the SSI and those involved in the delivery of it. <i>Note: Skills and qualifications may include higher education qualifications (generally provided by universities and by other higher education institutions such as Technical and Further Education institutes and Registered Training Organisations) in either science, environmental engineering, environmental management or an equivalent field and including knowledge and experience in noise and vibration assessment and management.</i>	Yes	DPIE letter to RMS, Newcastle Inner City Bypass (SSI 6888) - Approval of Environmental Representatives, under condition A23, dated 14/5/2019	Planning Secretary approval provided on 14.5.19 and stated the nominated ERs (Simon Williams and Duncan Thomson) are appropriately qualified, experienced and independent of the project, as required under this condition.	Compliant
A25	The Proponent may engage more than one ER for the SSI, 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 SSI.	No	N/A	No additional ER. Simon Williams was approved as ER and Duncan Thomson, as an alternate ER for the project.	Not triggered
A26	For the duration of works and 12 months after the commencement of operation, 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 SSI; (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 impacts to the environment and to the community; (d) review documents identified in Conditions C1, C4 and C9 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 C1, C4 and C9 to ensure implementation is being carried out in accordance with the document and the terms of this approval; (f) as may be requested by the Planning Secretary, help plan, attend or undertake audits of the SSI commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A35 of this approval; (g) as may be requested by the Planning Secretary, assist the Department in the resolution of community complaints; (h) assess the impacts of minor ancillary facilities comprising lunch sheds, office sheds and portable toilet facilities as required by Condition A19 of this approval; (i) undertake the functions as required under the terms of this approval; (j) consider any minor amendments to be made to the CEMP, CEMP Sub-plans and monitoring programs that comprise updating or are of an administrative nature and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and 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 Environmental Representative Monthly Report must be submitted within seven days following the end of each month for the duration of the ER's engagement for the SSI.	Yes	Geolink Newcastle Inner City Bypass Rankin park to Jesmond, Environmental Representative Monthly Report, March 2020 -Jan 2021 OOHW Applications and approvals 009-019	Evidence of ER undertaking site visits , review and approval of OOHW documents and provision of Monthly Reports generally in accordance with the DPIE protocol.	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
A27	<p>The Proponent must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in Condition A26 (including preparation of the ER monthly report), as well as:</p> <p>(a) the complaints register (to be provided on a daily basis); and (b) a copy of any assessment carried out by the Proponent to determine whether proposed work is consistent with the approval (which must be provided to the ER before the commencement of the subject work).</p>	Yes	SPB Compliant Register	Complaints register was sighted, ER receives complaints via complaints management system access	Compliant
A28	<p>The Planning Secretary may at any time commission an audit of an ER's exercise of its functions under Condition A26. The Proponent must:</p> <p>(a) facilitate and assist the Planning Secretary in any such audit; and (b) make it a term of their engagement of an ER that the ER facilitate and assist the Planning Secretary in any such audit.</p>	Yes	N/A	No audits commissioned during audit period.	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
COMPLIANCE MONITORING AND REPORTING PROGRAM					
A29	No later than four (4) weeks before the commencement of any work, a Compliance Monitoring and Reporting Program prepared in accordance with the Compliance Reporting - Post Approval Requirements (DPE, 2018) must be endorsed by the ER and submitted to the Planning Secretary for information.	Yes	RMS email to Geolink, RE: RP2J Review of Compliance Documents required prior to works/construction dated 8/8/2019; RMS email to DPIE, Submission of RMS NCIB document as per approval condition A29- Compliance Monitoring and Reporting Program dated 13/8/2019; RP2J A29 - Compliance Monitoring and Reporting Program Rev 2 dated August 2019; and RMS Cover letter to DPIE, Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Submission of Compliance Monitoring and Reporting Program - A29 dated 12/8/2019	Evidence of ER endorsement and DPIE submission.	Compliant
A30	Compliance Reports of the SSI must be prepared and carried out in accordance with the <i>Compliance Reporting - Post Approval Requirements</i> (DPE 2018). The Department must be notified of the commencement dates of construction and operation of the SSI in the pre-construction and pre-operational compliance reports.	Yes	RP2J Pre-Construction Compliance Report V3 RP2J May 2020 Construction Compliance Report RP2J October 2020 Construction Compliance Report	construction compliance reports reviewed and approved	Compliant
A31	The compliance report must provide details of any review of, and minor amendments made to, the CEMP (which must be approved by the ER), resulting from construction carried out during the reporting period.	No	RP2J Pre-Construction Compliance Report V4	This condition refers to CEMP, A CEMPP has been prepared for Bridge 7 see A9. no updates have been completed to the originally approved CEMP since the commencement of construction.	Not triggered
A32	The Proponent must make each compliance report publicly available and notify the Department in writing when this has been done.	Yes	RP2J Pre-Construction Compliance Report RP2J May 2020 Construction Compliance Report RP2J October 2020 Construction Compliance Report	PCCR and CCRs have been uploaded to website.	Compliant
A33	The Compliance Monitoring and Reporting Program in the form required under Condition A29 of this approval must be implemented for the duration of works and for a minimum of one (1) year following commencement of operation, or for a longer period as determined by the Planning Secretary based on the outcomes of independent audits, Environmental Representative Reports and regular compliance reviews submitted through Compliance Reports . If staged operation is proposed, or operation is commenced of part of the SSI, the Compliance Monitoring and Reporting Program must be implemented for the relevant period of each stage or part of the SSI.	No	RMS email to Geolink, RE: Resubmission of RMS NICB RP2J document for your review and approval - Pre-Construction Compliance Report rev 2 dated 4/10/2019; DPIE email to RMS, NICB RP2J Stage 2 Pre CCR- amend, dated 20/11/2019; Letter from DPIE to RMS, Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Stage 2 Pre-Construction Compliance Report (24 October 2019)	Operation has not yet commenced	Not triggered

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
AUDITING					
A34	No later than four (4) weeks before the date notified for the commencement of construction (in the pre-construction compliance report), an Independent Audit Program prepared in accordance with the <i>Independent Audit - Post Approval Requirements</i> (DPE 2018) must be submitted to the Planning Secretary.	Yes	Independent Audit Program (RMS 2019); RMS letter to DPIE, Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Submission of Independent Audit Program dated 12/8/2019	RMS prepared an IAP and submitted to DPIE four weeks before the date notified for the commencement of construction.	Compliant
A35	Independent Audits of the development must be carried out in accordance with: (a) the Independent Audit Program submitted to the Department under Condition A34 of this approval; and (b) the requirements for an Independent Audit Methodology and Independent Audit Report in the <i>Independent Audit - Post Approval Requirements</i> (DPE 2018).	Yes	As above	This Audit and previous audit (EMM May 2020)	Compliant
A36	In accordance with the specific requirements in the Independent Audit Requirements (DPE 2018), the Proponent must: (a) review and respond to each Independent Audit Report prepared under Condition A35 of this approval; (b) submit the response to the Department; and (c) make each Independent Audit Report and response to it publicly available and notify the Department in writing when this has been done.	Yes	Independent Audit Program (RMS 2019); RMS letter to DPIE, Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Submission of Independent Audit Program dated 12/8/2019 June 2020 Independent Audit Report Response (TfNSW June 2020)	1st construction Audit for Stage 2 was submitted and responded to in accordance with DPIE requirements	Compliant
INCIDENT NOTIFICATION AND REPORTING					
A37	The Planning Secretary must be notified in writing to compliance@planning.nsw.gov.au immediately after the Proponent becomes aware of an incident. The notification must identify the SSI (including the application number and the name of the SSI if it has one), and set out the date, location and nature of the incident.	Yes	incident notifications for incidents that occurred on the following dates: -9 and 12 June 2020 -15 July 2020 -25 and 27 July 2020 A summary of the incidents is provided in section 3.4 of Compliance report 2.	There were no incidents on the Project during the reporting period that were considered by TfNSW to have met the definition of an incident within the approval instrument (refer to Table 1 Material harm – involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial). However, at the request of the DPIE Compliance Unit representative, three events were reported formally through the requirements set out in CoA A37 and A38. All events related to overcriteria rain events where erosion and sediment controls were either overtopped or compromised by surface water flows exceeding the design capacity of the controls. These were classified as reportable events under TfNSW Incident Classification and Reporting Procedure.	Compliant
A38	Subsequent notification must be given, and reports submitted in accordance with the requirements set out in Appendix A of this approval.	Yes	NCIB RP2J Project meeting – February 2020	Incidents reported in accordance with the details of this condition, via the DPIE incident reporting portal online.	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
PART B - COMMUNITY INFORMATION AND REPORTING					
COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT					
Communication Strategy					
B1	A Community Communication Strategy must be prepared to provide mechanisms to facilitate communication between the Proponent, the ER, relevant public authorities and the community (including adjoining affected landowners and occupiers, and others directly impacted by the SSI), during the design and works associated with the SSI and for a minimum period of 12 months following the completion of construction of the SSI.	Yes	Community Communication Strategy (CCS) (RMS 2019); DPIE letter to RMS, Approval of Community Communication Strategy: condition B3 of the Newcastle Inner City Bypass (SSI 6888) dated 26/9/2019; and RMS email to Geolink, RP2J Review of Compliance Documents required prior to works/construction, dated 13/8/2019	DPIE approval of CCS	Compliant
B2	The Community Communication Strategy must: (a) identify people and organisations to be consulted during the design and work phases; (b) set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the SSI including use of construction hoardings to provide information regarding construction. The information to be distributed must include information regarding current site construction activities, schedules and milestones at each construction site; (c) identify opportunities and make provision for the community to visit construction sites (taking into consideration workplace, health and safety requirements); (d) provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant communities; and (e) set out procedures and mechanisms: (i) through which the community can discuss or provide feedback to the Proponent; (ii) through which the Proponent will respond to enquiries or feedback from the community; and (iii) to resolve any issues or disputes that may arise in relation to construction of the SSI, including disputes regarding rectification or compensation.	Yes	Community Communication Strategy (RMS, October 2019); DPIE letter to RMS, Approval of Community Communication Strategy: condition B3 of the Newcastle Inner City Bypass (SSI 6888) dated 26/9/2019; and RMS email to Geolink, RP2J Review of Compliance Documents required prior to works/construction, dated 13/8/2019	The CCS was submitted to DPIE and was reviewed in August 2019. DPIE made the following comments on the CCS: - the CCS is updated to include mechanisms for resolving any disputes that may arise from the community regarding construction. The updated CCS was required to be resubmitted for information by 14 October 2019, prior to the commencement of construction. DPIE approved the final document on 26/9/2019 as per Condition B1. The updated CCS was resubmitted and is made publically available on website (https://www.rms.nsw.gov.au/projects/newcastle-inner-city-bypass/project-documents.html)	Compliant
B3	The Community Communication Strategy must be submitted to the Planning Secretary for approval no later than one month before commencement of any work.	Yes	As above	No material inconsistencies were found	Compliant
B4	Work for the purposes of the SSI must not commence until the Community Communication Strategy has been approved by the Planning Secretary.	Yes	As above	DPIE approval dated September. Works commenced October 2019.	Compliant
B5	The Community Communication Strategy , as approved by the Planning Secretary, must be implemented for the duration of the works and for a period of 12 months following the completion of construction.	Yes	As above	An overview of community activities completed includes: •11 community notifications were distributed related to out of hours work. Direct consultation and notification was also provided to heavily impacted community members. •Regular three month look ahead notifications were distributed. •2 community notifications were distributed related to disruptive day work. •Major consultation and communication was carried out for the Newcastle Road closure in October to enable the main bridge lift. This included consultation with emergency services, OSOM industry, sporting bodies, City of Newcastle and the local community. •A project update with updated designs was published online in July 2020. A postcard advising the community of the publication was distributed to the community.	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
COMPLAINTS MANAGEMENT SYSTEM					
B6	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 of 12 months following completion of the SSI.	Yes	Complaints Management System (CMS) (RMS, July 2019);	Sighted evidence of Complaints Management System (CMS) prepared and implemented July 2019. Works commenced October 2019. evidence of complaints management sighted	Compliant
B7	The following 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 SSI; (b) a postal address to which written complaints and enquiries 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 (including access to an independent mediation process and mediator). This information must be accessible to all in the community regardless of age, ethnicity, disability or literacy level. The Complaints Management System must be provided to the Planning Secretary prior to any work commencing.	Yes	Complaints Management System (CMS) (RMS, July 2019);	CMS demonstrates the following: a) Toll-free 24 hour/7 days a week community information line - 1800 818 433; b) A postal address outlined for RP2J project; c) email address - rp2j.community@arecongroup.com; d) Section 2.4.1 Evidence of submission to DPIE dated 1/7/2019 and evidence of complaints management sighted	Compliant
B8	The telephone number, postal address and email address required under Condition B7 of this approval must be published in a newspaper circulating in the relevant local area and advertised on site hoardings at each construction site, before the commencement of any works and published in the same way before the commencement of operation. This information must also be provided on the website required under Condition B13 of this approval.	Yes	Complaints Management System (CMS) (RMS, July 2019);	Telephone and email addresses established 2015. Newspaper advertisement occurred prior to 16th September 2019.	Compliant
B9	A Complaints Register must be maintained recording information on all complaints received about the SSI during the carrying out of any work and for a minimum period of 12 months following the completion of construction. The Complaints Register must record the: (a) number of complaints received; (b) number of people affected in relation to a complaint; and (c) means by which the complaint was addressed and whether resolution was reached, with or without mediation.	Yes	SPB Complaints Register (RMS, 2019)	Complaints Register sighted which outlines the number of complaints , name, date, stakeholder comments, response, action taken and if further action is required.	Compliant
B10	The Complaints Register must be provided to the Planning Secretary upon request, within the timeframe stated in the request, and made available to the ER on a daily basis.	Yes	SPB Complaints Register (RMS, 2019); RMS email correspondence RMS, RP2J Review of Compliance Documents required prior to works/construction, dated 13/8/2019	Email dated 13/8/2019 provides evidence Complaints Register was provided and reviewed by ER.	Compliant
B11	The independent mediation process required under Condition B7(d) must detail how members of the public, who are not satisfied by the Proponent's response to a complaint, has the ability to have the Proponent's response reviewed. Any application made under the independent mediation process for a review of a community complaint must be responded to within 28 days of the request being made or other specified timeframe agreed with the member of the public.	Yes	Complaints Management System (CMS) (RMS, July 2019);	Section 2.4.1 of CMS (July 2019) outlines how mediation will be carried out. Section 2.4 outlines that if failure to come to a satisfactory resolution of complaint, a response will be provided to the complainant in writing within five business days. If deemed further advice, it will be escalated to the RMS Project Manager for further advice. no mediation required	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
B12	The independent mediation process required under Condition B7(d) must: (a) Review any unresolved disputes if the procedures and mechanisms under Condition B2(e)(iii) do not satisfactorily address complaints; and (b) Make recommendations to the Proponent to satisfactorily address complaints, resolve disputes or mitigate against the occurrence of future complaints or disputes.	Yes	Complaints Management System (CMS) (RMS, July 2019);	The CMS adequately addresses a complaints management system, including facilities for receiving complaints, a register, reporting and escalation. no mediation required	Compliant
PROVISION OF ELECTRONIC INFORMATION					
B13	A website providing information in relation to the SSI must be established before commencement of works and maintained for the duration of work, and for a minimum of 24 months following the completion of construction of the SSI. Up-to-date information (excluding confidential, private, commercial information, or other documents as agreed to by the Planning Secretary) must be published before the relevant works commencing and maintained on the website or dedicated pages including: (a) information on the current implementation status of the SSI; (b) a copy of the documents listed in Condition A1 and Condition A2 of this approval, and any documentation relating to any modifications made to the SSI 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 SSI; (e) a current copy of each document required under the terms of this approval, which must be published before the commencement of any work to which they relate or before their implementation, as the case may be; and (f) a copy of the compliance reports required under Conditions A30 and independent audit reports under Condition A36 of this approval.	Yes	https://www.rms.nsw.gov.au/projects/newcastle-inner-city-bypass/project-documents.html	All post approval and other project documents as per requirements are made publicly available on website (https://www.rms.nsw.gov.au/projects/newcastle-inner-city-bypass/project-documents.html).	Compliant
PART C - CONSTRUCTION ENVIRONMENTAL MANAGEMENT					
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN					
C1	A Construction Environmental Management Plan (CEMP) must be prepared to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in Condition A1 will be implemented and achieved during construction.	No	N/A	Condition does not apply to Stage 2 construction	Not triggered
C2	The CEMP must provide: (a) a description of activities to be undertaken during construction (including the scheduling of construction); (b) details of environmental policies, guidelines and principles to be followed in the construction of the SSI; (c) a program for ongoing analysis of the key environmental risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of construction of the SSI; (d) details of how the activities described in subsection (a) of this condition will be carried out to: (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; (e) an inspection program detailing the activities to be inspected and frequency of inspections; (f) a protocol for managing and reporting any: (i) incidents; and (ii) non-compliances with this approval or statutory requirements; (g) procedures for rectifying any non-compliance with this approval identified during compliance reporting and auditing, incident management or at any time during construction; (h) a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C4 . Where staged construction of the SSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction; (i) a description of the roles and environmental responsibilities for relevant employees and their relationship with the ER; (j) for training and induction for employees, including contractors and sub-contractors, in relation to environmental and compliance obligations under the terms of this approval; and (k) for periodic review and update of the CEMP and all associated plans and programs.	No	N/A	See above	Not triggered
C3	The CEMP must be endorsed by the ER and then submitted to the Planning Secretary for approval no later than one month before the commencement of construction.	No	N/A	See above	Not triggered

RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)																								
C4	<p>The following CEMP Sub-plans must be prepared in consultation with the relevant public authorities identified for each CEMP Sub-plan:</p> <table border="1"> <caption>Table 3. CEMP Sub-plan and relevant public authorities</caption> <thead> <tr> <th></th> <th>Required CEMP Sub-plan</th> <th>Relevant public authorities to be consulted for each CEMP Sub-plan</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Traffic and transport</td> <td>Newcastle City Council and Health Administration Corporation</td> </tr> <tr> <td>(b)</td> <td>Noise and vibration</td> <td>Newcastle City Council and Health Administration Corporation</td> </tr> <tr> <td>(c)</td> <td>Flora and Fauna</td> <td>DPI Fisheries and Newcastle City Council</td> </tr> <tr> <td>(d)</td> <td>Air quality</td> <td>Newcastle City Council and Health Administration Corporation</td> </tr> <tr> <td>(e)</td> <td>Soil and water</td> <td>Newcastle City Council, DPI Fisheries, DoI Water,</td> </tr> <tr> <td>(f)</td> <td>Aboriginal cultural heritage</td> <td>OEH and Registered Aboriginal Parties</td> </tr> <tr> <td>(g)</td> <td>Flood management</td> <td>Newcastle City Council</td> </tr> </tbody> </table>		Required CEMP Sub-plan	Relevant public authorities to be consulted for each CEMP Sub-plan	(a)	Traffic and transport	Newcastle City Council and Health Administration Corporation	(b)	Noise and vibration	Newcastle City Council and Health Administration Corporation	(c)	Flora and Fauna	DPI Fisheries and Newcastle City Council	(d)	Air quality	Newcastle City Council and Health Administration Corporation	(e)	Soil and water	Newcastle City Council, DPI Fisheries, DoI Water,	(f)	Aboriginal cultural heritage	OEH and Registered Aboriginal Parties	(g)	Flood management	Newcastle City Council	No	N/A	See above	Not triggered
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C5	<p>The CEMP Sub-plans must state how:</p> <p>(a) the environmental performance outcomes identified in the documents listed in Condition A1 and terms of this approval will be achieved;</p> <p>(b) the mitigation measures identified in the documents listed in Condition A1 and terms of this approval will be implemented;</p> <p>(c) the relevant terms of this approval will be complied with; and</p> <p>(d) issues requiring management during construction, as identified through ongoing environmental risk analysis, will be managed</p>	No	N/A	See above	Not triggered																								
C6	<p>The CEMP Sub-plans must be developed in consultation with the relevant public authorities specified in Table 3. Details of all information requested by an authority to be included in a CEMP Sub-plan as a result of consultation, including copies of all correspondence from those authorities, must be provided with the relevant CEMP Sub-Plan.</p>	No	N/A	See above	Not triggered																								
C7	<p>Any of the CEMP Sub-plans may be submitted along with, or subsequent to, the submission of the CEMP but in any event, no later than one (1) month before construction for approval by the Planning Secretary.</p>	No	N/A	See above	Not triggered																								
C8	<p>Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Planning Secretary, or otherwise agreed by the Planning Secretary. 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 construction of the SSI is staged, construction of a stage must not commence until the CEMP and sub-plans for that stage have been approved by the Planning Secretary.</p>	No	N/A	See above	Not triggered																								

RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)															
CONSTRUCTION MONITORING PROGRAMS																				
C9	<p>The following Construction Monitoring Programs must be prepared in consultation with the relevant public authorities identified for each to compare actual performance of construction of the SSI against the performance predicted in the in the documents listed in Condition A1 or in the CEMP:</p> <p>Table 4: Construction Monitoring and relevant public authorities</p> <table border="1"> <thead> <tr> <th></th> <th>Required Construction Monitoring Programs</th> <th>Relevant public authorities to be consulted for each Construction Monitoring Program</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Surface and Ground Water Quality</td> <td>DPI Fisheries, Dol Water and Newcastle City Council</td> </tr> <tr> <td>(b)</td> <td>Air Quality</td> <td>Newcastle City Council and Health Administration Corporation</td> </tr> <tr> <td>(c)</td> <td>Noise and vibration</td> <td>Newcastle City Council and Health Administration Corporation</td> </tr> <tr> <td>(e)</td> <td>Flora and fauna</td> <td>DPI Fisheries and Newcas le City Council</td> </tr> </tbody> </table>		Required Construction Monitoring Programs	Relevant public authorities to be consulted for each Construction Monitoring Program	(a)	Surface and Ground Water Quality	DPI Fisheries, Dol Water and Newcastle City Council	(b)	Air Quality	Newcastle City Council and Health Administration Corporation	(c)	Noise and vibration	Newcastle City Council and Health Administration Corporation	(e)	Flora and fauna	DPI Fisheries and Newcas le City Council	No	N/A	Condition does not apply to Stage 2 construction	Not triggered
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C10	<p>Each Construction Monitoring Program must provide:</p> <p>(a) details of baseline data available; (b) details of baseline data to be obtained and when; (c) the parameters of the project to be monitored; (d) the frequency of monitoring to be undertaken; (e) the location of monitoring; (f) the reporting of monitoring results; (g) procedures to identify and implement additional or alternative mitigation measures where results of monitoring are unsatisfactory; and (h) any consultation to be undertaken in relation to the monitoring programs.</p>	No	N/A	See above	Not triggered															
C11	<p>The Construction Monitoring Programs must be developed in consultation with the relevant public authorities specified in Table 4. Where an authority's request(s) has not been included in the Monitoring Program, the Proponent must provide justification to the Planning Secretary as to why it was not included. Details of all information requested by an authority including copies of all correspondence from those authorities, must be provided with the relevant Construction Monitoring Program.</p>	No	N/A	See above	Not triggered															
C12	<p>The Construction Monitoring Programs must be endorsed by the ER and then submitted to the Planning Secretary for approval at least one (1) month before the commencement of construction.</p>	No	N/A	See above	Not triggered															
C13	<p>Construction must not commence until the Planning Secretary has approved, or as otherwise agreed by the Planning Secretary, all the required Construction Monitoring Programs, and all relevant baseline data for the specific construction activity has been collected.</p>	No	N/A	See above	Not triggered															
C14	<p>The Construction Monitoring Programs, as approved by the Planning Secretary including any minor amendments approved by the ER must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Planning Secretary, whichever is the greater.</p>	No	N/A	See above	Not triggered															

RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
C15	The results of the Construction Monitoring Programs must be submitted to the Planning Secretary, and relevant public authorities for information, in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program . Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan .	No	N/A	See above	Not triggered
PART D - OPERATIONAL ENVIRONMENTAL MANAGEMENT					
OPERATIONAL ENVIRONMENTAL MANAGEMENT					
D1	An Operational Environmental Management Plan (OEMP) must be prepared to detail how the performance outcomes, commitments and mitigation measures made in the documents listed in Condition A1 and the terms of this approval will be implemented and achieved during operation. This condition (Condition D1) does not apply if Condition D2 of this approval applies.	No	N/A	Condition does not apply to Stage 2 construction	Not triggered
D2	An OEMP is not required for the SSI 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; and (c) procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation.	No	N/A	See above	Not triggered
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 prior to the commencement of operation.	No	N/A	See above	Not triggered
D4	The OEMP or EMS or equivalent as agreed to the Planning Secretary and amended from time to time, must be implemented for the duration of operation and the OEMP or EMS must be made publicly available before the commencement of operation.	No	N/A	See above	Not triggered
PART E - KEY ISSUE CONDITIONS					
AIR QUALITY					
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 from work associated with the SSI.	Yes	Site inspection complaints register ER monthly reports	No visible dust sighted during site inspection. Construction complete. Based on review of complaints data and ER reports, dust management acceptable	Compliant
BIODIVERSITY					
E2	Any work associated with the SSI must limit the clearing of native vegetation to the greatest extent practicable.	Yes	Construction Flora and Fauna Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, November 2019); Figure: City of Newcastle, HW23 Newcastle Inner City Bypass RP2J- Early Works, Shared Path Bridge, Site Tree Clearing Plan, Sheet No. RD-0501, Issue A dated 13/9/2019; SPIR	Section 6.2.1 and 7.1 (Figure 5 - SPB Tree Retention and Clearing Plan 1 and Figure 6- SPB Tree Retention and Clearing Plan 2) no additional clearing required above that approved for Stage 2 of the project	Compliant
E3	Impacts to plant community types must not exceed those identified in the SPIR.	Yes	Construction Flora and Fauna Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, November 2019); Figure: City of Newcastle, HW23 Newcastle Inner City Bypass RP2J- Early Works, Shared Path Bridge, Site Tree Clearing Plan, Sheet No. RD-0501, Issue A dated 13/9/2019	Section 6 of CFFMP and review of site clearance during site inspection. no additional clearing required above that approved for Stage 2 of the project	Compliant

RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)																														
E4	<p>The Biodiversity Offset Strategy (BOS) detailed in the SPIR must be implemented. The credits specified in the BOS and detailed in Table 5 must be secured within 12 months of the commencement of construction, or as otherwise agreed to the Planning Secretary. The credits must be retired within 12 months of the securing the credits, or in a time frame agreed to by the Planning Secretary.</p> <p>Table 5: Biodiversity Credits to be Retired</p> <table border="1"> <thead> <tr> <th>Credit Type</th> <th>EPBC Act equivalent EEC or habitat of EPBC Act listed threatened species</th> <th>Number of Credits</th> </tr> </thead> <tbody> <tr> <td colspan="3"><i>Ecosystem Credits</i></td> </tr> <tr> <td>HU833 (PCT 1619) – Smooth-barked Apple – Red Bloodwood – Brown Stringybark – Hairpin Banksia heathy open forest of coastal lowlands</td> <td>Grey-headed Flying-fox (foraging habitat)</td> <td>1,182</td> </tr> <tr> <td>HU782 (PCT 1569) – Blackbutt – Turpentine – Sydney Blue Gum mesic tall open forest on ranges of the Central Coast</td> <td>Grey-headed Flying-fox (foraging habitat)</td> <td>337</td> </tr> <tr> <td>HU806 (PCT 1592) – Spotted Gum – Red Ironbark – Grey Gum shrub – grass open forest on the Lower Hunter</td> <td>Grey-headed Flying-fox (foraging habitat)</td> <td>399</td> </tr> <tr> <td>HU804 (PCT 1590) – Spotted Gum – Broad-leaved Mahogany – Red Ironbark shrubby open forest*</td> <td>Grey-headed Flying-fox (foraging habitat)</td> <td>1,098</td> </tr> <tr> <td>HU841 (PCT 1627) – Smooth-barked Apple – Turpentine – Sydney Peppermint heathy woodland on sandstone ranges of the Central Coast</td> <td>Grey-headed Flying-fox (foraging habitat)</td> <td>228</td> </tr> <tr> <td>Total ecosystem credits required for offsetting</td> <td></td> <td>3,244</td> </tr> <tr> <td colspan="3"><i>Species Credits</i></td> </tr> <tr> <td>Black-eyed Susan</td> <td></td> <td>12,690</td> </tr> </tbody> </table>	Credit Type	EPBC Act equivalent EEC or habitat of EPBC Act listed threatened species	Number of Credits	<i>Ecosystem Credits</i>			HU833 (PCT 1619) – Smooth-barked Apple – Red Bloodwood – Brown Stringybark – Hairpin Banksia heathy open forest of coastal lowlands	Grey-headed Flying-fox (foraging habitat)	1,182	HU782 (PCT 1569) – Blackbutt – Turpentine – Sydney Blue Gum mesic tall open forest on ranges of the Central Coast	Grey-headed Flying-fox (foraging habitat)	337	HU806 (PCT 1592) – Spotted Gum – Red Ironbark – Grey Gum shrub – grass open forest on the Lower Hunter	Grey-headed Flying-fox (foraging habitat)	399	HU804 (PCT 1590) – Spotted Gum – Broad-leaved Mahogany – Red Ironbark shrubby open forest*	Grey-headed Flying-fox (foraging habitat)	1,098	HU841 (PCT 1627) – Smooth-barked Apple – Turpentine – Sydney Peppermint heathy woodland on sandstone ranges of the Central Coast	Grey-headed Flying-fox (foraging habitat)	228	Total ecosystem credits required for offsetting		3,244	<i>Species Credits</i>			Black-eyed Susan		12,690	Yes	N/A	Does not apply to Stage 2 construction.	Not Triggered.
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E5	The Proponent must submit to the Planning Secretary a copy of the Credit Retirement Report issued by the OEH once the offsets are secured, within one month of receiving the report.	No	N/A	N/A	Not triggered																														
E6	Plant community types that provide habitat for impacted EPBC Act threatened species must be retired in a manner that achieves "like-for-like" habitat for the species.	No	N/A	N/A	Not triggered																														
E7	<p>The offsetting of biodiversity impacts must be carried out in accordance with the <i>NSW Biodiversity Offsets Policy for Major Projects</i> (OEH, 2014) and can be achieved by:</p> <p>(a) acquiring and retiring "biodiversity credits" within the meaning of the <i>Biodiversity Conservation Act 2016</i>; and/or (b) making payments to an offset fund developed by the NSW Government; and/or (c) providing supplementary measures.</p> <p><i>Notes:</i></p> <p>1. Following repeal of the <i>Threatened Species Conservation Act 1995</i> on 25 August 2017, "biodiversity credits" created under that Act are taken to be "biodiversity credits" under the <i>Biodiversity Conservation Act 2016</i> by virtue of clause 19 of the <i>Biodiversity Conservation (Savings and Transitional) Regulation 2017</i>.</p> <p>2. Any residual impact on EPBC Act listed threatened species and ecological communities must be offset in accordance with an offset process endorsed by the DoEE.</p>	No	N/A	N/A	Not triggered																														

RP2J Compliance Table - NSW Conditions of Approval

CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
E8	<p>Prior to work that impacts native vegetation the Proponent must consult with local community, landcare groups and relevant public authorities to determine if there is an interest for the reuse of suitable timber and root balls in habitat enhancement and rehabilitation work. Timber and root balls must be retained from the project where there is a demonstrated demand for their reuse.</p>	Yes	<p>DPIE email to RMS, Submission of RMS NCIB document as per approval condition E8- Reuse of tree root balls for Stage 1 and Stage 2 works, dated 14/10/2019; and RMS letter to DPIE, Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Condition of Approval E8- Reuse of timber and root balls (Stage 1 and Stage 2 work) dated 12/9/2019</p>	<p>Email from DPIE dated 14/10/2019 advised RMS of the following: 1. Stage 1: Low Impact Work. Given the amount and nature of clearing is unknown it is challenging to form an opinion on this package of work. This uncertainty could be addressed during RMSs assessment of the low impact works and the ERs subsequent consideration of this work to ensure this condition is addressed. However, I note that if RMS assessment shows that heritage items or threatened species/ecological communities may be affected or potentially affected by the low impact works, the works will need to be assessed to determine if the work is construction, in consultation with OEH/EES and the Department will need to approve the works; 2. Stage 2: Bridge 7 Early Work. On the basis of the proposed construction methodology, there will be no root balls available and therefore consultation would not be necessary. Community consultation has not been undertaken regarding this condition as per DPIE consultation above.</p>	Compliant
E9	<p>The construction of the SSI must demonstrate how: (a) EPBC Act listed threatened species and ecological communities are protected; (b) noxious weeds are managed; and (c) contamination by pathogens, non-indigenous regenerative plant material and seeds can be prevented by the movement of all tools, vehicles, machinery and personnel. Note: These additional requirements must be addressed in the Flora and Fauna Management Sub-plan required under Table 3(c)</p>	Yes	<p>CEMPP (Daracon, November 2019); and Construction Flora and Fauna Management Plan (Daracon, November 2019)</p>	<p>The SPB Construction Flora and Fauna Management Plan outlines that no threatened species or ecological communities are recorded in the vicinity of the SPB project location. One Endangered Ecological Community (EEC) listed under the BC Act (Lower Hunter Spotted Gum – Ironbark Forest in the Sydney Basin Bioregion) is located to the west of the SPB footprint (as shown on 'Figure 2- Plant Community Types within the Vicinity SPB Project'). This area has been nominated as a 'No-Go' zone. No weeds of national significance under the Biosecurity Act were identified in the vicinity of the SPB. Section 6.2.5 describes the invasion and spread of pathogens and disease. Protocols for preventing or minimising the spread of noxious and environmental weeds will be developed and implemented in accordance with the Roads and Maritime Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (Guide 6: Weed Management) (RTA, 2011). Protocols for preventing the introduction and/or spread of disease-causing agents such as bacteria and fungi will be developed and implemented in accordance with the Roads and Maritime Biodiversity Guidelines: Protecting and managing biodiversity on RTA projects (Guide 7: Pathogen Management) (RTA, 2011).</p>	Compliant

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Pre-clearing Surveys					
E10	Before the removal of any vegetation, or the demolition of structure identified as potential roosting sites for microbats commences, pre-clearing/demolition inspections for the threatened species must be undertaken. The inspections, and any subsequent relocation of fauna and associated management/offset measures, must be undertaken under the guidance of a suitably qualified and experienced ecologist. Survey and relocation methodologies must be incorporated into the Construction Flora and Fauna Management Sub-plan required under Condition C4 and the documents required under Condition A9 in relation to Bridge 7 .	No	CEMPP (Daracon, November, 2019)	Stage 2 Construction does not affect any potential roosting sites for microbats. CEMPP and Flora and Fauna Management Plan include unexpected fauna finds and handling processes.	Not Triggered
E11	The SSI must be designed to retain as many trees as possible in Jesmond Park. Where trees are to be removed and those trees are not required to be offset under Condition E4 , the proponent must provide a net increase in the number of replacement trees. Replacement trees must be planted within an on public land within 500 metres of the SSI boundary. Replacement tree planting may be undertaken beyond 500 metres on public land within the Newcastle City Council area if planting within 500 metres of the SSI boundary is not practicable. The location of the replacement tree plantings must be determined in consultation with Newcastle City Council, and undertaken prior to the commencement of operation.	Yes	Figure: City of Newcastle, HW23 Newcastle Inner City Bypass RP2J- Early Works, Shared Path Bridge, Site Tree Clearing Plan, Sheet No. RD-0501, Issue A dated 13/9/2020	A Landscaping plan has been reviewed by CoN and identifies the location of replacement tree plantings. Only one tree was removed as part of the shared path bridge early works package. Replacement trees for this removal was included as part of the revegetation for the shared path bridge. As the clearing boundary in Jesmond park for the main works is still being determined, replacement tree planting for the remainder of the project is yet to be determined.	Compliant
FLOODING					
E12	Measures to manage pre-existing flood characteristics must be incorporated into the detailed design of the SSI, following consultation with directly affected landowners, NSW State Emergency Service (SES) and Newcastle City Council.	No	n/a	Pre-existing flood characteristics are unchanged by Stage 2 works completed.	Not Triggered
E13	Flood information including flood reports, models and geographic information system outputs, and works 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 Newcastle City Council, OEH and the SES in order to assist in preparing relevant documents and to reflect changes in flood behaviour as a result of the SSI. The Newcastle City Council, OEH and the SES must be notified in writing no later than one month following the completion of construction that the information is available. Information requested by the Newcastle City Council, OEH or the SES must be provided no later than six months following the completion of construction or within another timeframe agreed with the Newcastle City Council, OEH and the SES.	No	n/a	Pre-existing flood characteristics are unchanged by Stage 2 works. Any revised flood data / mapping will be provided to relevant agencies when main works trigger this requirement.	Not Triggered

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HERITAGE					
E14	An Unexpected Heritage Finds and Human Remains Procedure must be prepared to manage unexpected Aboriginal and Non-aboriginal heritage finds in accordance with any guidelines and standards prepared by the Heritage Council of NSW and OEH.	Yes	Unexpected Heritage Items- Heritage procedure 02 (November 2015)	An Unexpected Heritage Finds and Human Remains Procedure has been developed in general accordance with the agency guidelines and standards. Reviewed and endorsed by OEH and NSW Heritage Council.	Compliant
E15	The Unexpected Heritage Finds and Human Remains Procedure must be prepared by a suitably qualified and experienced heritage specialist in consultation with OEH and the Heritage Council of NSW (or its delegate) and submitted to the Planning Secretary for information no later than one (1) month before the commencement of any work.	Yes	RMS letter to OEH, Newcastle Inner City Bypass- Rankin Park to Jesmond (SSI 6888) Approval condition E15 - Unexpected Heritage Finds and Human Remains Procedure, dated 19/7/2019; Roads and Maritime Unexpected Heritage Items – Heritage Procedure 02 (November 2015); RMS letter to DPIE, Newcastle Inner City Bypass- Rankin Park to Jesmond (SSI 6888) Approval condition E15 - Unexpected Heritage Finds and Human Remains Procedure, dated 23/9/2019; RMS email to NSW Heritage Council, Request to comment on Roads and Maritime Services project procedure - SSI Project 6888; DPIE email to RMS, Rankin park to Jesmond - Unexpected Heritage Finds and Human Remains Procedure, dated 9/8/2019; Geolink email to RMS, RP2J Review of Compliance Documents required prior to works/construction, dated 8/8/2019	The Unexpected Heritage Items- Heritage procedure 02 (November 2015) reviewed and endorsed by OEH and NSW Heritage Council. Evidence of ' Unexpected Heritage Finds and Human Remains Procedure', RMS submission to DPIE dated August 2019. Works commenced October 2019.	Compliant
E16	The Unexpected Heritage Finds and Human Remains Procedure , as submitted to the Planning Secretary, must be implemented for the duration of work. <i>Note: Human remains that are found unexpectedly during works are under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.</i>	Yes	N/A	No heritage finds identified to date.	Compliant
Aboriginal Cultural Heritage					
E17	The surface salvage of sites RP2J AFT3, RP2J AFT 4, RP2J IF 1 and RP2J IF 2, and the subsurface salvage of RP2J AFT3, must be undertaken in accordance with the salvage methodology described in the <i>SPIR, Appendix H - Technical Paper 10 – Aboriginal Cultural Heritage Assessment Report, April 2018</i> .	No	N/A	Not relevant to Stage 2 area	Not triggered
E18	The management of any salvaged Aboriginal objects must be undertaken in accordance with the documents identified in Condition A1 and in consultation with the Registered Aboriginal Parties.	No	N/A	Not relevant to Stage 2 area	Not triggered
E19	Following completion of salvage of Aboriginal objects (Conditions E17), the Proponent must prepare a Cultural Heritage Salvage Report which includes details of any archival recording, further archaeological 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 OEH.	No	N/A	Not relevant to Stage 2 area	Not triggered
E20	The Cultural Heritage Salvage Report must be submitted to the Planning Secretary, OEH, Newcastle City Council and RAPs, where relevant, for information no later than 12 months after the completion of the salvage work referred to in Condition E17 .	No	N/A	Not relevant to Stage 2 area	Not triggered

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Non-Aboriginal Cultural Heritage					
E21	Before any direct impact on the Hollywood shanty town site and the Wallsend Plattsburg tramway, the Proponent must engage a suitably qualified archaeologist whose experience complies with the <i>Heritage Council of NSW's Criteria for Assessment of Excavation Directors</i> (July, 2011) (referred to as the Excavation Director) to oversee and advise on matters associated with historic archaeology and to prepare an Historical Archaeological Research Design and Excavation Methodology generally consistent with the documents listed in Condition A1 .	No	N/A	Stage 1 geotechnical investigation works developed to avoid known non- aboriginal cultural heritage sites at this time. Suitable contractor has been selected and engagement is progressing Stage 3 works not yet commenced and documentation not yet completed	Not triggered
E22	The investigation and salvage of the Hollywood shanty town site and the Wallsend Plattsburg tramway heritage items must be undertaken in accordance with the Historical Archaeological Research Design and Excavation Methodology . The Proponent must submit the Historical Archaeological Research Design and Excavation Methodology to the Newcastle City Council (or its delegate) for review and comment prior to finalisation. The Historical Archaeological Research Design and Excavation Methodology must: (a) be consistent with the documents listed in Condition A1 and <i>NSW Heritage Council's Archaeological Assessments Guideline (1996)</i> or as updated; (b) provide for the detailed analysis of any heritage items discovered during the investigations; (c) include management options for discovered heritage items, whether known or unexpected finds (including options for avoidance, salvage, relocation and display); (d) for unexpected finds that are determined to be relics, set out the assessment process that will determine an appropriate archaeological response to managing their significance; (e) include procedures for notifying the Planning Secretary and Newcastle City Council of any relic findings; and (f) if the findings of the investigations are significant, provide for the preparation and implementation of a Heritage Interpretation Plan , as required under Condition E24 .	No	N/A	Stage 1 geotechnical investigation works developed to avoid known non- aboriginal cultural heritage sites at this time. Suitable contractor has been selected and engagement is progressing Stage 3 works not yet commenced and documentation not yet completed	Not triggered
E23	The Proponent must prepare an Archaeological Excavation Report containing the findings of any excavations, including artefact analysis and the identification of a final repository of any finds. The report must be submitted to the Planning Secretary within 12 months of completing all archaeological investigations. The Archaeological Excavation Report must also be submitted to Newcastle City Council, the local library and the local Historical Society.	No	N/A	Stage 1 geotechnical investigation works developed to avoid known non- aboriginal cultural heritage sites at this time. Suitable contractor has been selected and engagement is progressing Stage 3 works not yet commenced and documentation not yet completed	Not triggered
E24	The Proponent must prepare a Heritage Interpretation Plan which identifies and interprets the key heritage values and stories of heritage items and heritage conservation areas impacted by the SSI. The Heritage Interpretation Plan must include, but not be limited to: (a) a discussion of the key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to, Hollywood shanty town site and the Wallsend Plattsburg tramway in Jesmond Park; and (b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the SSI. The Heritage Interpretation Plan must be prepared in consultation with the Newcastle City Council. A copy of the Plan must be provided to the Planning Secretary, Newcastle City Council, the local library and the local Historical Society, before operation of the SSI commences.	No	N/A	Stage 1 geotechnical investigation works developed to avoid known non- aboriginal cultural heritage sites at this time. Suitable contractor has been selected and engagement is progressing Stage 3 works not yet commenced and documentation not yet completed	Not triggered
NOISE AND VIBRATION					
Land Use Survey					
E25	A detailed land use survey must be undertaken to confirm sensitive receivers and land uses (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 works which generate audible construction or operational noise, or do not meet safe working buffer distances for vibration or ground-borne noise in that area. With the exception of works associated with Bridge 7, the results of the survey must be included in the Noise and Vibration CEMP Sub-plan .	Yes	CEMPP (Daracon, November 2019); and Construction Noise and Vibration Management Plan (Daracon, November 2019)	GHD conducted a noise assessment in 2019, which included receivers within a radius of approximately 600m of the SPB works, totally 733 potential receivers. (Figure 3- 'Noise and Vibration sensitive receivers and noise monitoring locations'). A summary of these results are provided in Table 8- 'Summary of Background and Ambient Noise Levels (DBA). Stage 2 CEMPP and CNVMP includes details of Stage 2 receivers and provided for appropriate mitigation	Compliant
Construction Hours					
E26	Work must only be undertaken during the following construction hours: (a) 7:00am to 6:00pm Mondays to Fridays, inclusive; (b) 8:00am to 5:00pm Saturdays; and (c) at no time on Sundays or public holidays,	Yes	CEMPP (Daracon, November 2019); Out of Hours Work Protocol- Works not subject to an EPL, Newcastle Inner City Bypass- Rankin Park to Jesmond (RMS, November 2019)	Out of Hours Protocol sighted and DPIE approval dated 21/11/2019. All notifications sighted and evidence of approval from DPIE obtained and uploaded to website.	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
	Variation to Works Hours				
E27	<p>Notwithstanding Conditions E26 and E30 work may be undertaken outside the hours specified, in the following circumstances:</p> <p>(a) for the delivery of materials where required by the NSW Police Force or other authority for safety reasons; or (b) where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or (c) where different construction hours are permitted or required under an EPL in force in respect of the SSI; or (d) work approved under an Out-of-Hours Work Protocol or Out Of Hours Works Management Process or equivalent (for work not subject to an EPL), under Condition E31; or (e) work that causes:</p> <p>(i) no more than 5 db(A) above the rating background level at any residence in accordance with the <i>Interim Construction Noise Guideline</i> (DECC, 2009), and (ii) no more than the 'Noise affected' noise management levels specified in Table 3 of the <i>Interim Construction Noise Guideline</i> (DECC, 2009) at other sensitive land uses, and (iii) continuous or impulsive vibration values, measured at the most affected residence are no more than the maximum values for human exposure to vibration, specified in Table 2.2 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006), and (iv) intermittent vibration values measured at the most affected residence are no more than the maximum values for human exposure to vibration, specified in Table 2.4 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006).</p> <p><i>Note: Section 5.24(1)(e) of the EP&A Act requires that an EPL be substantially consistent with this approval.</i></p>	Yes	<p>CEMPP (Daracon, November 2019); Construction Noise and Vibration Management Plan (Daracon, November 2019); Out of Hours Work Protocol- Works not subject to an EPL, Newcastle Inner City Bypass- Rankin Park to Jesmond (RMS, November 2019)</p>	<p>Out of hours works were completed in accordance with condition E27, E28 or the out of hours protocol prepared in accordance with Condition E31. DPIE approved the following OOHW applications during 2020: •Application #004 – DPIE approved 21/1/2020 (Previous auditing period) •Application #005 – DPIE approved 6/2/2020 (Previous auditing period) •Application #006 – DPIE approved 5/2/2020 (Previous auditing period) •Application #007 – DPIE approved 28/02/2020 (Previous auditing period) •Application #008 – DPIE approved 16/03/2020 •Application #009 – DPIE approved 6/4/2020 •Application #010 – DPIE approved 13/5/2020 •Application #013 – DPIE approved 30/9/2020 All subsequent OOHW applications (14-19) were approved by the ER in accordance with Revision 7 of the OOHW protocol - approved on 29 September 2020. All OOHW applications and approvals are available on the project webpage</p>	Compliant
E28	<p>On becoming aware of the need for emergency work in accordance with Condition E27(b), the Proponent must notify the ER and the EPA of the reasons for such work. The Proponent must use best endeavours to notify all noise and/or vibration affected sensitive receivers of the likely impact and duration of those works.</p>	Yes	<p>CEMPP (Daracon, November 2019); Construction Noise and Vibration Management Plan (Daracon, November 2019); Out of Hours Work Protocol- Works not subject to an EPL, Newcastle Inner City Bypass- Rankin Park to Jesmond (RMS, November 2019) Correspondence from ER repsonding to notification of emergency works 15/2/21 correspondence notifying EPA of Emergency works event 16 February 2021</p>	<p>There was one 'emergency works' event on 16 February 2021. The work was required to repair the bridge and ramp street lighting. Consultation with the ER and EPA was completed in accordance with Condition E28.</p>	Compliant
E29	<p>In order to undertake out-of-hours work, the Proponent must identify appropriate respite periods for the out-of-hours works in consultation with the community at each affected location on a monthly basis. This consultation must include (but not be limited to) providing the community with:</p> <p>(a) a schedule of likely out-of-hours work for a period of no less than three (3) months in advance; (b) potential work, location and duration; (c) proposed respite periods (d) noise characteristics and likely noise and vibration levels; and (e) likely mitigation and management measures.</p> <p>The outcomes of the community consultation, the identified respite periods and the scheduling of likely out-of-hour work must be provided to the ER, EPA and the Planning Secretary.</p>	Yes	<p>Daracon email to RMS, Jesmond- OOH work schedule, dated 1/11/2019; Letter Distribution Map inc OOHW, Daracon dated 4/11/2019; RMS email to Daracon, 3 month lookahead letter OOHW, dated 4/11/2019; RMS notification, Start of work on shared path bridge at Jesmond from Monday 11 November 2019; RMS OOHW notifications OOHW Applications</p>	<p>Evidence of consultation with community, ER and DPIE. There is no written correspondence available. EPA advised that Stages 1-3 (inclusive) are not scheduled activities and hence EPA are not the appropriate regulatory authority and do not have a role in the review of the OoHW Protocol review/approval. Sighted evidence of 3 month look ahead, with potential work location, duration and potential respite periods. Sighted OOHW applications and duration respite consultation completed for each application.</p>	Compliant
	Highly Noise Intensive Work				
E30	<p>Except as permitted by an EPL, highly noise intensive works exceeding 75dB(A) LAeq(15 minute) noise descriptor at a sensitive receiver must only be undertaken:</p> <p>(a) between 8:00 am to 6:00 pm Monday to Friday; (b) between 8:00 am to 1:00 pm Saturday; and (c) if continuously, then not exceeding three (3) hours, with a minimum respite from those activities and works of not less than one (1) hour.</p> <p>For the purposes of this condition, 'continuous' includes any period during which there is less than one (1) hour between ceasing and recommencing any of the work.</p>	Yes	<p>CEMPP (Daracon, November 2019); Construction Noise and Vibration Management Plan (Daracon, November 2019); Out of Hours Work Protocol- Works not subject to an EPL, Newcastle Inner City Bypass- Rankin Park to Jesmond (RMS, November 2019)</p>	<p>Based on evidence provided - No highly noise intensive works been undertaken at the time of the audit</p>	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
E31	<p>Out-of-Hours Work Protocol – Works not subject to an EPL</p> <p>An Out-of-Hours Work Protocol must be prepared to identify a process for the consideration, management and approval of work which are outside the hours defined in Condition E26, and that are not subject to an EPL. The Protocol must be approved by the Planning Secretary before the commencement of the work. The Protocol must be prepared in consultation with the EPA and the ER. The Protocol must:</p> <p>(a) provide a process for the consideration of out-of-hours work against the relevant noise and vibration criteria, including the determination of low and high-risk activities;</p> <p>(b) provide a process for the identification of mitigation measures for residual impacts, including respite periods in consultation with the community at each affected location, consistent with the requirements of Condition E29;</p> <p>(c) identify procedures to facilitate the coordination of out-of-hours work permitted by an EPL to ensure appropriate respite is provided;</p> <p>(d) undertake a risk analysis that considers the risk of activities, proposed mitigation, management, and coordination, including where:</p> <p>(i) low risk activities can be approved by the ER, and</p> <p>(ii) any other activity approved by the Planning Secretary; and</p> <p>(e) identify Department, EPA and community notification arrangements for approved out of hours work, which maybe detailed in the Communication Strategy.</p> <p>The Out-of-Hours Work Protocol is not required if the Proponent has an existing Out of Hours Work Management Process or equivalent that addresses Condition E31 (a) to (e) and has been approved by the Planning Secretary prior to the commencement of work.</p>	Yes	<p>DPIE letter to RMS, Approval of Out of Hours Protocol: condition E31: Newcastle Inner City Bypass (SSI 6888) dated 21/11/2019 and updated september 2020; and Geolink correspondence to RMS, RP2J Out of Hours Protocol</p>	<p>Protocol was approved by DPIE, and all notifications are made publically available on website. EPA advised that Stages 1-3 (inclusive) are not scheduled activities and hence EPA are not the appropriate regulatory authority and do not have a role in the review of the OoHW Protocol review/approval.</p> <p>Consultation with EPA demonstrated their input to works under E31 are limited to responding to nuisance based community complaints and legislative breaches.</p> <p>An updated OoHW Protocol (Revision 7) was submitted to DPIE on 28 July 20. DPIE approved Revision 7 on 29 September 2020.</p>	Compliant
E32	<p>Utility Coordination and Respite</p> <p>All work undertaken for the delivery of the SSI, including that undertaken by third parties (such as utility relocation), must be coordinated to ensure respite periods are provided. The Proponent must:</p> <p>(a) schedule any work to provide respite to impacted noise sensitive receivers so that the respite is achieved in accordance with Condition E29; or</p> <p>(b) consider the provision of alternative respite or mitigation to impacted noise sensitive receivers; and</p> <p>(c) provide documentary evidence to the ER in support of any decision made by the Proponent in relation to respite or mitigation.</p>	Yes	<p>Out of Hours Work Protocol- Works not subject to an EPL, Newcastle Inner City Bypass- Rankin Park to Jesmond (RMS, November 2019, updated septemebr 2020); Daracon email to RMS, Jesmond- OOH work schedule, dated 1/11/2019; OOHW applications and approvals 009-019</p>	<p>Respite to impacted residents has been considered when scheduling OOHW activities. All OOHW applications were approved by ER or DPIE as required by the protocol.</p> <p>OoHW Protocol and associated applications to DPIE included third party respite co-ordination.</p> <p>The proposed schedule for these works and the implementation of duration respite for OOHW applications 15, 16 and 17 was discussed with impacted receivers whilst completing community consultation for these activities. The benefits of achieving these works under duration respite, effectively expediting the OOHW schedule was explained to impacted residents and was well received.</p>	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
	Noise and Vibration Mitigation				
E33	Noise generating work in the vicinity of sensitive receivers and land uses (including community, religious, educational institutions and noise and vibration-sensitive businesses, medical facilities, and the John Hunter Hospital) resulting in noise levels above the NMLs at critical working areas (such as operating theatres and precision laboratories) must not be timetabled within sensitive periods, unless other reasonable arrangements with the affected receivers are made at no cost to the affected receivers.	Yes	Ausgrid consultation letter to RMS, Interruption to power supply dated 8/1/2020; Daracon letter to Residents, Re: Shared Path Bridge over Newcastle Road, Jesmond, Out of Hours Agreement, dated 19/11/2019; SPB - Monitoring Locations; Noise Monitoring SPB	Works have been timetabled for outside of sensitive times for community and Jesmond Park Uniting Church which is impacted by the works.	Compliant
E34	Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria: (a) construction "Noise affected" noise management levels established using the <i>Interim Construction Noise Guideline</i> (DECC, 2009); (b) vibration criteria established using the <i>Assessing vibration: a technical guideline</i> (DEC, 2006) (for human exposure); (c) <i>Australian Standard AS 2187.2 - 2006 "Explosives - Storage and Use - Use of Explosives"</i> ; (d) BS 7385 Part 2-1993 " <i>Evaluation and measurement for vibration in buildings Part 2</i> " as they are "applicable to Australian conditions"; and (e) The vibration limits set out in the <i>German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures</i> (for structural damage). Any work identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the Noise and Vibration CEMP Sub-plan, including in any Out-of-Hours Work Protocol or Out of Hours Work Management Process or equivalent, required by Condition E31 , and in relation to Bridge 7 the documents required by Condition A9 . <i>Note: The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction Noise Management Level.</i>	Yes	CEMPP (Daracon, November 2019); Out of Hours Work Protocol - Works not subject to an EPL, Newcastle Inner City Bypass- Rankin Park to Jesmond (RMS November 2019 and September 2020);	Works completed in accordance with approved and implemented OOHW protocol	Compliant
E35	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 $LA_{eq(15\text{ minute})}$: 40 dB(A); and (b) night (10:00 pm to 7:00 am) — internal $LA_{eq(15\text{ minute})}$: 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 , or Out of Hours Work Management Process or equivalent, required by Condition E31 , and in relation to Bridge 7 the documents required by Condition A9 .	Yes	CEMPP (Daracon, November 2019); Out of Hours Work Protocol - Works not subject to an EPL, Newcastle Inner City Bypass- Rankin Park to Jesmond (RMS November 2019 and September 2020);	Works completed in accordance with approved and implemented OOHW protocol	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
E36	<p>Landowner(s) and occupier(s) of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before works that generate vibration commences near those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, landowner(s) and occupier(s) must be provided a schedule of potential exceedances on a monthly basis for the duration of the potential exceedances, unless otherwise agreed by the landowner and occupier. These properties must be identified and considered in the Noise and Vibration CEMP Sub-plan, including in any Out-of-Hours Work Protocol or Out of Hours Work Management Process or equivalent, required by Condition E31, and in relation to Bridge 7 the documents required by Condition A9.</p> <p><i>Note: Condition E54 requires Pre-construction Building and Structure Condition Surveys of buildings and structures of risk of damage to be undertaken prior to the commencement of work in the vicinity of the buildings or structures.</i></p>	Yes	<p>Daracon email to RMS, Jesmond- OOH work schedule, dated 1/11/2019; Letter Distribution Map inc OOHW, Daracon dated 4/11/2019; RMS email to Daracon, 3 month lookahead letter OOHW, dated 4/11/2019; RMS notifications and OOHW applications / approvals 009-019</p>	<p>No evidence through notifications that have occurred regarding potential for cosmetic damage from vibration. There have not been any activities on site which have had the risk of exceeding the screening criteria for cosmetic damage. There has therefore not been any requirement to notify under this condition to date.</p> <p>Pavement construction on Coles St and compaction of fill associated with construction of the retaining wall did not trigger this clause.</p>	Compliant
E37	<p>The Proponent must conduct vibration testing 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 monitoring shows that the preferred values for vibration are likely to be exceeded, the Proponent must review the construction methodology and, if necessary, implement additional mitigation measures.</p>	No	<p>CEMPP (Daracon, November 2019); Construction Noise and Vibration Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (RMS, November 2019)</p>	<p>No evidence of heritage items affected to date</p>	Not triggered
Noise Mitigation - Operational Noise Mitigation Measures					
E38	<p>The Proponent must prepare an Operational Noise Mitigation Review (ONMR) to confirm noise mitigation measures that would be implemented for the operation of the SSI. The ONMR must be prepared in consultation with the ER, EPA and Newcastle City Council and must:</p> <p>(a) confirm the operational noise predictions based on the final design of the SSI. The operational noise assessment must be based on an appropriately calibrated noise model (which has incorporated additional noise monitoring, and concurrent traffic counting, where necessary for calibration purposes); (b) review the suitability of the operational noise mitigation measures identified in the documents listed in Condition A1. The review must take into consideration the detailed design of the SSI, with the objective of achieving the noise criteria outlined in the NSW Road Noise Policy (DECCW, 2011); (c) where necessary, investigate and identify additional noise mitigation measures to achieve the noise criteria outlined in the NSW Road Noise Policy (DECCW, 2011) (d) measures to address heavy vehicle compression (engine) braking noise; and (e) procedures for the management of operational noise complaints.</p> <p>The ONMR is to be verified by a suitably qualified and experienced noise and vibration expert and undertaken at the Proponent's expense. The ONMR must be submitted to the Planning Secretary for approval before the implementation of operational noise mitigation measures.</p> <p>The Proponent must implement the identified noise mitigation measures, and following its approval, make the ONMR publicly available and provide a copy to the EPA and Newcastle City Council.</p>	No	N/A	<p>Not triggered Construction phase for Stage 2</p>	Not triggered
E39	<p>Operational noise mitigation measures identified in Condition E38 that will not be physically affected by work must be implemented within six (6) months of the commencement of construction in the vicinity of the impacted receiver(s), to minimise construction noise impacts. These measures must be detailed in the Noise and Vibration CEMP Sub-plan.</p>	No	N/A	<p>Not triggered Construction phase for Stage 2</p>	Not triggered
E40	<p>Where operational noise mitigation measures are not proposed to be implemented in accordance with Condition E39, the Proponent must submit to the Planning Secretary a report providing justification as to why, along with details of temporary measures that would be implemented to reduce construction noise impacts, until such time that the operational noise mitigation measures identified in Condition E38 are implemented. The report must be endorsed by the ER and submitted to the Planning Secretary within six months of construction commencing.</p>	No	N/A	<p>Not triggered Construction phase for Stage 2</p>	Not triggered

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
E41	<p>Within 12 months of the commencement of operation of the SSI, the Proponent must undertake monitoring of operational noise to compare the actual noise performance of the SSI against the noise performance predicted in the review of noise mitigation measures required by Condition E38.</p> <p>The Proponent must prepare an Operational Noise Compliance Report 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 E38;</p> <p>(b) a review of the operational noise levels in terms of criteria and noise goals established in the <i>NSW Road Noise Policy</i> (DECCW, 2011);</p> <p>(c) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which SSI noise levels are ascertained, with specific reference to locations indicative of impacts on receivers;</p> <p>(d) details of any complaints and enquiries received in relation to operational noise generated by the SSI between the date of commencement of operation and the date the report was prepared;</p> <p>(e) any required recalibrations of the noise model taking into consideration factors such as noise monitoring and actual traffic numbers and proportions;</p> <p>(f) 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>(g) identification of additional measures to those identified in the review of noise mitigation measures required by Condition E38, that are to be implemented with the objective of meeting the criteria outlined in the <i>NSW Road Noise Policy</i> (DECCW, 2011), when these measures is to be implemented and how their effectiveness would be measured and reported to the Planning Secretary and the EPA.</p>	No	N/A	Not triggered Construction phase for Stage 2	Not triggered
E42	The Operational Noise Compliance Report must be verified by a suitably qualified and experienced independent noise and vibration expert, made publicly available and submitted to the Planning Secretary and the EPA within 60 days of completing the operational noise monitoring.	No	N/A	Not triggered Construction phase for Stage 2	Not triggered
E43	The construction and operation of Bridge 7 and its associated components do not trigger the requirements of Conditions E38, E39, E40 and E41 .	No	N/A	Not triggered Construction phase for Stage 2	Not triggered
Construction Vibration					
E44	<p>The SSI must be delivered with the aim of achieving the following vibration goals:</p> <p>(a) for structural damage to heritage structures, the vibration limits set out in the <i>German Standard DIN 4150-3: Structural Vibration – Part 3 Effects of vibration on structures</i>;</p> <p>(b) for damage to other buildings and/or structures, the vibration limits set out in the <i>British Standard BS 7385-1:1990 – Evaluation and measurement of vibration in buildings—Guide for measurement of vibration and evaluation of their effects on buildings (and referenced in Australian Standard 2187.2 – 2006 Explosives – Storage and use – Use of explosives)</i>; and</p> <p>(c) for human exposure, the acceptable vibration values set out in <i>Assessing Vibration: A Technical Guideline</i> (Department of Environment and Conservation, 2006).</p>	Yes	CEMPP (Daracon, November 2019); Construction Noise and Vibration Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (RMS, November 2019)	Section 6.4 in CNVMP outlines mitigation measures and goals associated with relevant prescribed standards as required. no reportable vibration exceedances identified up to time of audit	Compliant
E45	<p>Blasting associated with the SSI must only be undertaken during the following hours:</p> <p>(a) 9:00am to 5:00pm, Monday to Friday, inclusive;</p> <p>(b) 9:00am to 1:00pm on Saturday; and</p> <p>(c) at no time on Sunday or public holidays.</p> <p>This condition does not apply in the event of a direction from the NSW Police Force or other relevant authority for safety or emergency reasons to avoid loss of life, property loss and/or to prevent environmental harm.</p> <p>Blasting may be undertaken outside the above hours where:</p> <p>(a) no sensitive receivers would be impacted by blasting; or</p> <p>(b) an agreement has been made with potentially affected receivers.</p>	No	CEMPP (Daracon, November 2019); Construction Noise and Vibration Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (RMS, November 2019)	No blasting has occurred during construction period	Not triggered

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E46	<p>Airblast overpressure generated by blasting associated with the SSI must not exceed the criteria specified in Table 6 when measured at the most affected residence or other sensitive receiver.</p> <p>Table 6: Airblast overpressure limits for human comfort</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Type of blasting operations</th> <th>Airblast Overpressure Limit</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Sensitive site</td> <td rowspan="2">Blasting operations lasting more than 12 months or more than 20 blasts</td> <td>115 dBL for 95% of blasts per year</td> </tr> <tr> <td>120 dBL maximum limit</td> </tr> <tr> <td rowspan="2">Sensitive site</td> <td rowspan="2">Blasting operations lasting less than 12 months or less than 20 blasts in total</td> <td>120 dBL for 95% of blasts per year</td> </tr> <tr> <td>125 dBL maximum limit</td> </tr> <tr> <td>Occupied non-sensitive sites, such as factories and commercial premises</td> <td>All blasting</td> <td>125 dBL maximum limit. For sites containing equipment sensitive to vibration, the vibration level should be kept below manufacturer's specifications or levels that can be shown to adversely affect the equipment operation</td> </tr> </tbody> </table> <p>Source – Table J5.4(A) – AS 2187.2 – 2006</p> <p>Note: a sensitive site includes houses and low rise residential buildings, theatres, schools and other similar buildings occupied by people</p>	Receiver	Type of blasting operations	Airblast Overpressure Limit	Sensitive site	Blasting operations lasting more than 12 months or more than 20 blasts	115 dBL for 95% of blasts per year	120 dBL maximum limit	Sensitive site	Blasting operations lasting less than 12 months or less than 20 blasts in total	120 dBL for 95% of blasts per year	125 dBL maximum limit	Occupied non-sensitive sites, such as factories and commercial premises	All blasting	125 dBL maximum limit. For sites containing equipment sensitive to vibration, the vibration level should be kept below manufacturer's specifications or levels that can be shown to adversely affect the equipment operation	No	Appendix 3 - Air Quality Management Plan (Daracon, November 2019)	No blasting has occurred during construction period	Not triggered																		
Receiver	Type of blasting operations	Airblast Overpressure Limit																																			
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Occupied non-sensitive sites, such as factories and commercial premises	All blasting	125 dBL maximum limit. For sites containing equipment sensitive to vibration, the vibration level should be kept below manufacturer's specifications or levels that can be shown to adversely affect the equipment operation																																			
E47	<p>Ground vibration generated by blasting associated with the SSI must not exceed the criteria specified in Table 7 and Table 8 when measured at the most affected residence or other sensitive receiver.</p> <p>Table 7: Ground vibration limits for human comfort</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Type of blasting operations</th> <th>Peak component particle velocity (mm/s)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Sensitive site</td> <td rowspan="2">Blasting operations lasting more than 12 months or more than 20 blasts</td> <td>5 mm/s for 95% of blasts per year</td> </tr> <tr> <td>10 mm/s maximum limit</td> </tr> <tr> <td rowspan="2">Sensitive site</td> <td rowspan="2">Blasting operations lasting less than 12 months or less than 20 blasts in total</td> <td>10 mm/s maximum limit</td> </tr> <tr> <td>25 mm/s maximum limit. 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For sites containing equipment sensitive to vibration, the vibration level should be kept below manufacturer's specifications or levels that can be shown to adversely affect the equipment operation</td> </tr> </tbody> </table> <p>Source – Table J4.5(A) – AS 2187.2 – 2006</p> <p>Note: A sensitive site includes houses and low rise residential buildings, theatres, schools and other similar buildings occupied by people</p> <p>Table 8: Ground vibration limits for control of damage to structures</p> <table border="1"> <thead> <tr> <th>Receiver</th> <th>Type of blasting operations</th> <th>Peak component particle velocity (mm/s)</th> </tr> </thead> <tbody> <tr> <td>Other structures or architectural elements that include masonry, plaster and plasterboard in their construction¹</td> <td></td> <td>15 mm/s 4 Hz to 15 Hz, except for heritage structures where a frequency dependent vibration criteria would be determined in accordance with AS 2187.2 – 2006. 20 mm/s 15 Hz and above</td> </tr> <tr> <td>Reinforced or framed structures. 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For sites containing equipment sensitive to vibration, the vibration level should be kept below manufacturer's specifications or levels that can be shown to adversely affect the equipment operation	Occupied non-sensitive sites, such as factories and commercial premises	All blasting	25 mm/s maximum limit. For sites containing equipment sensitive to vibration, the vibration level should be kept below manufacturer's specifications or levels that can be shown to adversely affect the equipment operation	Receiver	Type of blasting operations	Peak component particle velocity (mm/s)	Other structures or architectural elements that include masonry, plaster and plasterboard in their construction ¹		15 mm/s 4 Hz to 15 Hz, except for heritage structures where a frequency dependent vibration criteria would be determined in accordance with AS 2187.2 – 2006. 20 mm/s 15 Hz and above	Reinforced or framed structures. 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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
E48	The blasting criteria specified in the tables in Conditions E46 and E47 may be exceeded where the Proponent has obtained the written agreement of the landowner and occupier to increase the relevant criteria. In obtaining the agreement, the Proponent must make available to the landowner and occupier: (a) details of the proposed blasting program and justification for the proposed increase in blasting criteria including alternatives considered (where relevant); (b) an assessment of the environmental impacts of the increased blasting criteria on the surrounding environment and most affected residences or other sensitive receivers including, but not limited to noise, vibration and air quality and any risk to surrounding utilities, services or other structures; and (c) details of the blast management, mitigation and monitoring procedures to be implemented.	No	As above	No blasting has occurred during construction period	Not triggered
E49	The Proponent must provide a copy of the landowner and occupier written agreement to the Planning Secretary and the EPA, including details of the consultation undertaken (with clear identification of proposed blast limits and potential property impacts), before commencing blasting at the higher limits. Unless otherwise agreed by the Planning Secretary, the following exclusions apply: (a) the landowner and occupier may terminate at any time an agreement made with the Proponent to increase the blasting criteria, should concerns made by the landowner and occupier about the blasting criteria be unresolved. Where an agreement is terminated, the Proponent must not exceed the criteria specified in the tables in Conditions E46 and E47 for future blasting that affects the property; and (b) the blasting limit agreed to under any agreement must not exceed a maximum Peak Particle Velocity vibration level of 25 mm/s or maximum Airblast Overpressure level of 125 dBL.	No	As above	No blasting has occurred during construction period	Not triggered
Blasting Management Strategy					
E50	A Blast Management Strategy must be prepared and must include: (a) sequencing and review of trial blasting to inform blasting; (b) regularity of blasting; (c) intensity of blasting; (d) periods of relief; and (e) blasting program.	No	N/A	As blasting is not proposed as part of Stage 2 - this document has not yet been prepared	Not triggered
E51	The Blast Management Strategy must be endorsed by a suitably qualified and experienced independent person.	No	N/A	As above	Not triggered
E52	The Blast Management Strategy must be prepared in accordance with relevant guidelines in order to ensure that all blasting and associated activities are carried out so as not to generate unacceptable noise and vibration impacts or pose a significant risk to sensitive receivers.	No	N/A	As above	Not triggered
E53	The Blast Management Strategy must be submitted to the Planning Secretary for information no later than one month before the commencement of blasting. The Strategy as submitted to the Planning Secretary, must be implemented for all blasting activities.	No	N/A	As above	Not triggered

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
SOCIO-ECONOMIC, LAND USE AND PROPERTY					
Building Condition Survey					
E54	<p>Pre-construction Building and Structure Condition Surveys must be undertaken of all buildings, structures, and utilities and the like, identified in the documents listed in Condition A1, as being at risk of damage from the works associated with the SSI.</p> <p>The surveys must be undertaken by a suitably qualified structural engineer before the commencement of any work that could cause damage to buildings, structures and utilities. The results of the surveys must be documented in a Pre-construction Building and Structure Condition Survey Report for each building, structure and utility surveyed. Copies of the Pre-construction Building and Structure Condition Survey Reports must be provided to the owners of the buildings, structures and utilities surveyed, and no later than one (1) month before the commencement of work the vicinity of the impacted buildings, structures and utilities</p>	Yes	<p>Daracon email correspondence to RMS, RE: Jesmond - Building inspections, dated 10/10/2019; Daracon email to RMS, Dilapidation Report Letterbox Drop Round 2, dated 18/12/2019; Example of RMS Property Access Agreement Form (2019); Jesmond Shared Path Bridge, Building Condition Inspection Reports (Lindsay Dynan):</p> <ul style="list-style-type: none"> - 11/1 Steel Street, Jesmond (dated 28/10/2019); - 1/3 Kiah Avenue, Jesmond (dated 5/11/2019); - 1/8 Coles Street, Jesmond (dated 9/1/2020); - 1/10 Coles Street, Jesmond (dated 24/10/2019); - 1A Hill Street, Jesmond (dated 28/10/2019); - 2 Coles Street, Jesmond, (dated 28/10/2019); - 2 Hill Street, Jesmond (dated 19/12/2019); - 2/3 Kiah Avenue, Jesmond (dated 5/11/2019); - 2/4A Coles Street, Jesmond (dated 14/11/2019); - 2/8 Coles Street, Jesmond (dated 01/2020); 	<p>Daracon Group carried out building inspections of properties in the vicinity of the works with notifications dated October 2019. Lindsay Dynan, an engineering firm provided Daracon Group with the listed Building Inspection Reports dating from October 2019 through to January 2020.</p> <p>Building condition reports have been sighted by the audit team. Some occupants of residences in the potential risk of damage zone did not provide feedback or allow access to their properties despite attempts by TfNSW. A record of affected residences, inspections and refusals are maintained at the site.</p> <p>No change for 2nd audit for Stage 2</p>	Compliant
E55	After completion of construction of the SSI, a follow-up condition survey of all items for which building and structure condition surveys were undertaken in accordance with Condition E54, must be undertaken by a suitably qualified structural engineer. The results of the surveys must be documented in a Post-construction Building and Structure Condition Survey Report for each building, structure and utility surveyed. Copies of the Post-construction Building and Structure Condition Survey Reports must be provided to the owners of the buildings, structures and utilities surveyed no later than three months following the completion of construction.	No	N/A	Not triggered	Not triggered
E56	The Proponent, where liable, must rectify any damage caused directly or indirectly (for example from vibration or from groundwater change) by the construction or operation of the SSI at no cost to the landowner. Alternatively, the Proponent may pay compensation for the property damage as agreed with the landowner.	No	N/A	No sighted evidence of property damage, or complaints of such matter during audit period.	Not triggered
SOILS					
E57	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to prevent water pollution. When implementing such controls, any relevant guidance in the <i>Managing Urban Stormwater</i> series must be considered.	Yes	ER Reports incident reports	Based on ER reports and site inspection Erosion and sediment controls have been installed. Incident reports due to construction water leaving site resulted in updated controls and confirmation of these controls in follow up inspections by ER and TfNSW personnel	Compliant
Contaminated Sites					
E58	Areas of soil contamination identified within the documents referred to in Condition A1 must be management in accordance with Management Measure SW04 and SW05 as described in the SPIR.	Yes	CEMPP (Daracon, November 2019); EIS (RMS 2016); Quarterly Compliance reports - Daracon; SPIR (RMS, April 2018)	<p>No identified soil contamination in CEMPP, Pre-Construction and construction compliance reports. SPIR outlines mitigation measures as per SW04 and SW05.</p> <p>No contamination identified during site inspection. no contamination finds during audit term.</p> <p>Stockpile area contained segregated stockpiles of soil materials and were inspected as part of the site inspection.</p> <p>ASS soils removed from site and treated / disposed as required</p> <p>Daracon quarterly compliance reports identify removal of waste to HCCDC project in accordance with s143 requirements and putrescible waste to summerhill landfill, concrete and steel transported to recycling facilities</p>	Compliant
E59	An Unexpected Contaminated Land and Asbestos Finds Procedure must be prepared before the commencement of work and must be followed should unexpected contaminated land or asbestos (or suspected contaminated land or asbestos) be excavated or otherwise discovered during work.	Yes	Unexpected Contaminated Land and Asbestos Finds Procedure, Newcastle Inner City Bypass- Rankinn Park to Jesmond (RMS, August 2019)	Unexpected Contaminated Land and Asbestos Finds Procedure prepared and submitted to DPIE in August 2019. Works commenced October 2019.	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
E60	The Unexpected Contaminated Land and Asbestos Finds Procedure must be implemented for the duration of work.	Yes	Unexpected Contaminated Land and Asbestos Finds Procedure, Newcastle Inner City Bypass- Rankinn Park to Jesmond (RMS, August 2019); and RMS letter to DPIE, Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Submission of Unexpected Contamination Land and Asbestos Finds Procedure- E59, dated 23 August 2019	Evidence of plan and made publically available via webiste.	Compliant
SUSTAINABILITY					
E61	A Sustainability Strategy must be prepared and submitted to the Planning Secretary for information before the commencement of construction (except Bridge 7 works). The Sustainability Strategy must include: (a) details of achieving an As Built rating under the Infrastructure Sustainability Council of Australia (ISCA) infrastructure rating tool or other justified rating mechanism; (b) details of the sustainability initiatives which will be implemented; and (c) a description of how the strategy will be implemented for the SSI	No	N/A	not yet triggered.	Not triggered
TRAFFIC AND TRANSPORT					
E62	All road roads within one (1) kilometre of the SSI (including construction ancillary facilities) proposed to be used by heavy vehicles used for the SSI must be identified in the Construction Traffic and Transport Management Sub-plan .	No	CEMPP (Daracon, November 2019); Shared Path Bridge over Newcastle Road, Jesmond, Construction Traffic Management SubPlan (Daracon, November 2019)	Addressed via Bridge 7 documentation as per Condition E64	Not triggered
E63	Local roads proposed to be used by heavy vehicles for the SSI works that were not assessed in the EIS or SPIR, must be approved by the Planning Secretary through the Construction Traffic and Transport Management Sub-plan (including any revisions to the sub-plan that identify additional local roads). The request to the Planning Secretary must include a traffic and pedestrian impact assessment, and a swept path analysis, if required. The traffic and pedestrian impact assessment must: (a) demonstrate that the use of local roads will not compromise the safety of the public and have no more than minimal amenity impacts; (b) provide details as to the date of completion of the road dilapidation surveys for the subject local roads; and (c) describe the measures that will be implemented to minimise safety and amenity impacts to any schools, aged care facilities and child care facilities during their peak operation times.	No	CEMPP (Daracon, November 2019); Shared Path Bridge over Newcastle Road, Jesmond, Construction Traffic Management SubPlan (Daracon, November 2019); Geolink correspondence to RMS, RE: RP2J Shared Path Bridge - Approval to use local road not assessed in the EIS or SPIR, dated 6/2/2020; RMS, Street View Images; Daracon, Figure: Material Haulage: Plan No. VMP-SPB-HV-001, Rev 1 dated 4/2/2020	Addressed via Bridge 7 documentation as per Condition E64	Not triggered
E64	The requirements of Conditions E62 and E63 in relation to Bridge 7 may be addressed by the documents required under Condition A9 .	Yes	CEMPP (Daracon, November 2019); Shared Path Bridge over Newcastle Road, Jesmond, Construction Traffic Management SubPlan (Daracon, November 2019); Geolink correspondence to RMS, RE: RP2J Shared Path Bridge - Approval to use local road not assessed in the EIS or SPIR, dated 6/2/2020; RMS, Street View Images; Daracon, Figure: Material Haulage: Plan No. VMP-SPB-HV-001, Rev 1 dated 4/2/2021	Construction Traffic and Transport Management Plan Sub-Plan is included under the CEMPP, which has been approved by DPIE. ER approval was sought on 6/2/2020. As condition outlines, Condition E62 and E63 may be addressed under Condition A9. Evidence sighted of prepared and reviewed CEMPP in consultation with Newcastle City Council (NCC). no update during audit term	Compliant
E65	Heavy vehicles must only use Construction Access Road 2 (as shown in Appendix B) in the John Hunter Hospital precinct for the establishment of Construction Compound A, unless otherwise agreed by the Health Administration Corporation. <i>Note: Heavy vehicles movements associated with Condition E65 must comply with the construction hours specified in Conditions E26 and E27.</i>	No	CEMPP (Daracon, November 2019); Shared Path Bridge over Newcastle Road, Jesmond, Construction Traffic Management SubPlan (Daracon, November 2019);	Not relevant to Stage 2	Not triggered

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
E66	<p>Heavy vehicle movements through the John Hunter Hospital precinct must be identified in the Construction Traffic and Transport Management CEMP Sub-plan.</p> <p>The Construction Traffic and Transport Management CEMP Sub-plan must include the following:</p> <p>(a) number of heavy vehicle movements; (b) frequency of heavy vehicle movements; (c) deliveries outside the construction hours identified in Condition E26; and (d) governance arrangements to address acute traffic management issues.</p> <p><i>Note: These requirements are additional to the requirements of Part C of this approval.</i></p>	No	<p>CEMPP (Daracon, November 2019); Shared Path Bridge over Newcastle Road, Jesmond, Construction Traffic Management SubPlan (Daracon, November 2019);</p>	<p>CTTMP identifies movements through John Hunter Hospital precinct. However, this condition is not triggered due to only in Stage 2.</p>	Not triggered
E67	<p>At no time must heavy vehicles associated with the construction of the SSI, travel through the John Hunter Hospital precinct, except as permitted in Condition E65.</p>	No	<p>CEMPP (Daracon, November 2019); Shared Path Bridge over Newcastle Road, Jesmond, Construction Traffic Management SubPlan (Daracon, November 2019);</p>	As above	Not triggered
E68	<p>Before any local road is used by a heavy vehicle for the SSI, a Road Dilapidation Report must be prepared for the road, unless otherwise agreed by the Planning Secretary. The Road Dilapidation Report must be prepared by a suitably qualified person before the commencement of works that have the potential to damage local roads (and associated infrastructure). A copy of the Road Dilapidation Report must be provided to the landowner and Newcastle City Council within three weeks of completion of the surveys and no later than one (1) month before the use of local roads by heavy vehicles for the construction of the SSI.</p>	Yes	<p>Shared Path Bridge over Newcastle Road, Jesmond, Dilapidation Report (Daracon, September 2019); RMS email correspondence with Newcastle City Council, RE: Shared Path Bridge Jesmond - Dilapidation Report, dated 21/10/2019;</p>	<p>Evidence of Dilapidation Report prepared and provided to NCC September 2019. NCC commented that a further report would be expected for intended traffic diversions through streets in Jesmond and North Lambton for bridge installation where Newcastle Road closed. Newcastle Road has not been closed at the time of the audit and is considered relevant to main works (i.e. not stage 2). RMS to supply further information once this phase of works is triggered, and as per requirement.</p>	Compliant
E69	<p>If damage to roads or road related structures occurs as a result of the construction of the SSI, the Proponent must either (at the landowner discretion):</p> <p>(a) compensate the landowner for the damage so caused. The amount of compensation may be agreed with the landowner, but compensation must be paid even if no agreement is reached; or (b) rectify the damage to restore the road or road related structure to at least the condition it was in pre-construction.</p>	No	<p>Shared Path Bridge over Newcastle Road, Jesmond, Dilapidation Report (Daracon, September 2019); RMS email correspondence with Newcastle City Council, RE: Shared Path Bridge Jesmond - Dilapidation Report, dated 21/10/2019;</p>	No Road or road related structures damage as a result of the SSI.	Not triggered
E70	<p>During the carrying out of work for the SSI, 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 the affected businesses and properties and implemented before the disruption occurs. Signage and directions to businesses must be provided before, and for the duration of, any disruption.</p>	Yes	<p>Shared Path Bridge over Newcastle Road, Jesmond, Dilapidation Report (Daracon, September 2019); RMS email correspondence with Newcastle City Council, RE: Shared Path Bridge Jesmond - Dilapidation Report, dated 21/10/2019; Site inspection</p>	<p>During site inspection, no construction related signage was observed as construction had been completed.</p>	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
Pedestrian and Cyclist Access					
E71	Safe pedestrian and cyclist access must be maintained around work sites for the duration of construction. In circumstances where pedestrian and cyclist access are restricted or removed due to construction activities, an alternate route (temporary or permanent) which complies with the relevant standards must be provided and signposted.	Yes	Site inspection	During site inspection, no construction related signage was observed as construction had been completed.	Compliant
E72	The SSI's shared paths must be designed to discourage pedestrian access onto the bypass. <i>Note: The intention is to discourage pedestrians and/or cyclist from inadvertently accessing the bypass for safety reasons</i>	Yes	CEMPP (Daracon, November 2019); Shared Path Bridge over Newcastle Road, Jesmond, Construction Traffic Management SubPlan (Daracon, November 2019);	Evidence of shared paths designed appropriately for pedestrian access relating to the bypass. Figure 5 and Figure 6 in the Construction Traffic Management Sub Plan illustrates compliance. Site inspection identified appropriate construction such that pedestrian and cyclist access onto the bypass was discouraged.	Compliant
E73	The Jesmond Park parking area must be reviewed and optimised to include the replacement of disabled car parking removed by the SSI in consultation with Newcastle City Council. This parking must be provided before the removal of on street parking on Newcastle Road.	Yes	Site inspection	Stage 2 works to retain disabled parking in Jesmond Park as the public car park is off site and not intended for the use of the project. Evident during site inspection. No change from project to parking.	Compliant
Fire Trails					
E74	Alternate fire trails must be provided and implemented in consultation with the relevant fire authorities.	No	N/A	Not relevant to Stage 2	Not triggered
URBAN DESIGN AND VISUAL AMENITY					
Construction Ancillary Facilities					
E75	Construction Ancillary Facilities must minimise visual impacts to adjoining properties, including, providing temporary landscaping and vegetative screening of the construction sites and minimising light spill.	Yes	AFEMP (Daracon, November 2019); CEMPP (Daracon, November 2019); Site inspection	CEMPP and AFEMPP Section 7.1 provides impact mitigation measures for visual impacts. Site inspection provided evidence that natural screening of vegetation is sufficient, with additional screening evident and construction complete	Compliant
Lighting and Security					
E76	All lighting associated with the construction and operation of the SSI must: (a) operate with the objective to minimising light spill to surrounding properties; and (b) be consistent with the requirements of <i>Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting</i> and relevant Australian Standards in the series <i>AS/NZ 1158 – Lighting for Roads and Public Spaces</i> . Notwithstanding, the Proponent must provide mitigation measures to manage any residual night lighting impacts to protect properties adjoining or adjacent to the SSI, in consultation with affected landowners.	Yes	AFEMP (Daracon, November 2019); CEMPP (Daracon, November 2019);	Section 7.1 of AFEMP describes visual impact. Night works undertaken appear to have been completed as per OOHW approval requirements	Compliant
Bridge Elements					
E77	Bridge 7 and Bridge 8, must be designed in accordance with the following guidelines, as relevant: (a) <i>Beyond the Pavement</i> (RMS 2014); (b) <i>Bridge Aesthetics</i> (RMS 2012); (c) <i>Landscape Design Guidelines</i> (RMS 2008); and (d) designed to incorporate elements which reflect the steel industry heritage of Newcastle. The final design of the bridges must be provided to the Planning Secretary for information prior to construction of these structures. <i>Note: The colour scheme is identified in SPIR, Appendix E - Urban Design and Landscape Character and Visual Impact Assessment.</i>	Yes	RMS letter to DPIE, Newcastle Inner City Bypass - Rankin Park to Jesmond (SSI 6888) Infrastructure Approval Condition E77 - Design of Bridge 7, dated 31/7/2019; RMS Figure Newcastle Inner City Bypass - RP2J - Bridge 7 and Landscaping Design Drawings Summary, Issue 5, dated 26/2/2019; RMS - Photo 1 - Artist's Impression Bridge 7. jpg - dated 7/1/2019	Sighted Design scope packages submitted to DPIE dated 31/7/2019	Compliant

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	Structural Adequacy				
E78	The Proponent must ensure that the construction of the SSI, including former mine working remediation activities, are carried out in accordance with the requirements of Subsidence Advisory NSW.	Yes	CEMPP (Daracon, November 2019)	Stage 2 works are outside of mine subsidence areas and hence no requirements apply.	Compliant
	Operational Maintenance				
E79	The ongoing maintenance and operation costs of urban design, open space, landscaping and recreational items and works implemented as part of this approval must remain the Proponent's responsibility, until satisfactory arrangements have been made for the transfer of the asset to the relevant authority. Prior to the transfer of assets, the Proponent must maintain the items and works.	No	N/A	Not triggered by Stage 2	Not triggered
	Operational noise barriers design				
E80	Operational noise barriers must be designed to minimise visual and amenity impacts and be designed in accordance with the <i>Noise wall design guideline – Design guideline to improve the appearance of noise walls in NSW</i> (RMS, March 2016).	No	N/A	Not triggered by Stage 2	Not triggered
	WASTE				
E81	Waste generated during works and operation of the SSI must be dealt with in accordance with the following priorities: (a) waste generation must be avoided and where avoidance is not reasonably practicable, waste generation must be reduced; (b) where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered; and (c) where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed of.	Yes	Resource and Waste Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, November 2019); Daracon Quarterly Reports	Section 7 of the RWMP outlines appropriate waste management measures Additionally, site inspection found no sighted evidence of inappropriate waste management Daracon quarterly compliance reports identify removal of waste to HCCDC project in accordance with s143 requirements and putrescible waste to summerhill landfill, concrete and steel transported to recycling facilities	Compliant
E82	The importation of waste and the storage, treatment, processing, reprocessing or disposal of such waste must comply with the conditions of the EPL for the SSI, or a Resource Recovery Exemption or Order issued under the <i>Protection of the Environment Operations (Waste) Regulation 2014</i> , as the case may be.	Yes	Resource and Waste Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, November 2019); Site Inspection	Waste stored in approved storage areas at the site.	Compliant
E83	Waste generated by all activities associated with the works and operation of the SSI must only be: (a) exported to a EPA licensed facility for the storage, treatment, processing, reprocessing or disposal, or to any other place that can lawfully accept such waste, or (b) reused in accordance with a Resource Recovery Exemption or Order issued under the Protection of the Environment Operations (Waste) Regulation 2014.	Yes	Resource and Waste Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, November 2019); Daracon Quarterly Reports	Daracon quarterly compliance reports identify removal of waste to HCCDC project in accordance with s143 requirements and putrescible waste to summerhill landfill, concrete and steel transported to recycling facilities	Compliant
E84	All waste must be classified in accordance with the EPA's Waste Classification Guidelines, with appropriate records and disposal dockets retained for audit purposes.	Yes	Remondis invoice to Daracon Group, Services/Site: 113827.076 Daracon - Jesmond Shared Path Bridge (Job #130) - Robinson Ave Jesmond NSW 2299, dated 1/12/19 to 31/12/19; Remondis invoice to Daracon Group, Services/Site: 113827.076 Daracon - Jesmond Shared Path Bridge (Job #130) - Robinson Ave Jesmond NSW 2299, dated 1/1/20 to 31/1/20; Remondis invoice to Daracon Group, Services/Site: 113827.076 Daracon - Jesmond Shared Path Bridge (Job #130) - Robinson Ave Jesmond NSW 2299, dated 1/2/20 to 29/2/20; Daracon Quarterly Reports	Daracon quarterly compliance reports identify removal of waste to HCCDC project in accordance with s143 requirements and putrescible waste to summerhill landfill, concrete and steel transported to recycling facilities	Compliant

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CoA #	Requirement	Triggered for Stage 2	Evidence collected	Audit findings and recommendations	EMM Compliance Status (Compliant/Non compliant/ Not triggered)
WATER					
E85	The SSI must be designed, constructed and operated to achieve the outcomes described in the documents listed in condition A1 and/or to maintain the <i>NSW Water Quality Objectives</i> where they are being achieved as at the date of this approval, and 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 SSI contains different requirements in relation to the <i>NSW Water Quality Objectives</i> , in which case those requirements must be complied with.	Yes	EIS (RMS 2016); Compliance Monitoring and Reporting Program (RMS, August 2019); Pre-Construction Report V2 (September 2019); Site Inspection; SPIR (GHD and RMS, April 2018); Soil and water Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, November 2019)	Section 2, 7 and Appendix 6 of SWMP. No EPL applicable to the construction of SPB	Compliant
E86	Drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) and drainage swales and depressions must be constructed in accordance with the relevant guidelines and designed by a suitably qualified and experienced person.	No	Site Inspection; Soil and water Management Plan, Shared Path Bridge over Newcastle Road, Jesmond (Daracon, November 2019)	Not triggered by Stage 2	Not triggered



Appendix B

DPIE Approval of Team





[REDACTED]
Environment Officer
Transport for NSW

By email only: [REDACTED]

25/02/2021

Dear [REDACTED]

**NICB City Bypass (SSI-6888)
Auditor Endorsement Request**

Reference is made to your post approval matter SSI-6888-PA-45, Auditor Endorsement Request, submitted as required by Schedule 2, Part A, Condition A35 of SSI-6888 (the consent) to the Department of Planning, Industry and Environment (the Department) on 24 February 2021, seeking the Planning Secretary's approval of suitably qualified persons to prepare Independent Audits for the NICB City Bypass project.

The Department has reviewed the nominations and information you have provided and is satisfied that these experts are suitably qualified and experienced.

In accordance with Schedule 2, Part A, Condition A35 of the consent and the *Independent Audit Post Approval Requirements* (Department 2018), the Planning Secretary has agreed to the following audit team:

- Mr Brendan Rice – Lead Auditor (EMM Consulting); and
- Mr David Bone – Strategic Advice (EMM Consulting).

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

Independent Audits must be prepared, undertaken, and finalised in accordance with the *Independent Audit Post Approval Requirements* (Department 2018). 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 [REDACTED], Senior Compliance Officer on [REDACTED] or compliance@planning.nsw.gov.au

Yours sincerely

[REDACTED]
Heidi Watters
Team Leader Northern
Compliance

As nominee of the Planning Secretary



Appendix C

Consultation



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: SSI 6888 - CoA A35 - Independent Audit
Date: Friday, 19 February 2021 1:13:00 PM

Hi,

In accordance with Condition A35 of SSI 6888 for the Rankin Park to Jesmond Project, Transport for NSW have engaged EMM to complete an Independent Environmental Audit of compliance with the conditions of SSI 6888. This audit is the second annual audit for the project and it covers the works completed to date for the shared path bridge.

The *Independent Audit – Post Approval Requirements* (DPIE 2018) require consultation with relevant government agencies as part of the audit process. In accordance with this requirement, TfNSW are seeking any feedback or considerations Environment Protection Authority would like EMM to particularly review for the audit.

It would be appreciated if you could provide any feedback or input to the audit process by 5 March 2021, so that they can be incorporated into the audit.

If you have any questions please feel free to contact me.

Regards,

[REDACTED]
Environment Officer
Safety, Environment and Regulation division
Transport for NSW

T [REDACTED]
266 King Street Newcastle NSW 2300



Transport
for NSW

I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: SSI 6888 - CoA A35 - Independent Audit Report
Date: Friday, 19 February 2021 1:08:00 PM

Hi

In accordance with Condition A35 of SSI 6888 for the Rankin Park to Jesmond Project, Transport for NSW have engaged EMM to complete an Independent Environmental Audit of compliance with the conditions of SSI 6888. This audit is the second annual audit for the project and it covers the works completed to date for the shared path bridge.

The *Independent Audit – Post Approval Requirements* (DPIE 2018) require consultation with relevant government agencies as part of the audit process. In accordance with this requirement, TfNSW are seeking any feedback or considerations City of Newcastle would like EMM to particularly review for the audit.

It would be appreciated if you could provide any feedback or input to the audit process by 5 March 2021, so that they can be incorporated into the audit.

If you have any questions please feel free to contact me.

Regards,

[REDACTED]
Environment Officer
Safety, Environment and Regulation division
Transport for NSW

M [REDACTED]
266 King Street Newcastle NSW 2300



I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: [REDACTED]
To: [REDACTED]
Subject: SSI 6888 - CoA A35 - Independent Audit
Date: Friday, 19 February 2021 1:11:00 PM

Hi [REDACTED]

In accordance with Condition A35 of SSI 6888 for the Rankin Park to Jesmond Project, Transport for NSW have engaged EMM to complete an Independent Environmental Audit of compliance with the conditions of SSI 6888. This audit is the second annual audit for the project and it covers the works completed to date for the shared path bridge.

The *Independent Audit – Post Approval Requirements* (DPIE 2018) require consultation with relevant government agencies as part of the audit process. In accordance with this requirement, TfNSW are seeking any feedback or considerations Department of Planning, Industry and Environment would like EMM to particularly review for the audit.

It would be appreciated if you could provide any feedback or input to the audit process by 5 March 2021, so that they can be incorporated into the audit.

If you have any questions please feel free to contact me and let me know if I need to submit this consultation via the portal.

Regards,

[REDACTED]
Environment Officer
Safety, Environment and Regulation division
Transport for NSW

[REDACTED]
266 King Street Newcastle NSW 2300



Transport
for NSW

I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: [REDACTED]
To: [REDACTED]
Subject: SSI 6888 - CoA A35 - Independent Audit
Date: Friday, 19 February 2021 1:19:00 PM

Hi,

In accordance with Condition A35 of SSI 6888 for the Rankin Park to Jesmond Project, Transport for NSW have engaged EMM to complete an Independent Environmental Audit of compliance with the conditions of SSI 6888. This audit is the second annual audit for the project and it covers the works completed to date for the shared path bridge.

The *Independent Audit – Post Approval Requirements* (DPIE 2018) require consultation with relevant government agencies as part of the audit process. In accordance with this requirement, TfNSW are seeking any feedback or considerations Biodiversity Conservation Division would like EMM to particularly review for the audit.

It would be appreciated if you could provide any feedback or input to the audit process by 5 March 2021, so that they can be incorporated into the audit.

If you have any questions please feel free to contact me.

Regards,

[REDACTED]
Environment Officer
Safety, Environment and Regulation division
Transport for NSW

[REDACTED]
266 King Street Newcastle NSW 2300



Transport
for NSW

I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: SSI 6888 - CoA A35 - Independent Audit
Date: Friday, 19 February 2021 1:24:00 PM

Hi [REDACTED],

In accordance with Condition A35 of SSI 6888 for the Rankin Park to Jesmond Project, Transport for NSW have engaged EMM to complete an Independent Environmental Audit of compliance with the conditions of SSI 6888. This audit is the second annual audit for the project and it covers the works completed to date for the shared path bridge.

The *Independent Audit – Post Approval Requirements* (DPIE 2018) require consultation with relevant government agencies as part of the audit process. In accordance with this requirement, TfNSW are seeking any feedback or considerations Department of Premier and Cabinet would like EMM to particularly review for the audit.

It would be appreciated if you could provide any feedback or input to the audit process by 5 March 2021, so that they can be incorporated into the audit.

If you have any questions please feel free to contact me.

Regards,

[REDACTED]
Environment Officer
Safety, Environment and Regulation division
Transport for NSW

[REDACTED]
266 King Street Newcastle NSW 2300



I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

From: [REDACTED]
Sent: Friday, 5 March 2021 11:00 AM
Subject: RE: RP2J: Independent Audit

Good afternoon [REDACTED],
Thank you for providing the information requested. Heritage NSW has no comment for the audit process.

Kind Regards
Kym

Kym McNamara | Archaeologist, Aboriginal Cultural Heritage Regulation
Heritage NSW, Community Engagement, Department of Premier and Cabinet
Level 3, 11 Farrer Place, Queanbeyan NSW 2620
[REDACTED] | kym.mcnamara@environment.nsw.gov.au



I acknowledge and respect the traditional custodians and ancestors of the lands I work across.

Heritage NSW and coronavirus (COVID-19)

Heritage NSW has taken steps to protect the safety, health and wellbeing of our staff, communities and customers. Whilst our offices remain open, we have put in place flexible working arrangements for our teams across NSW and continue to adapt our working arrangements as necessary. Face-to-face meetings and field work/site visits with our customers are subject to rules on gatherings and social distancing measures. We thank you for your patience and understanding at this time.

From: [REDACTED]
Sent: Wednesday, 3 March 2021 7:43 AM
To: [REDACTED]
Subject: RP2J: Independent Audit

Hi [REDACTED],

As discussed yesterday, I'm now working on the Rankin Park to Jesmond Project and are currently completing our second independent audit. This audit is being completed in accordance with DPIE's Independent Audit Post approval requirements, which includes consulting with agencies.

The scope of the audit is the shared path bridge early works package.

Below is the link to the Aboriginal cultural heritage assessment report

<https://www.rms.nsw.gov.au/projects/01documents/newcastle-inner-city-bypass/rankin-park-to-jesmond/nicb-spir-appendix-h.pdf>

Let me know if you have any comments for the audit or would like the contact details for our auditors

Regards,

Environment Officer
Safety, Environment and Regulation division
Transport for NSW

266 King Street Newcastle NSW 2300



I acknowledge the traditional owners and custodians of the land in which I work and pay my respects to Elders past, present and future.

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Appendix D

Inspection Photos





Photograph D.1 Former Ancillary Facility Site (revegetated)



Photograph D.2 Completed revegetation around pedestrian Footbridge



Photograph D.3 Completed revegetation around pedestrian footbridge



Photograph D.4 Completed footbridge (northern side)



Photograph D.5 Drainage works and foot path under northern side of footbridge



Photograph D.6 View of completed bridge along Newcastle Road (east)



