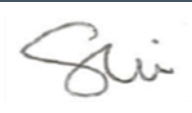



INLAND RAIL – NARRABRI TO NORTH STAR – SSI 7474

ER MONTHLY REPORT

NOVEMBER | 2021

Authorisation

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1. KEY FINDINGS FOR THE REPORTING PERIOD

This Environmental Representative (ER) Monthly Report has been prepared in accordance with State Significant Infrastructure 7474 Condition of Approval A28(j), covering the period of 1 November to 30 November 2021.

The Traffic Transport and Access Management Plan (TTAMP) and Construction Noise and Vibration Management Plan (NVMP) were reviewed during November and the outcomes of these reviews are included in the ER inspection reports (Appendix C). The ER reviews found that these plans were being well implemented. A number of opportunities for improvement were identified during the reviews.

The ER is currently undertaking fortnightly inspections while works continue within high-risk creek crossings. A site inspection took place on 3 November at Croppa Creek, Yallaroi Creek, Mardell, Mungle Creek and Tackinbri Creek. Site environmental controls were found to be well implemented and no findings were made during the inspection. Due to heavy rainfall and flooding in the Project area a second site inspection was not able to be held during November.

There were nine environmental incidents recorded during November including six reportable incidents concerning the 5 clawed worm skink and overtopping of piling pads in creeks.

There were 9 complaints recorded during November related to traffic safety, power outage, cultural heritage, Covid protocols, road surface damage, flooding, speeding resulting in death of domestic and native animals.

The final ER inspection for 2021 is scheduled for 15 December (weather permitting) which will also be undertaken with the EPA.

2. BACKGROUND

The Australian Rail Track Corporation (ARTC) is responsible for the delivery of the Inland Rail – Narrabri to North Star Phase 1 Project (the Project). Trans4m Rail (a joint venture between John Holland and See Civil) is the Principal Contractor constructing the Project.

Approval of the Project was granted by the Minister for Planning and Public Spaces on 13 November 2020 (State Significant Infrastructure 7474), subject to a number of Conditions of Approval (CoA).

In accordance with CoA A24, WolfPeak were approved as the Project's Environmental Representatives (ER) by the Department of Planning, Industry and Environment (the Department, or DPIE) on 13 November 2020.

CoA A28(j) requires that for the duration of the works until 12 months after the completion of construction, the approved ER must *prepare and submit to the Planning Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the Environmental Representative Protocol under the heading "Environmental Representative Monthly Reports." The Environmental Representative Monthly Report must be submitted within seven (7) calendar days following the end of each month for the duration of the ER's engagement for the CSSI.*

This Report has been prepared in accordance with CoA A28(j), covering the period from 1 to 30 November 2021.

3. PROJECT ACTIVITIES

Construction works on Stage 2 and 3 areas of the Project continued during November 2021.

3.1 Minor construction ancillary facilities

Minor Ancillary Facilities (MAF) were established in November at:

- Croppa - North Start Road
- Wongabindi Road
- Mungle Creek
- Calimpa Road
- Roydon Road (amended).

3.2 Construction works, including upcoming works

The construction works undertaken in November and scheduled for December are presented in Table 1.

Table 1: Construction works, including upcoming works

November 2021 – Works Completed	December 2021 – Works Planned
<p><u>Stage 2Ai (CH625.700 – CH641.900) & Stage 2Aii (CH647.000 - CH658.000)</u></p> <p>End of possession, open to rail traffic on 1st Nov 2021.</p> <p>Clean-up and demobilisation works through Stage 2Ai and 2Aii.</p> <p>Completion of signalling and combined services route works.</p> <p>Fencing and landscaping ongoing.</p> <p><u>Stage 3 (CH681.000 – CH760.500)</u></p> <p>Rail stripping occurred from CH717.000 – CH741.000 and from CH755.000 – CH760.000.</p> <p>Bulk earthworks commenced at CH717.000 and have progressed through to CH738.000 and from CH755.000 – CH760.000. Capping following closely behind earthworks completion.</p> <p>Demolition of existing and construction of new culverts occurred between CH717.000 – CH738.000 and demolition of culverts from CH754.000 – CH760.000</p> <p>Croppa Creek Bridge: Cast <i>insitu</i> headstocks commenced.</p>	<p><u>Stage 2Ai (CH625.700 – CH641.900) & Stage 2Aii (CH647.000 - CH658.000)</u></p> <p>Fencing and landscaping as weather and access permits.</p> <p><u>Stage 3 (CH681.000 – CH760.500)</u></p> <p>All earthworks, capping and drainage completed from CH681.000 – CH711.000 by Christmas.</p> <p>Earthworks, commencing from CH738.000 – CH755.000 and ongoing from CH755.000 – CH760.000.</p> <p>Demolition of the existing bridges at Tackinbri Creek and Mungle Creek.</p> <p>Gil Gil Creek and Yallaroi Creek Bridges: Remaining works include; landscaping and removal of temporary works.</p> <p>Croppa Creek Bridge: Cast <i>insitu</i> headstocks ongoing.</p> <p>Croppa Creek Tributary: Remaining works include walkways and hand rail installation and demobilisation.</p> <p>Level crossing works ongoing at 10 level crossings through Stage 3.</p>

November 2021 – Works Completed	December 2021 – Works Planned
<p>Croppa Creek Tributary: Sub and super completed.</p> <p>Gil Gil Creek and Yallaro Creek Bridges: Sub and super structures and handrail and walkway installation completed.</p> <p>Level crossing works occurring at 10 level crossings throughout Stage 3.</p>	<p>Demobilisation of caravans, plant and equipment from site and store at Pad 2 / Pad 4 and other Xmas Shut Down preparation works.</p>

3.3 Changes to the Project

A modification is currently being prepared to amend the SPIR project boundary.

3.4 Community consultation and complaints received

A summary of the community consultation activities undertaken on the Project during November is provided in Table 2 below.

Table 2: Community Engagement Summary

Engagement Channel and Volume	Purpose
64 Emails and 111 Phone Calls	Follow ups for Land Access Agreements (LAA), hydrology, Sponsorships and Donations program, property issues generally.
1 Website updates	Reopening of rail line between Penneys Road and South Moree.
2 Meeting with Councils	Council catch-up meetings with Moree Plains Shire Council, DRNSW, ARTC Moree Opportunities meeting
4 Face to Face Stakeholder Meetings	Gurley hydrology, Stage 1 landowner discussions, LAA discussions
1 Community Info Sessions	Pallamallawa Community Session
1 Media events	Reopening of Stage 2 line on 1 November 2021
3 Works Notification	Buckie Road, Croppa Creek LX upgrade, Croppa-Moree Road LX upgrade and Bobbiwaa Creek Temp Storage area construction.
5 Agency Interactions	DRNSW Moree Opportunities x2, Federal Minister briefing, Transport for NSW Rail Safety Campaign update, DIRDTC Moree Cultural meeting

There were 9 complaints recorded during November (compared to 8 in October) related to traffic safety, power outage, cultural heritage, Covid protocols, road surface damage, flooding, speeding resulting in death of domestic and native animals. The current complaints / enquiries register is provided at Appendix A.

A review of the Communications Strategy was due to be completed in November.

3.4.1 Incidents

Nine environmental incidents (compared to five in October) were recorded by ARTC during November including six reportable incidents concerning the 5 clawed worm skink and overtopping of piling pads in creeks. A summary of these is provided in Table 3 below:

Table 3 – Incident events summary

Event Number	Event Date	Summary	Is this incident externally notifiable?
EVT-0000195	30/11/2021	20211130_Five-clawed Worm Skink Relocations_Reportable_DAWE & DPIE	Yes
EVT-0000193	21/11/2021	20211119-21_CH736.3-740.2 Five-Clawed Worm Skink Fatalities_Reportable_DAWE&DPIE	No
EVT-0000191	18/11/2021	20211118_CH.737.2-737550_Five-clawed Worm Skinks Fatalities_Reportable_DPIE	No
EVT-0000190	17/11/2021	20211117_CH.736.3-740.2 Five-clawed Worm Skinks_Reportable_DAWE & DPIE	No
EVT-0000189	16/11/2021	20211116_CH.736.3-740.2 Five-clawed Worm Skinks_Reportable_DAWE & DPIE	Yes
EVT-0000186	15/11/2021	20211115_CH.738.5-740.25 Relocated Five-clawed Worm Skinks_Reportable_DAWE	Yes
EVT-0000187	15/11/2021	20211115_CH.735.1 Croppa Creek Overtopping_Reportable_DPIE	Yes
EVT-0000188	15/11/2021	20211115_CH.740.7 Yallaroi Creek Overtopping_Reportable_DPIE	Yes
EVT-0000185	05/11/2021	20211105_CH738.6-738.25 Relocated Five-clawed Worm Skinks_Reportable_DAWE	Yes

3.4.2 Non-compliances

There were no known non-compliances with the CoA during November.

3.5 Lessons learned

Trans4m Rail's Sustainability team has been providing regular email updates to the wider Project Team on sustainability initiatives. I have included the content of one of these updates below (in italics) as it is an excellent example of how a major project can effectively communicate and engage with its workforce on strategic (even global) issues.

The email update provided by Trans4m Rail's Sustainability Team on 6 March 2021 covered:

Sustainable Laydowns

Today's sustainability example comes from Hoppy (General Super) and Darren (Roadworks Super) and is for the Stage 2 Pad 2 Laydown.

The original design was loaded into the plant on-site and the team soon realised the design involved significant cut into the existing material. The team had a quick meeting to understand how they could optimise the design and still ensure they could meet the intent of the design of the laydown. The original design was to have the pad flush with the surrounding ground level. It was decided to strip the topsoil 75 mm to 100mm with the final pad level then being 200mm above surface level to reduce excavation and stormwater flow onto the pad. This saved around 5,000 m³ of cut which was to be stockpiled. Of course, this stockpile would have to be reinstated at the end of the pad's use so this resulted in a saving of 10,000m³ of spoil movement. Less dirt being moved equals less fuel being burned equals less greenhouse gas emissions! In addition to this, the reduced sub-soil stripping means reduced application of fertiliser to retain soil productivity when the spoil is reinstated.

Hoppy crunched some numbers and found the following:

- *Original pad design would have resulted in 1.5 megalitres of construction water. The revised pad used 0.672 megalitres of water saving 0.828 megalitres of water;*
- *Water was originally to be sourced from Moree (28.2km from work area) and would require 56 loads with a total travel distance of 3,158.4 km. Water was able to be sourced from a nearby landholder resulting in actual total travel distance being reduced to 828.8 km, a saving of 2,329.6 km. Less water travel distance equals less fuel being burned equals less greenhouse gas emissions as well as time savings and less wear and tear on roads;*
- *Water cart costs are around \$120/hr. Sourcing water from Moree would have cost \$10,800 in haulage. Sourcing water closer to the construction site cost \$3,360 which is a saving of \$6,720; and*
- *Using the original design and assuming 1.5 megalitres of construction water would have resulted in 125 loads. Carting water under this scenario would have cost \$22,500. As mentioned above, the actual water carting cost was \$3,360 which is a \$19,140 saving for the project.*

So, a couple of take home messages from this exercise:

- *This is a great example of saving time and money while reducing water use and greenhouse gas emissions;*
- *The learnings from Pad 2 will be transferred to all our pads; and*
- *We're all problem solvers on this project so take 5 mins before you start a task to see if there's a better way we can work.*

Well done to everybody involved in this exercise!

4. ER ACTIVITIES

4.1 Advice provided to the Proponent on the CoA and other authority conditions

Advice / approval documentation provided by the ER during the reporting period is included in Appendix B.

4.1.1 Information / advice requests

During the reporting period the ER provided advice on / reviewed:

- Proposed MAFs at Croppa Creek South and North Star
- Reviewed and commented on Rev 1 of the CEMP.

4.1.2 Ancillary facilities

There were two MAFs approved by the ER in November at:

- Croppa - North Start Road
- Wongabindi Road
- Mungle Creek
- Calimpa Road
- Roydon Road (amended).

4.2 Environmental management plans and programs

4.2.1 Development

The CEMP and sub plans for the Project were approved by the Secretary's nominee on 7 April 2021.

Revised CEMP and sub plans have been progressively submitted for DPIE review over the last few months with the final revised plan (CEMP) expected to be completed and submitted for approval during December.

4.2.2 Implementation

The implementation of the approved CEMP and sub plans is being assessed by the ER in a rolling schedule of reviews (Appendix D). The TTAMP and NVMP were reviewed during November and the outcomes of these reviews are included in the ER inspection reports (Appendix C).

The ER reviews found that these plans were being well implemented. A number of opportunities for improvement were identified during the reviews.

All of the findings from previous site inspections have or are being addressed within the agreed timeframes. Findings from reviews of sub plan implementation are being progressively addressed.

4.2.3 Site inspections

The ER is currently undertaking fortnightly inspections while works continue within high-risk creek crossings. A site inspection took place on 3 November (Appendix C). Site environmental controls were found to be well implemented and no findings were made during the inspection. Due to heavy rainfall and flooding in the Project area a second site inspection was not able to be held during November.

4.2.4 Audits

The second Independent Audit of the Project, required under CoA A36, is scheduled for early December.

4.2.5 Complaint resolution by ER

Nothing to report.

4.2.6 Meetings

Weekly Project Environment Team meetings have been established with environmental and management representatives from ARTC, Trans4m Rail and the ER. In addition to the issues outlined in Section 4.1, the meetings discussed the development of environmental plans and programs and requirements to be fulfilled during construction. The meetings continued through November 2021.

4.2.7 Documentation issued

Documentation issued by the ER is provided in Appendix B.

4.2.8 Communications with the Secretary

Other than the submission of the ER Monthly Reports, there have been no other written communications with the Secretary.

5. ENVIRONMENTAL PERFORMANCE OF THE PROJECT

The TTAMP and NVMP were reviewed during November and the outcomes of these reviews are included in the ER inspection reports (Appendix C). The ER reviews found that these plans were being well implemented. A number of opportunities for improvement were identified during the reviews.

The ER is currently undertaking fortnightly inspections while works continue within high-risk creek crossings. A site inspection took place on 3 November (Appendix C) at Croppa Creek, Yallaro Creek, Mardell, Mungle Creek and Tackinbri Creek. Site environmental controls were found to be well implemented and no findings were made during the inspection. Due to heavy rainfall and flooding in the Project area a second site inspection was not able to be held during November.

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There were 9 complaints recorded during November related to traffic safety, power outage, cultural heritage, Covid protocols, road surface damage, flooding, speeding resulting in death of domestic and native animals.

The final ER inspection for 2021 is scheduled for 15 December (weather permitting) which will also be undertaken with the EPA.

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APPENDIX A – COMPLAINTS REGISTER

No.	Date received	Time received/ initiated	Method received	CM Unique Identifier	Complaint Number	Avoidable/unavoidable	Chainage/suburb	Complaint/Enquiry/Feedback	Nature of Complaint	Number of people affected in relation to a complaint	Details of Complaint	Response to Complaint	Method of Response	Date Responded	Time Responded/resolved	complaints escalation	procedure/timeframe	Status of Complaint
Week concluding 8th January - 0 complaints received																		
0																		
Week concluding 15th January - 1 complaints received																		
1	14 January 2021	5pm	Guley Site operations	20756			635km	Enquiry	info request re: gurley trial	1	Enquiry regarding Gurley Site operation during formation trial.	Detailed conversation and approach agreed by Site Operator and Construction Manager. Stakeholder satisfied with response from team.	Face2Face	14/01/2021	5.45pm			Closed out
Week concluding 22nd January - 0 complaints received																		
0																		
Week concluding 29nd January - 1 complaints received																		
1	27 January 2021	3pm	hotline	13067			Moree	Complaint	Native title	1	Complainant indicated we are trespassing and not talking to her or her family.	Inland Rail have spoken to the Stakeholder regarding Native Title concerns. Landowner is known to Inland Rail and has spoken on a number of occasions. Stakeholder satisfied with response. Inland Rail remains open to ongoing consultation with an effort to reach a resolution.	Telephone call	27/01/2021	4pm			Closed out
Week concluding 5 February - 2 complaints received																		
1	03 February 2021	3.48pm	email	DPIE			Moree	Enquiry	Local Business Engagement	1	Enquiry: Local Moree contractor, inquiring as to the degree of local tenders being accepted by Trans4m Rail. There was the suggestion made that perhaps they weren't 'walking the talk'.	IR provided response to the Department outlining procurement process/steps being undertaken by IR's contractor (Trans4m Rail). Stakeholder satisfied with response.	Telephone call	4/02/2021	5.34pm			Closed out
2	25 January 2021	2.49om	email	12933			Croppa Creek	Enquiry	Tele-communications	1	Enquiry: Stakeholder raised concerns with impacts of construction on an already poor telecommunications network. How will this impact their operations?	Inland Rail met with stakeholder to provide update on internal and external discussions on this issue. Discussions ongoing.	Face2Face	15/02/2021	5.30pm			Closed out
Week concluding 12 February - 1 complaints received																		
1	09 February 2021	11am	hotline	39662			Moree	Enquiry	Native title/employment	1	Enquiry into how traditional owners are being contacted and what employment opportunities are available for Local Indigenous People.	Inland Rail have spoken to the stakeholder regarding Native Title concerns, as well as explained how the Moree skills academy is getting indigenous community ready to work on the project.	Face2Face	10/02/2021	3pm			Closed out
Week concluding 19 February - 0 complaints received																		
0																		
Week concluding 26 February - 1 complaint received																		
1	22 February 2021	9am	hotline	39662			Moree	Enquiry	Local Business Engagement	1	Enquiry into local Indigenous employment and supplier opportunities.	IR requested the contractor speak to the complainant to outlining procurement process/steps being undertaken by the contractor.	Face2Face	23/02/2021	11am			Closed out
Week concluding 5 March - 1 complaint received																		
1	05 March 2021	10am	Walk-in	13067			Moree	Complaint	Native title	1	Stakeholder claims that IR have all failed and failed to engage with the traditional owners of Moree. While the stakeholder stated that they would not speak with the IR representative, the stakeholder did state that they proposed to make a "class action" against Inland Rail for not engaging with the "traditional owners of Moree" and that the claim would include a 50km radius of Moree and that the "North Star mob" would also be submitting a "class action". Stakeholder did not provide specifics of the claim.	Inland Rail offered a meeting which was refused. Stakeholder suggested further discussions should be held with her solicitor.	Telephone call	5/03/2021	10am		IR CH communicated to stakeholderr and offered F2F meeting and not taken up within 28 days	Closed out
Week concluding 12 March - 0 complaint received																		
0																		
Week concluding 19 March - 0 complaint received																		
0																		
Week concluding 26 March - 0 complaint received																		
0																		
Week concluding 01 April - 0 complaint received																		
0																		
Week concluding 09 April - 1 complaint received																		
1	02 April 2021	4pm	SMS	15268			Gurley	Enquiry	Access	1	Enquiry into status of land access agreement. The rail line is inaccessible by road except through stakeholder's land and Contractor is requesting access before design issues have been resolved by the ARTC Project team.	Stakeholder's concerns will be escalated within IR. IR offered to bring forward meeting with stakeholder in which design issues will be addressed.	SMS	3/04/2021	2pm			Closed out
Week concluding 16 April - 1 complaint received																		
0																		
Week concluding 24 April - 0 complaint received																		
0																		
Week concluding 30 April - 1 complaint received																		
1	29 April 2021	10.15am	Phone- in - community	13067			Moree	Complaint	Native title	1	Stakeholder raised an issue regarding a cultural heritage issue in Moree –that others are working on country without knowledge or appropriate approval. IR have spoken to this stakeholder regarding the same issue previously.	IR explained that the guidelines provided for the cultural Heritage investigations and urged her to contact NTSCorp (lawyers for the NT applicant) to discuss with them.	Phone - out	29/04/2021	2.32pm	IR indicated that would find out who the Representative Aboriginal Parties are and get back to her. IR have provided stakeholder this information previously.	IR CH communicated to stakeholderr and offered F2F meeting and not taken up within 28 days	Closed out
Week concluding 7 May - 1 complaint received																		
1	30 April 2021	10am	email	22876			PALLAMALLAW	Enquiry	Flooding impacts	1	During the recent flood event, stakeholder had ballast through his paddock and a blocked culvert.	Inland Rail asked Trans4m Rail to go on site, inspect and remove excess ballast. This occurred on Tuesday and farm manager has sign off on the works.	Face2Face	2/05/2021	morning			Closed out
Week concluding 14 May - 2 complaints received																		
1	13 May 2021	4pm	Hotline	49130			Moree	Complaint		1	Stakeholder accusation of a threat of physical violence from an identified contractor employee.	Accused individual has not worked for the contractor for several weeks. Recommended that they go to the police.	call	13/05/2021	6pm			Closed out
2	10 May 2021	9am	Social PinPoint	13665			PALLAMALLAW	Enquiry	Flooding impacts	1	Stakeholder provided photos of a blocked culvert and missing ballast due to flooding. Requested better/more culverts in the area.	The culverts at Coolleearlee will be unblocked as soon as possible. The hanging rail/lack of ballast will be fixed with main construction which is expected within a few months. The existing culverts will be replaced with a larger concrete box culvert which will allow for a better flow through in flooding events.	email and Call	14/05/2021	11am			Closed out
Week concluding 21 May - 1 complaints received																		
1	14 April 2021	2pm	Call to Contractor	20801	7521		Crooble	Enquiry	Noise and Vibration	1	Stakeholder would like to better understand if vibration from the trains post construction and how it may affect/damage his house.	Stakeholder informed that home will not be affected vibration or only to a negligible degree, well short of risking damage to his house. Follow up meeting to be scheduled when stakeholder is the area to explain further.	email	19/05/2021	3pm			Closed out
Week concluding 28 May - 0 complaints received																		

1	17/8/2021	1pm	Call in	12036	29		Tackinbbri Creek	Complaint	Unauthorised access	1	Gate was left open in one of his stock paddocks when no access permission given.	Information passed onto construction crews immediately. IR met landowner to determine fencing requirements, contractor briefed internally importance of gates being closed.	Call in	19/8/2021	10am			Closed out
2	17/8/2021	9am	Call to contractor	12603	28		Croppa Creek	Complaint	Covid	1	Stakeholder believes that construction should halt due to Covid lockdown as new people coming to down poses an unacceptable risk.	Response did not allay concerns. While Contractor is working lawfully, this has not satisfied landowner.	Call in	17/8/2021	9am			Closed out
3	16/8/2021	12noon	Call to contractor	14371	27		Tycannah Creek	Complaint	interruption to farming	1	Gate left open.	Contractor Internal briefing: highlighted importance of gates being closed. Landowner informed of briefing.	SMS	17/8/2021	9am			Closed out
4	17/8/2021	11am	SMS to contractor	46729	30		Mardel	Complaint	interruption to farming	1	Contractor dewater pipe is flooding paddock.	Contractor Environment team relocated the pipe. Informed landowner.	Contractor called out	19/08/2021	12noon			Closed out
Week concluding 27 August - 2 complaints received																		
1	23/08/2021	2pm	SMS to contractor	14371	31		Tycannah Creek	Complaint	interruption to farming	1	Gate left open again.	Contractor called stakeholder to apologise - sent internal comms highlighting issue.	Contractor called out	23/08/2021	14pm			Closed out
2	22/08/2021	11am	Email to Contractor	31678	33		Gurley	Enquiry	Flooding impacts	1	Concern with the hydrology design around Gurley Creek Road causing unexpected flooding.	Contractor sent to IR - IR to provide hydrology report - Meeting pending with Council.				IR met MPSC (Wed 15 Sept) this action now sits outside IR and is with Council		Closed out
Week concluding 03 September- 1 complaints received																		
1	30/8/2021	2pm	Email to Contractor	21749	35		Croppa Moree Road	Complaint	Road damage	1	Croppa Moree Road - damage to [sealed] road due to increased traffic.	Contractor to review Maintenance Dilapidation records in conjunction with an assessment of current road condition. Council meeting to be scheduled for next steps.	Contractor emailed back	30/8/2021	2pm	IR, Contractor and GSC have an agreed roads maintenance approach and implemented an ongoing monitoring procedure	Met Oct 6th, next meeting Oct 20th - Contractor Actions: establish critical routes, Tour of Stage 2, Provide Construction info pack, Meetings have occurred regularly between both parties.	Closed out
Week concluding 10 September- 2 complaints received																		
1	07 September 2021	11.10am	Email to Contractor	21749	37		Croppa Moree Road	Complaint	Road damage	1	Stakeholder received complaints regarding damage incurred to the Gil Gil Creek Road between County Boundary and Oregon Road, and damage we already discussed on Crooble Road/Yamboon Lane.	Contractor to review Maintenance Dilapidation records in conjunction with an assessment of current road condition. Council, IR and Contractor to meet onsite on Tuesday 14th September to assess damage and resolve next steps.	Meeting on site	14/09/2021	1pm	IR, Contractor and GSC have an agreed roads maintenance approach and implemented an ongoing monitoring procedure	Met Oct 6th, next meeting Oct 20th - Contractor Actions: establish critical routes, Tour of Stage 2, Provide Construction info pack,	Closed out
2	02 September 2021	2pm	Visited Moree Office	88990	36		Croppa Moree Road	Complaint	Rubbish	1	Stakeholder - there is an increase in rubbish on the side of the road along Croppa-Moree Road.	Contractor raised concerns of general waste - staff were issued with a reminder in tool box meetings and via email 'please ensure all rubish in placed in bins. It is everyones responsibility to keep all work sites clean.	Contractor Face to face	10/09/2021	7am			Closed out
Week concluding 17 September- 3 complaints received																		
1	17/09/2021	11am	Email to contractor	12017	39		Croppa Moree Road	Complaint	Road damage	1	The road remained impassable even after ealier treatment - urgent fix required for harvest.	Meeting scheduled with council next week - following this meeting, appropriate action and assessment will be determined for future road maintenance. A formal response regarding Crooble Road will be provided post the Council meeting next week.	Contractor sent email	17/09/2021	11am	22/09 -IR met with GSC, @ Contractor to provide mitigation measure to council. 30/11/-GSC and contractor have agreed to a joint road repair program. Program was communicated with landowner who was satisfied with the approach.		Closed out
2	15/09/21	2pm	Email to NSW Farmers	14371	7520		Tackinbbri Creek	Complaint	Survey impacts	1	Survey Pegs were placed/found in cropping land and placed without permission. Landowner removed pegs.	Contractor called stakeholder on September 22nd - 2 (concrete) control marks were placed near LX3166 without permission. They were removed Wed 21st.	Call from Contractor	21/09/2021	2pm			Closed out
3	17/09/2021	10am	F2F	37313	7522		Moree	Complaint	General	1	IR Rep and Member for Parkes were approached by a concerned stakeholder. Stakeholder raised local Inigenous and Cultural Heritage issues. Quite agitated. Stakeholder is well known (and within IR and Trans4m Rail teams) for her vocal approach to the project.	IR suggested that they set up a meeting with stakeholder and MP to discuss concerns. Key messages to be prepared by IR for the meeting when requested.	F2F	17/09/2021	10am	Action sits outside IR - Meeting set for member for Parks Office -	IR will wait to receive formal corro from MP's Office	Closed out
Week concluding 24 September- 0 complaints received - NEW AUDIT SYSTEM - NEW COLUMNS F, Q and R added																		
0																		
Week concluding 1 October - 0 complaints received																		
0																		
Week concluding 8 October - 1 complaints received																		
1	6th October 2021	5pm	Hotline	58704	7525	Avoidable	Pallamallawa	Complaint	Social Cost	1	Contractor staff driving through Pallamallawa at excessive speeds and not complying with Covid regulations at the pub.	After contractor talked to complainant, contractor raised internally, road safety/speed focus on internal meetings with reference to specifics in the complaint.	Call	10/07/2021	1300			Closed out
Week concluding 15 October - 2 complaints received																		
1	11th October 2021	10am	Email	7526	12086	Avoidable	Colleeearlee Creek	Complaint	Access/Survey	2nd	Landowner has refused access to his property and roads due to survey pegs placed in Cropped Land (possibly ARTC owned land) - same complaint as row 85, pegs likley placed at the same time.	Email apology, F2F at North Star Event, Stakeholder open to compromise as long as harvest is uninturrupted.	Email and F2F	11/10/2021 and 15/10/2021	11am	none		Closed out
2	8th October 2021	10am	Email to contractor	7527	58520		CROOBLE/YAM BOON RD LX	Complaint	Road damage	1	lack of signals at closed level crossing with large hole in the road.	Contractor talked to stakeholder to confirm that traffic signage was infact installed - Contractor emailed copy of traffic management plan to Gwydir Council - Internal comms to ask earthworks team to inform traffic control team of changes in road quality	Call	10/08/2021	11am	none		Closed out
Week concluding 22 October - 1 complaints received																		
1	21/10/2021	5pm	Call to contractor	7528	58704	Avoidable	Pallamallawa	Complaint	Social Cost	1	Repeat complaint and complainant: (row 92) Speeding in Pallamallawa	Further Contractor briefing on the issue, with contractor project director highlighting it's importance for social contract. Community meeting planned in the area and will be incorportaed into the agenda	Voice Mail from Contractor	21/10/2021	5pm	IR advised that there will be a community info session 8th Nov, and to list license plates of suspected speeding vehicles	Commnity Information Session planned Nov 8th	Closed out
Week concluding 29 October - 7 complaints received																		
1	25/10/2021	2pm	Call to contractor	7533	20802	Avoidable	Colleeearlee Creek	Complaint	interruption to farming	1	Star Picket found on ground - picked up by header	Contractor apologised for the incident. Contractor Enviro team are undertaking works to remove pickets near crops. Stakeholder confirmed they removed others. Contractor to inform IR when works is completed in all of Stage 3.	Call	25/10/2021	5pm	Landowner conern escualted to IR Director. IR Director to call landowner to discuss next steps	W/C 13th to be resolved	Ongoing
2	27/10/2021	2pm	Call to contractor	7534	?	Avoidable	Gwydir Highway	Complaint	Road Safety	1	Cyclist concerned about driver behaviour	Contractor investigated and advised stakeholder that speed and driver behavior education program is ongoing	Call	27/10/2021	2pm	Contractor contracted stakeholder and council to ensure safety and wellbeing of stakeholder was followed up. Safety investigation confirmed no further follow-up required		Closed out
3	27/10/2021	11am	SMS to contractor	7536	12017	Avoidable	Croppa Creek	Complaint	Access/Survey	1	Stakeholder informed contractor that the location of Survey Pegs on road alignment hazzard for tires	Contradtcor advised stakeholder to remove any pegs and a staff memeber will be onsite to tomorrow to remove any more. Contractor working with survey team to find better solution which is not a risk to machinary.	Call	27/10/2021	7pm	No escualtion, landowner satified with removal of pegs, no further issue with contraction pathway		Closed out
4	26/10/21	11am	Email to contractor	7535	13702	Avoidable	Colleeearlee Creek	Complaint	interruption to farming	1	Driving outside Boundaries into paddock, blocked dam blocking access to paddock, overloaded telecomms, weeds in the corridor,.	Boundaries: adding additional flagging today; Dam: Raised with earthworks super; Telecoms: well known issue , senior leadership aware, no immediate solution; Weeds: Contractor will spray this week .	Contractor sent email	28/10/2021	11am	Stakeholder concerns escualted to Contractor and IR Directors. Miitigaiton measures agreed with stakeholder. Ongoing reviews required	Landowner meeting required w/c 6/12	Ongoing
5	25/10/2021	Noon	Call	7537	12036	Avoidable	Tackinbbri Creek	Complaint	Unauthorised access	1	Landowner understood that in this particular case it was for emergency access however he still thought the project needs to advise their staff of the no access through his private property. Unauthorized Access is an ongoing issue - IR will produce further signage to re-enforce private property - no access.		Call	25/10/2021	Noon			Closed out
6	27/10/2021	5pm	Email in	7538	58972	Avoidable	Belatta	Complaint	interruption to harvest	1	Interruption to electricity on scheduled EE outage in the Bellata zone, resulting in disruption GrainCorp/harvest operations.	Outage postponed until March-2022.	Email out	28/10/2021	4pm			Closed out
7	29/10/2021	11am	Email in	7539	13702	Avoidable	Colleeearlee Creek	Complaint	interruption to harvest	1	Driving outside boundaries into paddock.	Contractor informed stakeholder that flagging is to show boundary is being completed today, and will inform when they are finished. The issue will be raised at internal meetings to highlight issue and landholder concerns.	Email out	29/10/2021	11am	Stakeholder concerns escualted to Contractor and IR Directors. Miitigaiton measures agreed with stakeholder.	Landowner meeting required w/c 6/12	Ongoing
Week concluding 5 November - 3 complaints received																		
1	02 November 2021	3pm	Call	7541	12170	Avoidable	Moree	Complaint	Native title Road Safety/power outage/Harvest disruption	1	Cultural Heritage artifacts have been removed and should be displayed for tourism purposes. Stakeholder unhappy that she was not informed sooner about the laydown (in the corridor) at the entrance to her property affecting sight lines as the enter the highway. She also expressed concern about the 5th Nov power outage affecting harvest.	Artifacts are stored in Sydney and will be returned.	Call			Escalated to Cultural Heritage SME	CH spoke to stakeholder on Nov 3rd - discussed her ongoing issues and provided feedback on the outcomes of our investigations and the process	Ongoing
2	02 November 2021	1pm	Call	7542	38425	Avoidable	Bobbiwaa	Complaint		1		Informed stakeholder about delivery schedule and what will not be stored on the pad. investigations will continue and will inform the traffic management plan.	Email	12/11/2021	3pm			Closed out
3	01 November 2021	11am	f2f/attended media event	7543	37313	Avoidable	Moree	Complaint	Native title	1	Stakeholder upset at recent Cultural Heritage incidents.	Ongoing concerns - CH issues will be dealt at the program level.	F2F			Escualted to IR Ctrtural Heritage Manager for direct liaison with Stakeholder.		Ongoing
Week concluding 12 November - 3 complaints received																		
1	09 November 2021	3pm	F2F	59107	7545	Avoidable	Moree	Complaint	Covid	1	Moree shopkeeper asked Indegenous Trans4m Rail staff member to update him on recent travels relating to current COVID concerns in the community. Contractor staff took offence and was visibly agitated with the owner. Owner called IR to complain anbout contractors behaviour.	Contractor advised IR the staff member did not work on the project at the time of the incident. This wsa communicated back to the shop owner.	Email	10/12/2021	3pm			Closed out
2	09 November 2021	11am	SMS	13702	7546	Avoidable	Colleeearlee Creek	Complaint	interruption to harvest	1	Holes/low spots left near level crossing caused by contractor truck movements creating risk to harvest truck movements - request for gravel to fill them.	Contractor pumped water out of holes and will continue monitoring. Heavy rain expected.	F2F	10/11/2021	multiple	Gravel has been requested from contractor but rain delaying the fix. Gravel layed 15/11 landowner satified with outcome.		Closed out
3	12 November 2021	9am	SMS	7548	7520	Avoidable	Tackinbbri Creek	Complaint	interruption to Farming	1	Perecived Interruption to weed spraying by contractor, causing delay.	Contractor informed IR and wider team of access as per spraying protocol	Email	12/11/2021	noon			Closed out
Week concluding 19 November - 3 complaints received																		

1	15 November 2021	9am	Call to hotline and email	7549	27906	Unavoidable	Bumble Creek	Complaint	Flooding, interruption to Farming	3	Extra water on little Bumble Creek causing standing water in paddock risking livestock.	IR called stakeholder, arranging a face-to-face meeting on Monday onsite.	Email and Call	15/11/2021	4pm	IR and stakeholders met on site 26/11. further investigations are required.	Ongoing
2	18 November 2021	7pm	email	7550	59260	Avoidable	Crouble	Complaint	Social Cost	1	Speeding in Crooble, claim of trucks going 100kph in a 60 zone.	Contractor addressed speeing in Tool box and internal briefing specifically addressing driver behaviour and community safety.	Email and Call	02/12/2021	10.30am	no esculation required.	Closed out
3	19 November 2021	12noon	email to DPIE	7551	59260	Avoidable	Moree	Complaint	Covid	1	Aboriginal Elder stakeholder raised concerns about contractor covid requirements for worker/potential workers and that some workers don't have contracts stating leave and WHS requirements	IR responded to DPIE addressing concerns	Email	23/11/2021		No further response required at t his stage	Closed out
Week concluding 26 November - 0 complaints received																	
0																	
Week concluding 3 December - 0 complaints received																	
0																	
Total Complaints since week concluding 15 January 2021																	
45																	
Total open Complaints since week concluding 15 January 2021																	
6																	

APPENDIX B – DOCUMENTATION ISSUED BY ER

Luke Trickett TRANS4M RAIL	Minor Ancillary Facility - Milguy Silos Rev2 GENERAL CORRESPONDE...	10/11/2021 TRANS4M-GCOR-001104
Georgia Pianko TRANS4M RAIL	Re: Minor Ancillary Facility - Milguy Silos Rev3 GENERAL CORRESPONDE...	15/11/2021 TRANS4M-GCOR-001128
Steve Fermio WOLFPEAK	Re: Minor Ancillary Facility - Milguy Silos Rev3 GENERAL CORRESPONDE...	17/11/2021 WOLFPEAK-GCOR-000174
Steve Fermio WOLFPEAK	Re: Minor Ancillary Facility - Milguy Silos Rev2 GENERAL CORRESPONDE...	17/11/2021 WOLFPEAK-GCOR-000173

ARTC Inland Rail - 2600-N2NS - Narrabri to North Star

Level 16
180 Ann Street
Brisbane
QLD 4000 Australia

WolfPeak

Suite 2, Level 10, 189 Kent Street
Sydney
NSW 2000 Australia

MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	WolfPeak-GCOR-000173	TRANS4M-GCOR-001104

Re: Minor Ancillary Facility - Milguy Silos Rev2

From: Steve Fermio - WolfPeak

To: Mr Luke Trickett - Trans4m Rail

Cc (8): Justin Bate - Australian Rail Track Corporation (+7 more...)

Sent: Wednesday, 17 November 2021 3:55:42 PM AEDT (GMT +11:00)

Status: N/A

ATTRIBUTES

Attribute 1: 2600 - Narrabri to North Star

MESSAGE

Hi Luke

The potential noise impact on the nearest sensitive receiver located 170m from the edge of the new site are quite high.
Can you advise if:

- any consultation has already occurred with the receiver/s and their response to the potential increase in noise levels which - based on the modelling - would be quite noticeable during the daytime
- any additional noise mitigation measures (eg solid barriers, changes in work practices or location of noisy activities etc) are proposed to address the potential noise impacts

kind regards
Steve

From: L Trickett

Sent: 10/11/2021 4:41:30 PM AEDT (GMT +11:00)

To: Steve Fermio

Cc: Justin Bate, Grant Brown, Rachel Gray, Mikaela Richardson, Kristian Hancock, Michael Matthews, Georgia Pianko, Adam Playne

Mail Number: TRANS4M-GCOR-001104

Subject: Minor Ancillary Facility - Milguy Silos Rev2

Hi Steve,

Please find attached an assessment for an extension of the Minor Ancillary Facility previously approved at Milguy Silos. The rail team have requested it be extended by 200m to the south of the originally approved MAF to facilitate works. Can you please review and provide comment thank you?

Kind Regards,

Luke Trickett

Environmental Advisor

Trans4m Rail Joint Venture

M: 0408 506 596 | **E:** luke.trickett@t4mr.com.au

A: 64-68 Balo Street Moree NSW 2400

P: PO Box 690 Moree NSW 2400



This mail has been approved for release by M Matthews on 2021-11-10 16:41:30 AEDT

Minor Ancillary Facility Checklist

1. Criteria for Minor Ancillary Facilities

The Project's Conditions of Approval (CoA) allows for the establishment and operation of Minor Ancillary Facilities on the Narrabri to North Star (N2NS) Project. Condition A21 states:

CoA A21 Facilities including lunch sheds, office sheds, material lay down sites, stockpile areas, areas used to assemble infrastructure, and portable toilet facilities can be established and operated where they satisfy the following criteria:

- (a) are located within the construction boundary; and
- (b) have been assessed by the ER to have –
 - i. low amenity impacts to surrounding residences and businesses, after 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) impacts, and
 - ii. Low environmental impact with respect to waste management and flooding, and
 - iii. No impacts on biodiversity, soil and water and heritage items beyond those already approved under the other terms of this approval.

This Minor Ancillary Facility Checklist has been prepared to assess the proposed Minor Ancillary Facility against the requirements of CoA A21 and all other environmental requirements. Mitigation measures have also been provided to ensure that any environmental risks or impacts to the Community are suitably managed.

These facilities will be located in accordance with the criteria listed in Table 2 and submitted to the Project's Environmental Representative (ER) for approval prior to site works commencing.

Table 1: Minor Ancillary Facility – Site Description

Site Name:	Minor Ancillary Facility (Croppa Creek Road)
Location:	Croppa Creek Road (Croppa Creek, NSW)
Chainage:	CH755.300 - CH755.750
Program*:	Construction: November 2021 Occupation: November 2021 – December 2022
Land Use:	RU1 – Primary Production (Source: Gwydir Shire Council LEP 2013)
Footprint / Size:	<23,000m ²
Use:	Minor Ancillary Facility (Croppa Creek Road) will be utilised for the following purposes: <ul style="list-style-type: none"> ▪ Trailer based (mobile) site office, port-o-loo and generator. ▪ Carparking for site personnel. ▪ Storage of construction plant and equipment. ▪ Storage of Bottom Ballast (<20,000m³)
Site Surroundings:	Minor Ancillary Facility (Croppa Creek Road) is surrounded by: <ul style="list-style-type: none"> ▪ North: Croppa Creek Road, sparsely vegetated land and agricultural (cropping) land. ▪ East: Croppa Creek Road, LX922, Rail line and agricultural (cropping) land. ▪ South: Croppa Creek Road, sparsely vegetated land agricultural (cropping) land.

	<ul style="list-style-type: none"> West: Residential receivers, private dams, cropping agricultural land and sparse vegetation. <p>Access to Minor Ancillary Facility (Croppa Creek Road) will be provided directly via Croppa Creek Road at approx. CH755.5.</p>
Site Establishment Process:	<p>The below sets out the scope of works for the proposed Minor Ancillary Facility:</p> <ul style="list-style-type: none"> The proposed footprint of the MAF will be demarcated in the field using hi-visibility flagging (or other approved method) and “No-Go Zone” signage. Topsoil will be stripped and utilised for erosion and sediment controls. The topsoil stockpiled/ windrowed will be hand seeded. Establishment of the site’s erosion and sediment controls will be progressively installed in accordance with the site’s Progressive Erosion and Sediment Control Plan. Mobilisation of site facilities: The trailer based (caravan-style) site office, portaloo and generator will be mobilised to site. The site compound will be assessed in the field for visual impact to neighbouring sensitive receivers. If the visual impact is deemed moderate or high, ATF style fencing and screening will be installed. <p>NOTE: No bulk earthworks are required for the establishment of MAF (Croppa Creek Road).</p>

*NOTE: Subject to weather and unexpected site conditions

Table 2: Minor Ancillary Facility - Criteria

Criteria	Compliant (Y) Yes (N) No	Comments
Located within the construction boundary as defined by the approval (CoA A21(a)).	Y	<p>Minor Ancillary Facility (Croppa Creek Road) occurs on land that occurs within the Project’s Submission Preferred Infrastructure Report (SPIR) Construction Impact Zone and the CIZ – Construction WIP (20210217).</p> <p>Refer to Appendix A for the location.</p>
Compliance with the Interim Construction Noise Guideline (CoA A21(b)(i))	Y	<p>Two sensitive (residential) receivers were identified within 1km of the proposed MAF (Croppa Creek Road) site:</p> <ul style="list-style-type: none"> 307.72 metres north-west NNS_Rx2339 325.36 metres north-west NNS_Rx2338 <p>Based on this proximity it is not expected to exceed the Project’s Noise Management Levels or the ICNG.</p> <p>Refer to Appendix A for the location of sensitive / residential receivers.</p> <p>Prior to site establishment works commencing, all potentially impacted landholder/s will be consulted regarding potential noise impacts associated with the establishment and operation of MAF (Croppa Creek Road).</p> <p>The noise assessment is contained within Appendix C.</p>
At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii))	Y	<p>The proposed MAF (Croppa Creek Road) site gently falls to the South-west.</p> <p>An unnamed watercourse is located approximately 41 metres south-west of the MAF (Croppa Creek Road) site.</p>

Criteria	Compliant (Y) Yes (N) No	Comments
		<p>The proposed MAF (Croppa Creek Road) site lies within the area impacted by the existing 5% AEP local (blue highlighted in Appendix A).</p> <p>With the prediction of a significant rainfall event, the removal of all materials from the southernmost MAF (Croppa Creek Road) sites will occur and be placed with the CIZ, outside of the AEP zone.</p>
Not within areas identified as threatened communities or species habitats beyond those already approved under the terms of the project approval (CoA A21(b)(iii))	Y	<p>Approximately 23,000m² (100%) of the proposed MAF (Croppa Creek Road) site is mapped as</p> <ul style="list-style-type: none"> - Zone 6- PCT 56 - Poplar Box – Belah woodland on clay-loam soils on alluvial plains of north-central NSW. <p>The 23,000m² of PCT-56 that will be directly impacted by the MAF is entirely within the SPIR CIZ and therefore has been accounted for within the clearing limits detailed in CoA Table E1 and will be offset in accordance with ARTC's Biodiversity Offset Strategy.</p>
No significant impacts to utilities, primarily gas and electricity	Y	The establishment and operation of MAF (Croppa Creek Road) will not result in significant impacts to existing gas, electrical, water or communications utilities.
Not on or near sites with known Aboriginal or non-Aboriginal heritage (CoA A21(b)(iii))	Y	<p>Any items in and around the proposed MAF of Aboriginal or non-Aboriginal significance have been salvaged.</p> <p>The <i>Aboriginal Cultural Heritage Management Plan, Narrabri to North Star – Separable Portion 1 (N2NS SP1)</i>, dated 18th December 2020 has been reviewed and there are no areas or items that require further salvage or survey.</p>
Safe access to the road network and rail corridor and low impacts on traffic and access (CoA A21(b)(i))	Y	Access to Minor Ancillary Facility (Croppa Creek Road) will be provided directly via Croppa Creek Road.
Relatively flat land	Y	Minor Ancillary Facility (Croppa Creek Road) is located on relatively flat land with <1m fall across the site.
Low environmental impact with respect to waste management and flooding (CoA A21(b)(ii))	Y	<p>The establishment and operation of the proposed MAF (Croppa Creek Road) will generate minor waste volumes. These waste streams will generally consist of the following:</p> <ul style="list-style-type: none"> ▪ Wastewater ▪ Wastepaper / cardboard ▪ Rubbish and debris ▪ Food waste <p>The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below.</p> <p>Flooding risk has been addressed above.</p>
No impacts on biodiversity, soil and	Y	The environmental impacts associated with the establishment and operation of Minor Ancillary Facility

Criteria	Compliant (Y) Yes (N) No	Comments
water, and heritage items beyond those already approved under SSI 7474 approval (CoA A21(b)(iii))		(Croppa Creek Road) are considered minor and consistent with those impacts approved under SSI 7474.
Boundary screening around all facilities adjacent to and visible from sensitive receivers for the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners (COA A22)	Y	Minor Ancillary Facility (Croppa Creek Road) will be assessed for visual impact from any surrounding sensitive receivers. Screening will be applied where the MAF site represents a moderate to high visual impact.

A locational map, environmental constraints and co-ordinates have been provided in Appendix A and B.

2. Mitigation Measures

Based on the site details and environmental constraints identified in Table 1 and Table 2 above, the key environmental risks associated with the establishment and operation of the Minor Ancillary Facility (Croppa Creek Road) include:

- Disturbance of mapped native vegetation, including an EPBC Act listed TEC and threatened flora species;
- Dust and associated impacts to air quality resulting from access and use; and
- Noise impacts to surrounding sensitive receivers.

With the implementation of the mitigation measures detailed in Table 3 below, these impacts are considered to be minor and consistent with those impacts assessed and approved under CSSI 7474.

Table 3: Minor Ancillary Facility – Mitigation Measures

	Measure/Requirement	Responsibility	Timing/frequency
1)	Site inductions will include the following specific components for biodiversity, noise, dust, surface water, erosion & sediment control management: <ul style="list-style-type: none"> • Awareness of General Environmental Duty and Duty to Notify, (legislative obligations) • The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion & Sediment Control Plan • Waste Management • The mapped, native vegetation occurring within and adjacent the site and the significance of the TEC. • The No-Go Zones for the MAF, incl. the significance of this control and the environmental constraints it's protecting i.e. mapped TEC, threatened species, etc. • Hours of operation. • General noise related mitigation measures. 	Environmental Manager	Pre-construction
2)	Progressive Erosion and Sediment Control Plans (PESCPs) will be developed by Trans4m Rail Environmental Coordinators and reviewed by a CPESC throughout the site establishment phase.	Environmental Manager	Pre-construction
3)	Controls must be in place to prevent tracking dirt and mud onto roads.	Construction Supervisor	Construction

	Measure/Requirement	Responsibility	Timing/frequency
4)	Spoil, mud or the like spilt onto sealed roads to be removed within 24hrs through use of a street sweeper or other means.	Construction Supervisor	Construction
5)	Mobile plant and vehicles, including deliveries must use designated travel routes, site access routes, site access tracks and lay down areas.	Construction Supervisor	Construction
6)	Any activities requiring the discharge of construction water off site will be undertaken in accordance with the PESCP.	All personnel / Environmental Manager	Construction
7)	Slashing limits (incl. vegetation to be retained) must be clearly identified and physically demarcated on-site. Slashing, clearing or other ground disturbance activities must not occur outside these areas unless otherwise approved in writing by the Environment Manager, or suitable delegate.	Construction Supervisor	Construction
8)	Groundcover to be re-established as soon as practicable to prevent erosion during construction.	Construction Supervisor	Construction
9)	In the event that an area or item of heritage significance, threatened species, contaminated material or asbestos containing materials (ACM) are discovered or suspected on-site, then all works affecting the find must cease immediately, the area secured and relevant Trans4m Rail's Unexpected Finds Procedure / Protocol will be implemented. Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately notified of any unexpected finds. Other stakeholders (e.g. NSW EPA, OEH, DPIE, WaterNSW, Council, local landholders, etc) may also be notified depending on the nature and scale of the unexpected find.	All personnel / Construction Supervisor	Construction
10)	Any spills or leaks of chemicals, fuels, oils, effluent or any other hazardous substance that occurs during site establishment must be managed and reported in accordance with Trans4m Rail's Environmental Incident Response and Reporting Procedure.	All personnel / Construction Supervisor	Construction
11)	Refuelling activities must always be closely supervised. Plant and equipment being refuelled must not be left unattended for any period of time.	All personnel / Construction Supervisor	Construction
12)	The land on which ancillary facilities, laydowns areas, access tracks and all other temporary works are located shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner.	Construction Supervisor	Construction
13)	Weather forecast will be reviewed daily (via http://www.bom.gov.au/) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Measures to be implemented during unfavourable weather conditions may include a reduction of speed, a modified construction methodology, alternative plant and equipment, altering the scheduled works or program for the day, additional water carts or ceasing dust generating activities until conditions are more favourable.	Environmental Manager / Construction Supervisor	Construction
14)	The following dust control measures will be utilised to suppress dust being generated from access roads, laydown areas, ancillary facilities and all other exposed surfaces; water application via watercarts and alternative means (i.e. sprinklers, hoses), sealing or stabilisation of highly trafficked areas, dust screens, application of geofabric or jute mat or the application of soil binding agents. The frequency of use will be modified depending on the prevailing wind and weather conditions.	Construction Supervisor	Construction

	Measure/Requirement	Responsibility	Timing/ frequency
15)	Exhaust systems of construction plant, vehicles and machinery will be maintained in accordance with manufacturer's specifications to ensure that emissions do not exceed EPA regulations. Periodic visual checks will be undertaken daily.	Construction Supervisor	Construction
16)	Waste will be segregated and collected on a regular basis to ensure odours associated with waste do not become an issue to surrounding sensitive receivers. All waste will be collected and disposed of at a licensed facility.	All personnel	Construction
17)	All works will be undertaken in accordance with the standard construction hours detailed in Condition of Approval E1.	Construction Supervisor	Construction
18)	Notification undertaken during construction would inform relevant stakeholders of the work locations and timing, and the potential for noise impacts.	Community Engagement Team	Construction
19)	Boundary screening will be erected if a site inspection determines that the MAF could significantly impact sensitive receivers.	Environment Manager / Construction Supervisor	Construction

3. Certification

This Minor Ancillary Facility Checklist provides a true and fair review of the proposed activity for the Inland Rail N2NS upgrade project.

Signed:



Name: Luke Trickett

Position: Trans4m Rail JV Environment Advisor

Date: 4/11/2021

Signed: _____

Name: Steve Fermio

Position: Environmental Representative

Date: /11/2021

Appendix A: Site Location (incl. Environmentally Sensitive Areas)



Legend

World Boundaries and Places

- CIZ (SPIR)
- CIZ - Construction (20210217)

Bridges

- B

Level Crossings

- Public
- Private
- Pedestrian

Culverts

- X

Chainage

- 755.1, 755.2, 755.3, 755.4, 755.5, 755.6, 755.7, 755.8

Rail Alignment

Vegetation Communities - Clip

- Zone - Cleared/Non-native Vegetation
- Zone - 1 - PCT-27 BVT-BR233, NA woodland of the Darling Riverine PI Brigalow Belt South Bioregion-Moderate
- Zone - 2 - PCT-35 BVT-BR120, NA forest / woodland on alluvial often g Scrub to Goondiwindi, Brigalow Bel -Moderate - Good
- Zone - 3 - PCT-39 BVT-BR130, NA Coobah - Lignum woodland wetland floodplains mainly in the Darling Riv Bioregion-Moderate - Good
- Zone - 4 - PCT-52 BVT-BR191, NA Bluegrass +/- Mitchell Grass grassland floodplains and alluvial plains main Darling Riverine Plains Bioregion-N
- Zone - 5 - PCT-56 BVT-BR186, NA woodland on clay-loam soils on allu NSW-Moderate - Good
- Zone - 6 - PCT-58 BVT-BR186, NA

0 0.06 0.1 Km

Scale: 1: 4,514

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes:

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Croppa Creek Road MAF - Cultural Heritage

INTERNAL USE ONLY



Legend

- World Boundaries and Places
- CIZ (SPIR)
- CIZ - Construction (20210217)
- Bridges
- Level Crossings
 - Public
 - Private
 - Pedestrian
- Culverts
- Chainage
- Rail Alignment
- Cultural Heritage - Management (20210611)
 - Green
 - Green - Beyond SPIR*
 - Red
 - Red - Beyond SPIR C*
 - Yellow
- AHIMS Results - Umwelt
- ACH - Sites Survey - Umwelt
- Archaeological Survey Area - L
- Archaeology Data - Umwelt
- ACH Landform Constraints - U
- ACH Landform Constraints Lin
- Stations Heritage - Umwelt



0 0.06 0.1 Km

Scale: 1: 4,514

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes:

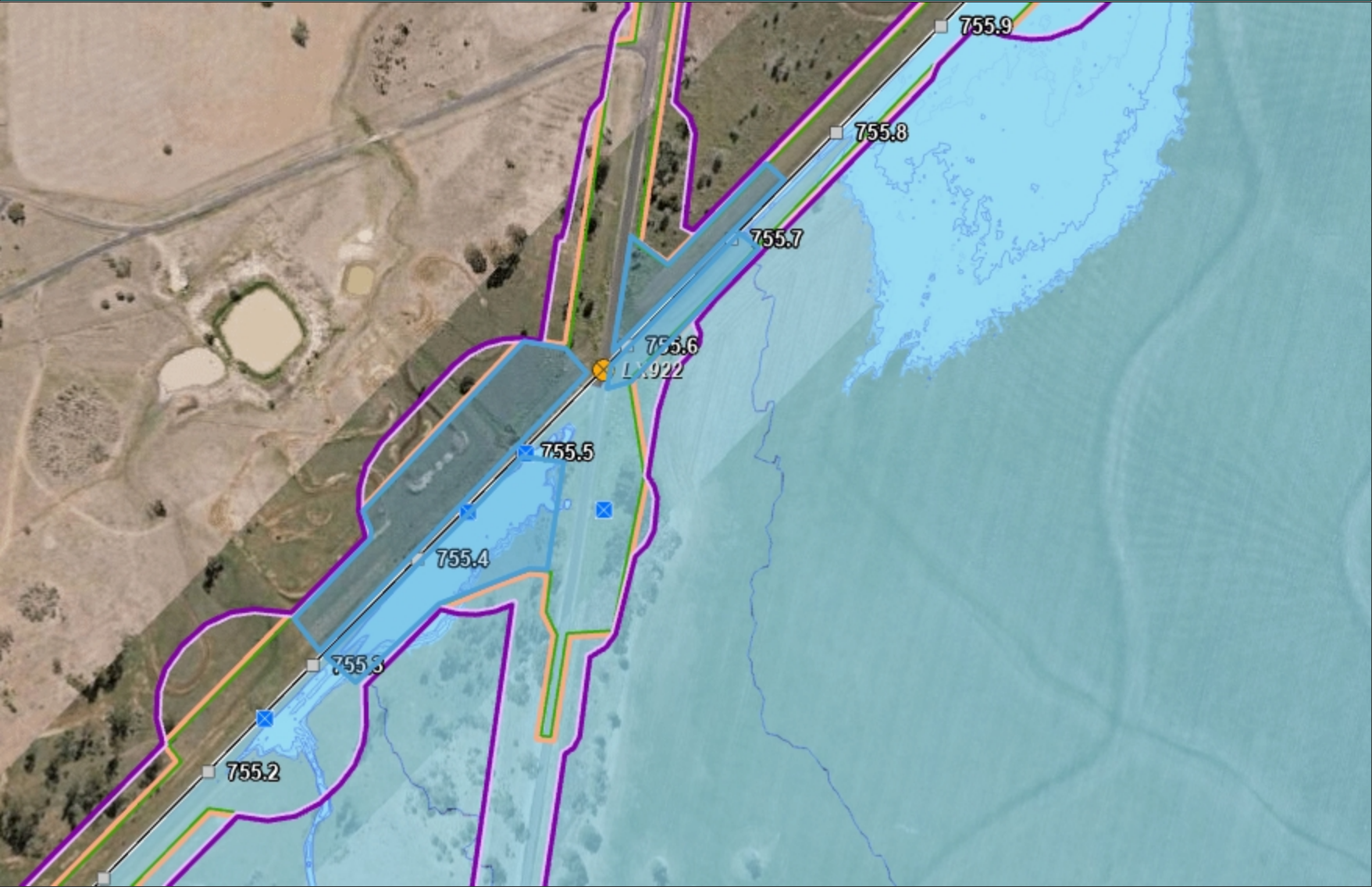
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INLAND RAIL **ARTC**

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- Legend
- World Boundaries and Places
 - CIZ (SPIR)
 - CIZ - Construction (20210217)
 - B Bridges
 - Level Crossings
 - Public
 - Private
 - Pedestrian
 - Culverts
 - Chainage
 - Rail Alignment
 - Flood Extents
 - ARTC Network
 - Other Railways



0 0.06 0.1 Km

Scale: 1: 4,514

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

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Notes:

Croppa Creek Road MAF - Residential Receiver

INTERNAL USE ONLY



Legend

- World Boundaries and Places
- CIZ (SPIR)
- CIZ - Construction (20210217)
- Bridges
- Level Crossings
 - Public
 - Private
 - Pedestrian
- Culverts
- Chainage
- Rail Alignment
- Residential Receivers
- Sensitive Receivers
 - Active recreation
 - Aged care
 - Education
 - Health
 - Passive recreation
 - Religious
- ARTC Network
- Other Railways



0 0.06 0.1 Km

Scale: 1: 4,514

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes:

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INLAND RAIL **ARTC**

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Croppa Creek Road MAF - Watercourse

INTERNAL USE ONLY



Legend

- World Boundaries and Places
- CIZ (SPIR)
- CIZ - Construction (20210217)
- Bridges
- Level Crossings
 - Public
 - Private
 - Pedestrian
- Culverts
- Chainage
- Rail Alignment
- ARTC Network
- Other Railways
- Hydroline
 - <all other values>
 - 1; 2; 3; 4
 - 5
 - 6
 - 7
 - 8
 - 9
 - 10
- Named Watercourse LS
 - <all other values>



0 0.06 0.1 Km

Scale: 1: 4,514

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes:

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INLAND RAIL **ARTC**

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Appendix B: Site Location (Co-ordinates)

Stockpile South	
1	Lat: 28.95105° S Lon: 150.37216° E
2	Lat: 28.95108° S Lon: 150.37245° E
3	Lat: 28.95173° S Lon: 150.37234° E
4	Lat: 28.95240° S Lon: 150.37102° E
5	Lat: 28.95225 ° S Lon: 150.37102° E
6	Lat: 28.95193° S Lon: 150.37160° E
7	Lat: 28.95193° S Lon: 150.37221° E
Stockpile North	
8	Lat: 28.95202° S Lon: 150.37060° E
9	Lat: 28.95223° S Lon: 150.37077° E
10	Lat: 28.95137° S Lon: 150.37106° E
11	Lat: 28.95034° S Lon: 150.37216° E
12	Lat: 28.95054° S Lon: 150.37261° E

Appendix C: Noise Scenario (Site Operation)

Noise Estimator (Individual Plant)

Please input information into yellow cells

Please pick from drop-down list in orange cells

Project name	Inland Rail (N2NS)
Scenario name	MAF Croppa Creek Road
Receiver address	Croppa Creek Road
Select area ground type	Undeveloped green fields (rural areas with isolated dwellings)
Select type of background noise level input	Representative Noise Environment

Noise area category		Representative Noise Environment	User Input
RBL or LA90 Background level (dB(A))	Day	R1	
	Evening	40	
	Night	35	
	Night	30	
LAeq(15minute) Noise mangement level (dB(A))	Day	50	
	Day (OOHW)	45	
	Evening	40	
	Night	35	

Is all plant at the same representative distance to the receiver? Y/N	N
Representative distance (m)	307.72

Using Individual Distances!

Type/ model plant (See Sources Sheet)	SWL LAeq (dB(A))	SPL @7m (dB(A))	Quantity	Individual distance to receiver (m)	Is there line of sight to receiver? Y/N	Quantity correction (dBA)	Shielding correction (dBA)	Distance used in calculation (m)	Contribution SPL (dB(A))
Front End Loader	97	72	2	308	Yes	3	0	307.72	34
Light vehicles	89	64	1	308	Yes	0	0	307.72	23
Generator			1	308	Yes	0	0	307.72	-888
Delivery Truck			1	308	Yes	0	0	307.72	-888
Light Vehicles (eg 4WD)	103	78	1	308	Yes	0	0	307.72	37
People Talking	76	51	2	308	Yes	3	0	307.72	13
Truck (>20tonne)	106	81	1	308	Yes	0	0	307.72	40
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888
					Yes	0	0		-888

Total SPL LAeq(15minute) (dB(A))	42
----------------------------------	----

		Residential receiver	Non-residential receivers						
			Classroom at schools and other educational institutions	Hospital wards and operating theatres	Place of worship	Active recreation	Passive recreation	Industrial premise	Offices, retail outlets
Noise Management Level (dB(A))	Standard hours	50	55	65	55	65	60	75	70
	Day (OOHW)	45	55	65	55	65	60	75	70
	OOHW Period 1	40		65	55	65	60	75	70
	OOHW Period 2	35		65	55			75	70
Level above background (dB(A))	Standard hours	2							
	Day (OOHW)	2							
	OOHW Period 1	7							
	OOHW Period 2	12							
Level above NML (dB(A))	Standard hours								
	Day (OOHW)								
	OOHW Period 1	2							
	OOHW Period 2	7							
Additional mitigation measures	Standard Hours	-	-	-	-	-	-	-	-
	Day (OOHW)	-	-	-	-	-	-	-	-
	OOHW Period 1	-	-	-	-	-	-	-	-
	OOHW Period 2	V, N, R2, DR	-	-	-			-	-

Abbreviation	Measure
N	Notification
SN	Specific notifications
PC	Phone calls
IB	Individual briefings
RO	Respite offer
R1	Respite period 1
R2	Respite period 2
DR	Duration respite
AA	Alternative accommodation
V	Verification

- Steps:
- Enter project name (cell C9).
 - Enter scenario name (cell C10).
 - Enter receiver address (cell C11).
 - Select area ground type (cell C12) - water, undeveloped green fields (e.g. rural areas with isolated dwellings) or developed settlements (e.g. urban and suburban areas)
 - Select the type of background noise level input - Representative noise environment (to make assumptions) or user input (where noise monitoring data is available):
 - where representative noise environment is selected - select the appropriate noise area category (cell C16). The worksheet titled 'Representative Noise Environ.' provides a number of examples to help select the noise area category.
 - where user input is selected - enter the measured background noise level for each time period (cells D17 to D19).
 - Is all plant at the same representative distance to the receiver? Select Y or N (cell C24):
 - where Y is selected - enter the representative distance in cell C25.
 - where N is selected - go to step #7
 - For the scenario (e.g. shallow excavation), select plant from the drop-down list in cells A28 to A47 (e.g. dump trucks + excavator).
 - enter quantity for each selected plant in cells D28 to D47.
 - where N is selected from step #6 - enter the distance to receiver for each individual plant in cells E28 to E47.
 - is there line of sight to receiver? select from drop down list in cells F28 to F47. Solid barrier can be in the form of road cutting, solid construction hoarding, acoustic curtain, timber lapped and capped fence, shipping container, site office, etc. Please note that vegetation and trees are not considered to be a form of solid barrier.
 - Identify the level above background and/or noise mangement level (see rows 57 to 62).
 - Identify and implement standard mitigation measures where feasible and reasonable. Include any shielding implemented as part of the standard mitigation measures by changing the selection in the 'Is there line of sight to receiver' drop-down list.
 - Identify and implement feasible and reasonable additional mitigation measures (see rows 63 to 65).
 - Document a summary report detailing:
 - project description (including location, duration, hours of work, construction methodology, plant , potentially impacted receivers, etc.).
 - background noise levels.
 - noise management levels .
 - predicted noise levels for each time period.
 - sleep disturbance affected distance for night works.
 - mitigation measures.
 - team member responsible for implementing mitigation measures and managing noise and vibration.

Minor Ancillary Facility Checklist

1. Criteria for Minor Ancillary Facilities

The Project's Conditions of Approval (CoA) allows for the establishment and operation of Minor Ancillary Facilities on the Narrabri to North Star (N2NS) Project. Condition A21 states:

CoA A21 Facilities including lunch sheds, office sheds, material lay down sites, stockpile areas, areas used to assemble infrastructure, and portable toilet facilities can be established and operated where they satisfy the following criteria:

- (a) are located within the construction boundary; and
- (b) have been assessed by the ER to have –
 - i. low amenity impacts to surrounding residences and businesses, after 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) impacts, and
 - ii. Low environmental impact with respect to waste management and flooding, and
 - iii. No impacts on biodiversity, soil and water and heritage items beyond those already approved under the other terms of this approval.

This Minor Ancillary Facility Checklist has been prepared to assess the proposed Minor Ancillary Facility against the requirements of CoA A21 and all other environmental requirements. Mitigation measures have also been provided to ensure that any environmental risks or impacts to the Community are suitably managed.

These facilities will be located in accordance with the criteria listed in Table 2 and submitted to the Project's Environmental Representative (ER) for approval prior to site works commencing.

Table 1: Minor Ancillary Facility – Site Description

Site Name:	Minor Ancillary Facility (Wongabindi Road)
Location:	Wongabindi Road (Moree, NSW)
Chainage:	CH693.1 – CH 693.9
Program*:	Construction: November 2021 Occupation: November 2021 – December 2022
Land Use:	RU1 – Primary Production (Source: Moree Plains Shire Council LEP)
Footprint / Size:	<40,000m ²
Use:	Minor Ancillary Facility (Wongabindi Road) will be utilised for the following purposes: <ul style="list-style-type: none"> ▪ Trailer based (mobile) site office, port-o-loo and generator. ▪ Carparking for site personnel. ▪ Storage of construction plant and equipment. ▪ Storage of Bottom Ballast (<20,000m³)
Site Surroundings:	Minor Ancillary Facility (Wongabindi Road) is surrounded by: <ul style="list-style-type: none"> ▪ North: Wongabindi Road, sparsely vegetated land and agricultural (cropping) land. ▪ East: Wongabindi Road, Rail line and agricultural (cropping) land. ▪ South: Wongabindi Road and agricultural (cropping) land. ▪ West: Rail line, LX909, agricultural (cropping) land and ephemeral waterway.

	Access to Minor Ancillary Facility (Wongabindi Road) will be provided directly via Wongabindi Road at approx. CH693.
Site Establishment Process:	<p>The below sets out the scope of works for the proposed Minor Ancillary Facility:</p> <ul style="list-style-type: none"> ▪ The proposed footprint of the MAF will be demarcated in the field using hi-visibility flagging (or other approved method) and "No-Go Zone" signage. ▪ Topsoil will be stripped and utilised for erosion and sediment controls. The topsoil stockpiled / windrowed will be hand seeded. ▪ Establishment of the site's erosion and sediment controls will be progressively installed in accordance with the site's Progressive Erosion and Sediment Control Plan. ▪ Mobilisation of site facilities: The trailer based (caravan-style) site office, portaloos and generator will be mobilised to site. ▪ The site compound will be assessed in the field for visual impact to neighbouring sensitive receivers. If the visual impact is deemed moderate or high, ATF style fencing and screening will be installed. <p>NOTE: No bulk earthworks are required for the establishment of MAF (Wongabindi Road).</p>

*NOTE: Subject to weather and unexpected site conditions

Table 2: Minor Ancillary Facility - C iteria

Criteria	Compliant (Y) Yes (N) No	Comments
Located within the construction boundary as defined by the approval (CoA A21(a)).	Y	<p>Minor Ancillary Facility (Wongabindi Road) occurs on land that occurs within the Project's Submission Preferred Infrastructure Report (SPIR) Construction Impact Zone and the CIZ – Construction WIP (20210217).</p> <p>Refer to Appendix A for the location.</p>
Compliance with the Interim Construction Noise Guideline (CoA A21(b)(i))	Y	<p>No sensitive (residential) receivers were identified within 1km of the proposed MAF (Wongabindi Road) site. The nearest receiver is approximately located 8.2 km east of the MAF (Wongabindi Road). As such no noise estimation was conducted for this MAF.</p> <p>Prior to site establishment works commencing, all potentially impacted landholder/s will be consulted regarding potential noise impacts associated with the establishment and operation of MAF (Wongabindi Road).</p>
At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii))	Y	<p>The proposed MAF (Wongabindi Road) is located approximately 1.1 km north an unnamed watercourse, and approximately 3km south of an unnamed watercourse.</p> <p>The proposed MAF (Wongabindi Road) site is outside the area impacted by the existing 5% AEP local (blue highlighted in Appendix A).</p>
Not within areas identified as threatened communities or species habitats beyond those already approved under the terms of the project	Y	<p>Approximately 99% of the proposed MAF (Wongabindi Road) site is mapped as</p> <ul style="list-style-type: none"> - Zone 0 – Cleared/Non-native Vegetation. <p>Approximately 1% of the proposed MAF (Wongabindi Road) site is mapped as</p>

Criteria	Compliant (Y) Yes (N) No	Comments
approval (CoA A21(b) (iii))		<p>- Zone - 4 - PCT-52 BVT-BR191, NA187-Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion-Native Grassland</p> <p>NOTE: This PCT is representative of Threatened Ecological Community - Natural grasslands on basalt and fine-textured alluvial plains of northern New South Wales and southern Queensland CEEC (EPBC Act).</p> <p>The 1% of PCT-52 is within the SPIR CIZ and therefore has been accounted for within the clearing limits detailed in CoA Table E1 and will be offset in accordance with ARTC's Biodiversity Offset Strategy.</p>
No significant impacts to utilities, primarily gas and electricity	Y	The establishment and operation of MAF (Wongabindi Road) will not result in significant impacts to existing gas, electrical, water or communications utilities.
Not on or near sites with known Aboriginal or non-Aboriginal heritage (CoA A21(b) (iii))	Y	<p>No areas or items of Aboriginal or non-Aboriginal significance have been identified within the area impacted by the proposed MAF (Wongabindi Road) site.</p> <p>The <i>Aboriginal Cultural Heritage Management Plan, Narrabri to North Star – Separable Portion 1 (N2NS SP1)</i>, dated 18th December 2020 has been reviewed and there are no areas or items that require further salvage or survey.</p>
Safe access to the road network and rail corridor and low impacts on traffic and access (CoA A21(b) (i))	Y	Access to Minor Ancillary Facility (Wongabindi Road) will be provided directly via Wongabindi Road.
Relatively flat land	Y	Minor Ancillary Facility (Wongabindi Road) is located on relatively flat land with <1m fall across the site.
Low environmental impact with respect to waste management and flooding (CoA A21(b) (ii))	Y	<p>The establishment and operation of the proposed MAF (Wongabindi Road) will generate minor waste volumes. These waste streams will generally consist of the following:</p> <ul style="list-style-type: none"> ▪ Wastewater ▪ Wastepaper / cardboard ▪ Rubbish and debris ▪ Food waste <p>The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below.</p> <p>Flooding risk has been addressed above.</p>
No impacts on biodiversity, soil and water, and heritage items beyond those already	Y	The environmental impacts associated with the establishment and operation of Minor Ancillary Facility (Wongabindi Road) are considered minor and consistent with those impacts approved under SSI 7474.

Criteria	Compliant (Y) Yes (N) No	Comments
approved under SSI 7474 approval (oA A21(b) (iii)		
Boundary screening around all facilities adjacent to and visible from sensitive receivers for the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners (COA A22)	Y	Minor Ancillary Facility (Wongabindi Road) will be assessed for visual impact from any surrounding sensitive receivers. Screening will be applied where the MAF site represents a moderate to high visual impact.

A locational map, environmental constraints and co-ordinates have been provided in Appendix A and B.

2. Mitigation Measures

Based on the site details and environmental constraints identified in Table 1 and Table 2 above, the key environmental risks associated with the establishment and operation of the Minor Ancillary Facility (Wongabindi Road) include:

- Disturbance of mapped native vegetation, including an EPBC Act listed TEC and threatened flora species;
- Dust and associated impacts to air quality resulting from access and use; and
- Noise impacts to surrounding sensitive receivers.

With the implementation of the mitigation measures detailed in Table 3 below, these impacts are considered to be minor and consistent with those impacts assessed and approved under CSSI 7474.

Table 3: Minor Ancillary Facility – Mitigation Measures

	Measure/Requirement	Responsibility	Timing/ frequency
1)	<p>Site inductions will include the following specific components for biodiversity, noise, dust, surface water, erosion & sediment control management:</p> <ul style="list-style-type: none"> • Awareness of General Environmental Duty and Duty to Notify, (legislative obligations) • The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion & Sediment Control Plan • Waste Management • The mapped, native vegetation occurring within and adjacent the site and the significance of the TEC. • The No-Go Zones for the MAF, incl. the significance of this control and the environmental constraints it's protecting i.e. mapped TEC, threatened species, etc. • Hours of operation. • General noise related mitigation measures. 	Environmental Manager	Pre-construction
2)	Progressive Erosion and Sediment Control Plans (PESCPs) will be developed by Trans4m Rail Environmental Coordinators and reviewed by a CPESC throughout the site establishment phase.	Environmental Manager	Pre-construction

	Measure/Requirement	Responsibility	Timing/frequency
3)	A small percentage of groundcover has been identified as PCT-52 within the proposed MAF (Wongabindi Road) site. NOTE: As these are within the SPIR CIZ these have been accounted for in the Project Approval and if removal is required will be offset under the Project's Biodiversity Offset Strategy.	Environmental Works Team	Construction
4)	Controls must be in place to prevent tracking dirt and mud onto roads.	Construction Supervisor	Construction
5)	Spoil, mud or the like spilt onto sealed roads to be removed within 24hrs through use of a street sweeper or other means.	Construction Supervisor	Construction
6)	Mobile plant and vehicles, including deliveries must use designated travel routes, site access routes, site access tracks and lay down areas.	Construction Supervisor	Construction
7)	Any activities requiring the discharge of construction water off site will be undertaken in accordance with the PESCP.	All personnel / Environmental Manager	Construction
8)	Slashing limits (incl. vegetation to be retained) must be clearly identified and physically demarcated on-site. Slashing, clearing or other ground disturbance activities must not occur outside these areas unless otherwise approved in writing by the Environment Manager, or suitable delegate.	Construction Supervisor	Construction
9)	Groundcover to be re-established as soon as practicable to prevent erosion during construction.	Construction Supervisor	Construction
10)	In the event that an area or item of heritage significance, threatened species, contaminated material or asbestos containing materials (ACM) are discovered or suspected on-site, then all works affecting the find must cease immediately, the area secured and relevant Trans4m Rail's Unexpected Finds Procedure / Protocol will be implemented. Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately notified of any unexpected finds. Other stakeholders (e.g. NSW EPA, OEH, DPIE, WaterNSW, Council, local landholders, etc) may also be notified depending on the nature and scale of the unexpected find.	All personnel / Construction Supervisor	Construction
11)	Any spills or leaks of chemicals, fuels, oils, effluent or any other hazardous substance that occurs during site establishment must be managed and reported in accordance with Trans4m Rail's Environmental Incident Response and Reporting Procedure.	All personnel / Construction Supervisor	Construction
12)	Refuelling activities must always be closely supervised. Plant and equipment being refuelled must not be left unattended for any period of time.	All personnel / Construction Supervisor	Construction
13)	The land on which ancillary facilities, laydowns areas, access tracks and all other temporary works are located shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner.	Construction Supervisor	Construction
14)	Weather forecast will be reviewed daily (via http://www.bom.gov.au/) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Measures to be implemented during unfavourable weather conditions may include a reduction of speed, a modified construction methodology, alternative plant and equipment, altering the scheduled works or program for the day, additional water carts or ceasing dust generating activities until conditions are more favourable.	Environmental Manager / Construction Supervisor	Construction

	Measure/Requirement	Responsibility	Timing/ frequency
15)	The following dust control measures will be utilised to suppress dust being generated from access roads, laydown areas, ancillary facilities and all other exposed surfaces; water application via watercarts and alternative means (i.e. sprinklers, hoses), sealing or stabilisation of highly trafficked areas, dust screens, application of geofabric or jute mat or the application of soil binding agents. The frequency of use will be modified depending on the prevailing wind and weather conditions.	Construction Supervisor	Construction
16)	Exhaust systems of construction plant, vehicles and machinery will be maintained in accordance with manufacturer's specifications to ensure that emissions do not exceed EPA regulations. Periodic visual checks will be undertaken daily.	Construction Supervisor	Construction
17)	Waste will be segregated and collected on a regular basis to ensure odours associated with waste do not become an issue to surrounding sensitive receivers. All waste will be collected and disposed of at a licensed facility.	All personnel	Construction
18)	All works will be undertaken in accordance with the standard construction hours detailed in Condition of Approval E1.	Construction Supervisor	Construction
19)	Notification undertaken during construction would inform relevant stakeholders of the work locations and timing, and the potential for noise impacts.	Community Engagement Team	Construction
20)	Boundary screening will be erected if a site inspection determines that the MAF could significantly impact sensitive receivers.	Environment Manager / Construction Supervisor	Construction

3. Certification

This Minor Ancillary Facility Checklist provides a true and fair review of the proposed activity for the Inland Rail N2NS upgrade project.

Signed:



Name: Luke Trickett

Position: Trans4m Rail JV Environmental Advisor

Date: 4/11/2021

Signed:



Name: Steve Fermio

Position: Environmental Representative

Date: 5/11/2021

Inland Rail – Narrabri to North Star SP1

Minor Ancillary Facility Checklist – (Wongabindi Road) – Rev. 1

Appendix A: Site Location (incl. Environmentally Sensitive Areas)

MAF Wongabindi Road- Biodiversity

INTERNAL USE ONLY



Legend

World Boundaries and Places

CIZ (SPIR)

CIZ - Construction (20210217)

Bridges

Level Crossings

Public

Private

Pedestrian

Culverts

Chainage

Rail Alignment

Vegetation Communities - Clip

Zone - - Cleared/Non-native Vegetation

Zone - 1 - PCT-27 BVT-BR233, NA woodland of the Darling Riverine PI

Zone - 2 - PCT-35 BVT-BR120, NA forest / woodland on alluvial often g

Zone - 3 - PCT-39 BVT-BR130, NA

Zone - 4 - PCT-52 BVT-BR191, NA

Zone - 5 - PCT-56 BVT-BR186, NA

Zone - 6 - PCT-57 BVT-BR186, NA

Zone - 7 - PCT-58 BVT-BR186, NA

Zone - 8 - PCT-59 BVT-BR186, NA

Zone - 9 - PCT-60 BVT-BR186, NA

Zone - 10 - PCT-61 BVT-BR186, NA

Zone - 11 - PCT-62 BVT-BR186, NA

Zone - 12 - PCT-63 BVT-BR186, NA

Zone - 13 - PCT-64 BVT-BR186, NA

Zone - 14 - PCT-65 BVT-BR186, NA

Zone - 15 - PCT-66 BVT-BR186, NA

Zone - 16 - PCT-67 BVT-BR186, NA

Zone - 17 - PCT-68 BVT-BR186, NA

Zone - 18 - PCT-69 BVT-BR186, NA

Zone - 19 - PCT-70 BVT-BR186, NA

Zone - 20 - PCT-71 BVT-BR186, NA

Zone - 21 - PCT-72 BVT-BR186, NA

Zone - 22 - PCT-73 BVT-BR186, NA

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Notes:

0 0.11 0.2 Km

Scale: 1: 9,028

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere



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MAF Wongabindi Road - Heritage

INTERNAL USE ONLY



Legend

- World Boundaries and Places
- CIZ (SPIR)
- CIZ - Construction (20210217)
- Bridges

Level Crossings

- Public
- Private
- Pedestrian

Culverts

- Chainage

Rail Alignment

- T5909 - Stage1 Area6 Scar Tr
- T5909 - New Sites (20200925)
- T5909 - Additional Niche Surve
- T5909 - Unserved ACH Area
- (20210121 - Niche)

- Not surveyed - No Permission

- Not surveyed - Other

AHIMS Results - Umwelt

- ACH - Sites Survey - Umwelt
- Archaeological Survey Area - l
- Archaeology Data - Umwelt
- ACH Landform Constraints - U
- ACH Landform Constraints Lin
- Stationary Heritage - Umwelt

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Notes:



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Scale: 1: 9,028

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

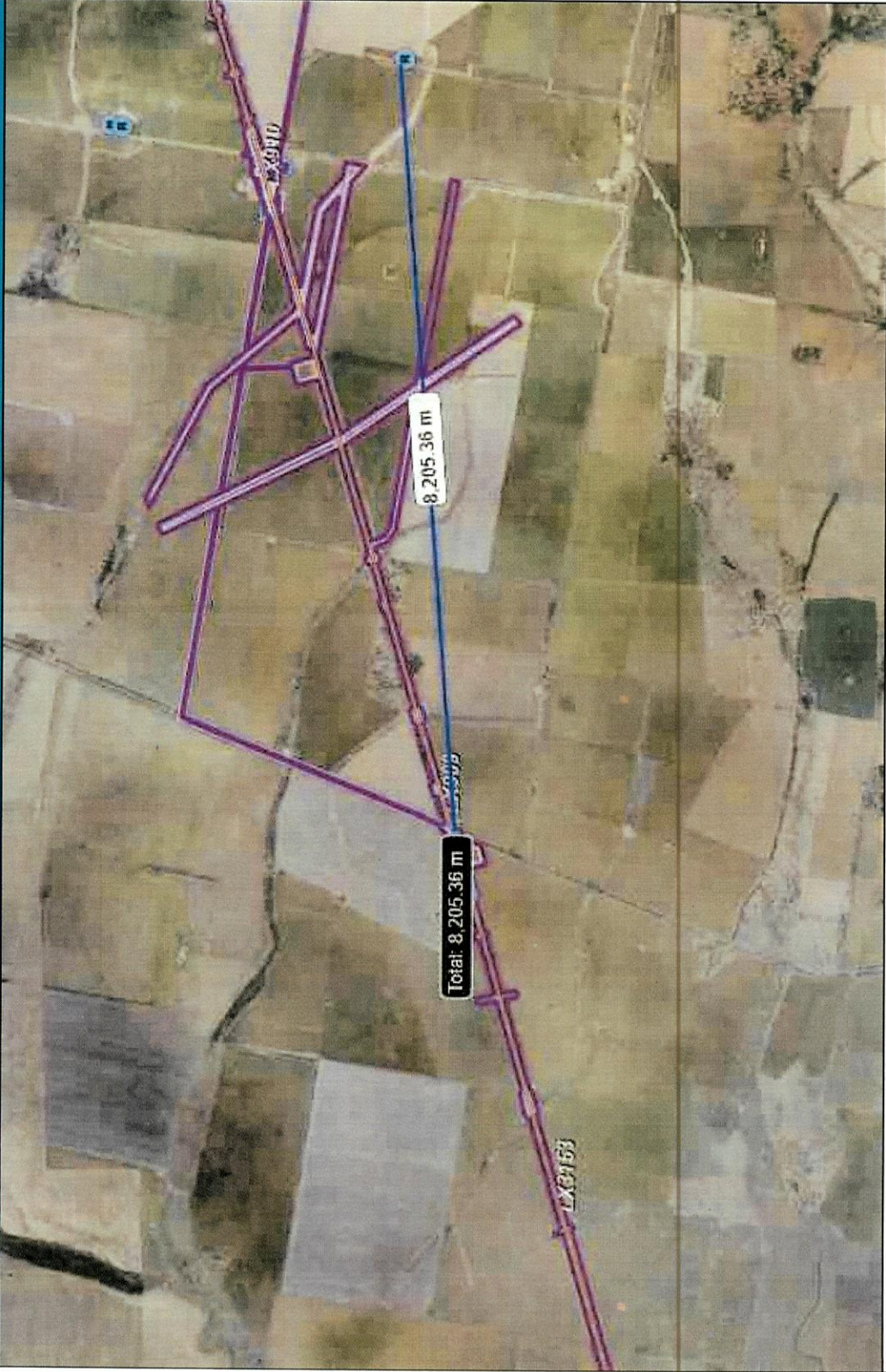
INLAND RAIL

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Wongabindi Road MAF - Residential Receiver

INTERNAL USE ONLY



Legend

- World Boundaries and Places
 - CIZ (SPIR)
 - CIZ - Construction (20210217)
- Bridges
- Level Crossings
 - Public
 - Private
 - Pedestrian
- Culverts
- Rail Alignment
- Residential Receivers
- Sensitive Receivers
 - Active recreation
 - Aged care
 - Education
 - Health
 - Passive recreation
- Religious
- ARTC Network
- Other Railways

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0 0.90 1.8 Km

Scale: 1: 72,224

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

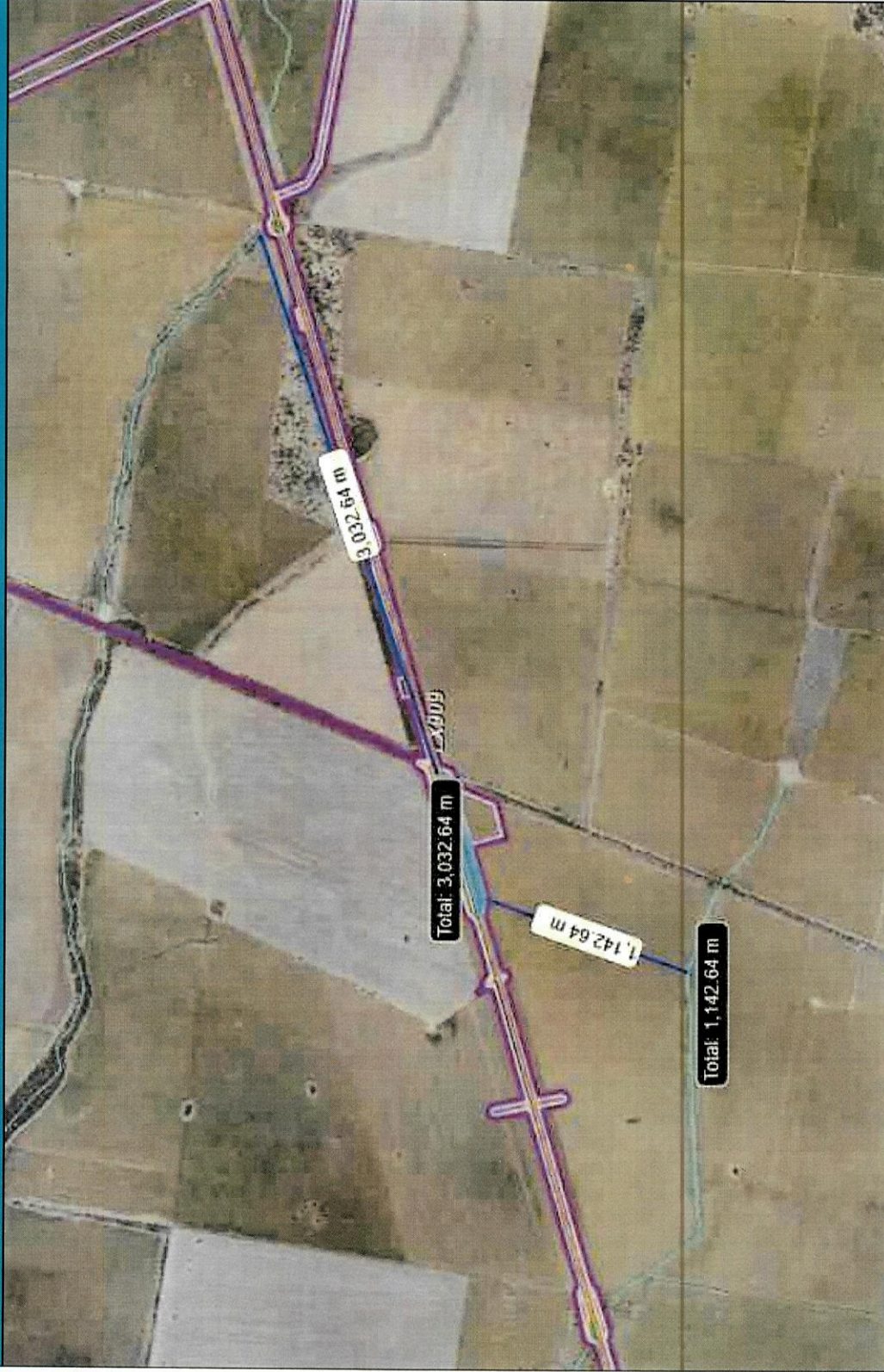
Notes:

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Wongabindi Road MAF - Watercourse

INTERNAL USE ONLY



Legend

World Boundaries and Places

CIZ (SPIR)

CIZ - Construction (20210217)

Bridges

Level Crossings

Public

Private

Pedestrian

Culverts

Rail Alignment

ARTC Network

Other Railways

Hydroline

<all other values>

1, 2, 3, 4

5

6

7

8

9

10

Named Watercourse LS

<all other values>

1

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Notes:



0 0.45 0.9 Km

Scale: 1: 36,112

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

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MAF Wongabindi Road - Waterways



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Notes:



0 0.11 0.2 km

Scale: 1: 9028

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Legend

World Boundaries and Places

CIZ (20210909)

Bridges

Level Crossings

 Public

Private

Pedestrian

☒ Culverts

Chainage

Rail Alignment

ARBC Network

Other Railways

Hydrolysis

hydraulic
all other values

1.2.3.4

1

1

1	2
---	---

—

0

1

Named Watercourse LS

<all other values>

1

INLAND RAIL ARTC

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Appendix B: Site Location (Co-ordinates)

1	Lat: 29.38387° S Lon: 150.07579° E
2	Lat: 29.38435° S Lon: 150.07551° E
3	Lat: 29.38600° S Lon: 150.06908° E
4	Lat: 29.38580° S Lon: 150.06827° E

Minor Ancillary Facility Checklist

1. Criteria for Minor Ancillary Facilities

The Project's Conditions of Approval (CoA) allows for the establishment and operation of Minor Ancillary Facilities on the Narrabri to North Star (N2NS) Project. Condition A21 states:

CoA A21 Facilities including lunch sheds, office sheds, material lay down sites, stockpile areas, areas used to assemble infrastructure, and portable toilet facilities can be established and operated where they satisfy the following criteria:

- (a) are located within the construction boundary; and
- (b) have been assessed by the ER to have –
 - i. low amenity impacts to surrounding residences and businesses, after 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) impacts, and
 - ii. Low environmental impact with respect to waste management and flooding, and
 - iii. No impacts on biodiversity, soil and water and heritage items beyond those already approved under the other terms of this approval.

This Minor Ancillary Facility Checklist has been prepared to assess the proposed Minor Ancillary Facility against the requirements of CoA A21 and all other environmental requirements. Mitigation measures have also been provided to ensure that any environmental risks or impacts to the Community are suitably managed.

These facilities will be located in accordance with the criteria listed in Table 2 and submitted to the Project's Environmental Representative (ER) for approval prior to site works commencing.

Table 1: Minor Ancillary Facility – Site Description

Site Name:	Minor Ancillary Facility (Calimpa Road)
Location:	Calimpa Road (Moree, NSW)
Chainage:	CH701.0 – CH 701.8
Program*:	Construction: November 2021 Occupation: November 2021 – December 2022
Land Use:	RU1 – Primary Production (Source: Moree Plains Shire Council LEP)
Footprint / Size:	<30,000m ²
Use:	Minor Ancillary Facility (Calimpa Road) will be utilised for the following purposes: <ul style="list-style-type: none"> ▪ Trailer based (mobile) site office, port-o-loo and generator. ▪ Carparking for site personnel. ▪ Storage of construction plant and equipment. ▪ Storage of Bottom Ballast (<20,000m³)
Site Surroundings:	Minor Ancillary Facility (Calimpa Road) is surrounded by: <ul style="list-style-type: none"> ▪ North: Rimbanda Road, sparsely vegetated land and agricultural (cropping) land. ▪ East: Calimpa Road, Rail line and agricultural (cropping) land. ▪ South: Stanester Road, Calimpa road, sparsely vegetated corridor, and agricultural (cropping) land. ▪ West: Rail line, Calimpa road, sparse vegetation, and agricultural (cropping) land.

	Access to Minor Ancillary Facility (Calimpa Road) will be provided directly via Calimpa Road at approx. CH700.9
Site Establishment Process:	<p>The below sets out the scope of works for the proposed Minor Ancillary Facility:</p> <ul style="list-style-type: none"> ▪ The proposed footprint of the MAF will be demarcated in the field using hi-visibility flagging (or other approved method) and “No-Go Zone” signage. ▪ Establishment of the site's erosion and sediment controls will be progressively installed in accordance with the site's Progressive Erosion and Sediment Control Plan. ▪ Groundcover will be reduced via slashing only, with topsoil being retained <i>insitu</i>. Groundcover will be reinstated following demobilisation. ▪ Mobilisation of site facilities: The trailer based (caravan-style) site office, portoloo and generator will be mobilised to site. ▪ The site compound will be assessed in the field for visual impact to neighbouring sensitive receivers. If the visual impact is deemed moderate or high, ATF style fencing and screening will be installed. <p>NOTE: No bulk earthworks are required for the establishment of MAF (Calimpa Road).</p>

*NOTE: Subject to weather and unexpected site conditions

Table 2: Minor Ancillary Facility - Criteria

Criteria	Compliant (Y) Yes (N) No	Comments
Located within the construction boundary as defined by the approval (CoA A21(a)).	Y	<p>Minor Ancillary Facility (Calimpa Road) occurs on land that occurs within the Project's Submission Preferred Infrastructure Report (SPIR) Construction Impact Zone and the CIZ – Construction WIP (20210217).</p> <p>Refer to Appendix A for the location.</p>
Compliance with the Interim Construction Noise Guideline (CoA A21(b)(i))	Y	<p>One sensitive (residential) receivers were identified within 1km of the proposed MAF (Calimpa Road) site.</p> <p>NNS_Rx2267 (This residential dwelling has since been acquired by ARTC 27/09/2021).</p> <p>231.82 metres south NNS_Rx2266</p> <p>The locations of these receivers are shown in Appendix A.</p> <p>Given the proximity of these sensitive receivers, the TfNSW noise estimator tool has been used to predict the noise generated by the MAF during 2 scenarios; (a) site establishment phase and (b) site operation phase. The noise assessment identified that the noise generated by the MAF during the 2 scenarios was below the Noise Management Level (40dB) for the Project's Standard Construction Hours. Refer to Appendix C for the noise assessments.</p> <p>Prior to site establishment works commencing, all potentially impacted landholders will be consulted regarding potential noise impacts associated with the construction and operation of MAF (Calimpa Road).</p>

Criteria	Compliant (Y) Yes (N) No	Comments
		The noise impacts to these sensitive receivers will be managed using the mitigation measures detailed in Section 2 of this document.
At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii))	Y	<p>The proposed MAF (Calimpa Road) site gently falls to the South-west to Coolleeablee watercourse, located 547m to the south.</p> <p>The proposed MAF (Calimpa Road) site is outside the area impacted by the existing 5% AEP local (blue highlighted in Appendix A).</p>
Not within areas identified as threatened communities or species habitats beyond those already approved under the terms of the project approval (CoA A21(b)(iii))	Y	<p>Approximately 15,500 m² of the proposed MAF (Calimpa Road) site is mapped as</p> <ul style="list-style-type: none"> - Zone 0 – Cleared/Non-native Vegetation. <p>Approximately 14,500m² of the proposed MAF (Calimpa Road) site is mapped as</p> <ul style="list-style-type: none"> - Zone - 5 - PCT-56 BVT-BR186, NA182-Poplar Box-Belah woodland on clay-loam soils on alluvial plains of north-central NSW. <p>The 14,500m² of PCT-56 that will be directly impacted by the MAF is entirely within the SPIR CIZ and therefore has been accounted for within the clearing limits detailed in CoA Table E1 and will be offset in accordance with ARTC's Biodiversity Offset Strategy.</p>
No significant impacts to utilities, primarily gas and electricity	Y	The establishment and operation of MAF (Calimpa Road) will not result in significant impacts to existing gas, electrical, water or communications utilities.
Not on or near sites with known Aboriginal or non-Aboriginal heritage (CoA A21(b)(iii))	Y	<p>No areas or items of Aboriginal or non-Aboriginal significance have been identified within the area impacted by the proposed MAF (Calimpa Road) site.</p> <p>The <i>Aboriginal Cultural Heritage Management Plan, Narrabri to North Star – Separable Portion 1 (N2NS SP1)</i>, dated 18th December 2020 has been reviewed and there are no areas or items that require further salvage or survey.</p>
Safe access to the road network and rail corridor and low impacts on traffic and access (CoA A21(b)(i))	Y	Access to Minor Ancillary Facility (Calimpa Road) will be provided directly via Calimpa Road.
Relatively flat land	Y	Minor Ancillary Facility (Calimpa Road) is located on relatively flat land with <1m fall across the site.
Low environmental impact with respect to waste management and flooding (CoA A21(b)(ii))	Y	<p>The establishment and operation of the proposed MAF (Calimpa Road) will generate minor waste volumes. These waste streams will generally consist of the following:</p> <ul style="list-style-type: none"> ▪ Wastewater ▪ Wastepaper / cardboard ▪ Rubbish and debris

Criteria	Compliant (Y) Yes (N) No	Comments
		<ul style="list-style-type: none"> Food waste <p>The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below.</p> <p>Flooding risk has been addressed above.</p>
No impacts on biodiversity, soil and water, and heritage items beyond those already approved under SSI 7474 approval (CoA A21(b)(iii))	Y	The environmental impacts associated with the establishment and operation of Minor Ancillary Facility (Calimpa Road) are considered minor and consistent with those impacts approved under SSI 7474.
Boundary screening around all facilities adjacent to and visible from sensitive receivers for the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners (COA A22)	Y	Minor Ancillary Facility (Calimpa Road) will be assessed for visual impact from any surrounding sensitive receivers. Screening will be applied where the MAF site represents a moderate to high visual impact.

A locational map, environmental constraints and co-ordinates have been provided in Appendix A and B.

2. Mitigation Measures

Based on the site details and environmental constraints identified in Table 1 and Table 2 above, the key environmental risks associated with the establishment and operation of the Minor Ancillary Facility (Calimpa Road) include:

- Disturbance of mapped native vegetation, including an EPBC Act listed TEC and threatened flora species;
- Dust and associated impacts to air quality resulting from access and use; and
- Noise impacts to surrounding sensitive receivers.

With the implementation of the mitigation measures detailed in Table 3 below, these impacts are considered to be minor and consistent with those impacts assessed and approved under CSSI 7474.

Table 3: Minor Ancillary Facility – Mitigation Measures


	Measure/Requirement	Responsibility	Timing/frequency
1)	<p>Site inductions will include the following specific components for biodiversity, noise, dust, surface water, erosion & sediment control management:</p> <ul style="list-style-type: none"> Awareness of General Environmental Duty and Duty to Notify, (legislative obligations) The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion & Sediment Control Plan Waste Management The mapped, native vegetation occurring within and adjacent the site and the significance of the TEC. 	Environmental Manager	Pre-construction

	Measure/Requirement	Responsibility	Timing/frequency
	<ul style="list-style-type: none"> The No-Go Zones for the MAF, incl. the significance of this control and the environmental constraints it's protecting i.e. mapped TEC, threatened species, etc. Hours of operation. General noise related mitigation measures. 		
2)	Progressive Erosion and Sediment Control Plans (PESCPs) will be developed by Trans4m Rail Environmental Coordinators and reviewed by a CPESC throughout the site establishment phase.	Environmental Manager	Pre-construction
3)	Controls must be in place to prevent tracking dirt and mud onto roads.	Construction Supervisor	Construction
4)	Spoil, mud or the like spilt onto sealed roads to be removed within 24hrs through use of a street sweeper or other means.	Construction Supervisor	Construction
5)	Mobile plant and vehicles, including deliveries must use designated travel routes, site access routes, site access tracks and lay down areas.	Construction Supervisor	Construction
6)	Any activities requiring the discharge of construction water off site will be undertaken in accordance with the PESCP.	All personnel / Environmental Manager	Construction
7)	Slashing limits (incl. vegetation to be retained) must be clearly identified and physically demarcated on-site. Slashing, clearing or other ground disturbance activities must not occur outside these areas unless otherwise approved in writing by the Environment Manager, or suitable delegate.	Construction Supervisor	Construction
8)	Groundcover to be re-established as soon as practicable to prevent erosion during construction.	Construction Supervisor	Construction
9)	In the event that an area or item of heritage significance, threatened species, contaminated material or asbestos containing materials (ACM) are discovered or suspected on-site, then all works affecting the find must cease immediately, the area secured and relevant Trans4m Rail's Unexpected Finds Procedure / Protocol will be implemented. Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately notified of any unexpected finds. Other stakeholders (e.g. NSW EPA, OEH, DPIE, WaterNSW, Council, local landholders, etc) may also be notified depending on the nature and scale of the unexpected find.	All personnel / Construction Supervisor	Construction
10)	Any spills or leaks of chemicals, fuels, oils, effluent or any other hazardous substance that occurs during site establishment must be managed and reported in accordance with Trans4m Rail's Environmental Incident Response and Reporting Procedure.	All personnel / Construction Supervisor	Construction
11)	Refuelling activities must always be closely supervised. Plant and equipment being refuelled must not be left unattended for any period of time.	All personnel / Construction Supervisor	Construction
12)	The land on which ancillary facilities, laydowns areas, access tracks and all other temporary works are located shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner.	Construction Supervisor	Construction
13)	Weather forecast will be reviewed daily (via http://www.bom.gov.au/) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Measures to be implemented during unfavourable weather conditions may include a reduction of speed, a modified construction methodology, alternative plant and equipment, altering the scheduled works or	Environmental Manager / Construction Supervisor	Construction

	Measure/Requirement	Responsibility	Timing/ frequency
	program for the day, additional water carts or ceasing dust generating activities until conditions are more favourable.		
14)	The following dust control measures will be utilised to suppress dust being generated from access roads, laydown areas, ancillary facilities and all other exposed surfaces; water application via watercarts and alternative means (i.e. sprinklers, hoses), sealing or stabilisation of highly trafficked areas, dust screens, application of geofabric or jute mat or the application of soil binding agents. The frequency of use will be modified depending on the prevailing wind and weather conditions.	Construction Supervisor	Construction
15)	Exhaust systems of construction plant, vehicles and machinery will be maintained in accordance with manufacturer's specifications to ensure that emissions do not exceed EPA regulations. Periodic visual checks will be undertaken daily.	Construction Supervisor	Construction
16)	Waste will be segregated and collected on a regular basis to ensure odours associated with waste do not become an issue to surrounding sensitive receivers. All waste will be collected and disposed of at a licensed facility.	All personnel	Construction
17)	All works will be undertaken in accordance with the standard construction hours detailed in Condition of Approval E1.	Construction Supervisor	Construction
18)	Notification undertaken during construction would inform relevant stakeholders of the work locations and timing, and the potential for noise impacts.	Community Engagement Team	Construction
19)	Boundary screening will be erected if a site inspection determines that the MAF could significantly impact sensitive receivers.	Environment Manager / Construction Supervisor	Construction

3. Certification

This Minor Ancillary Facility Checklist provides a true and fair review of the proposed activity for the Inland Rail N2NS upgrade project.

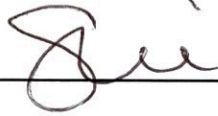
Signed:  (Adam Playne (pp))

Name: Michael Matthews

Position: Trans4m Rail JV Environment Manager

Date: 10/11/2021

Signed: _____



Name: Steve Fermio

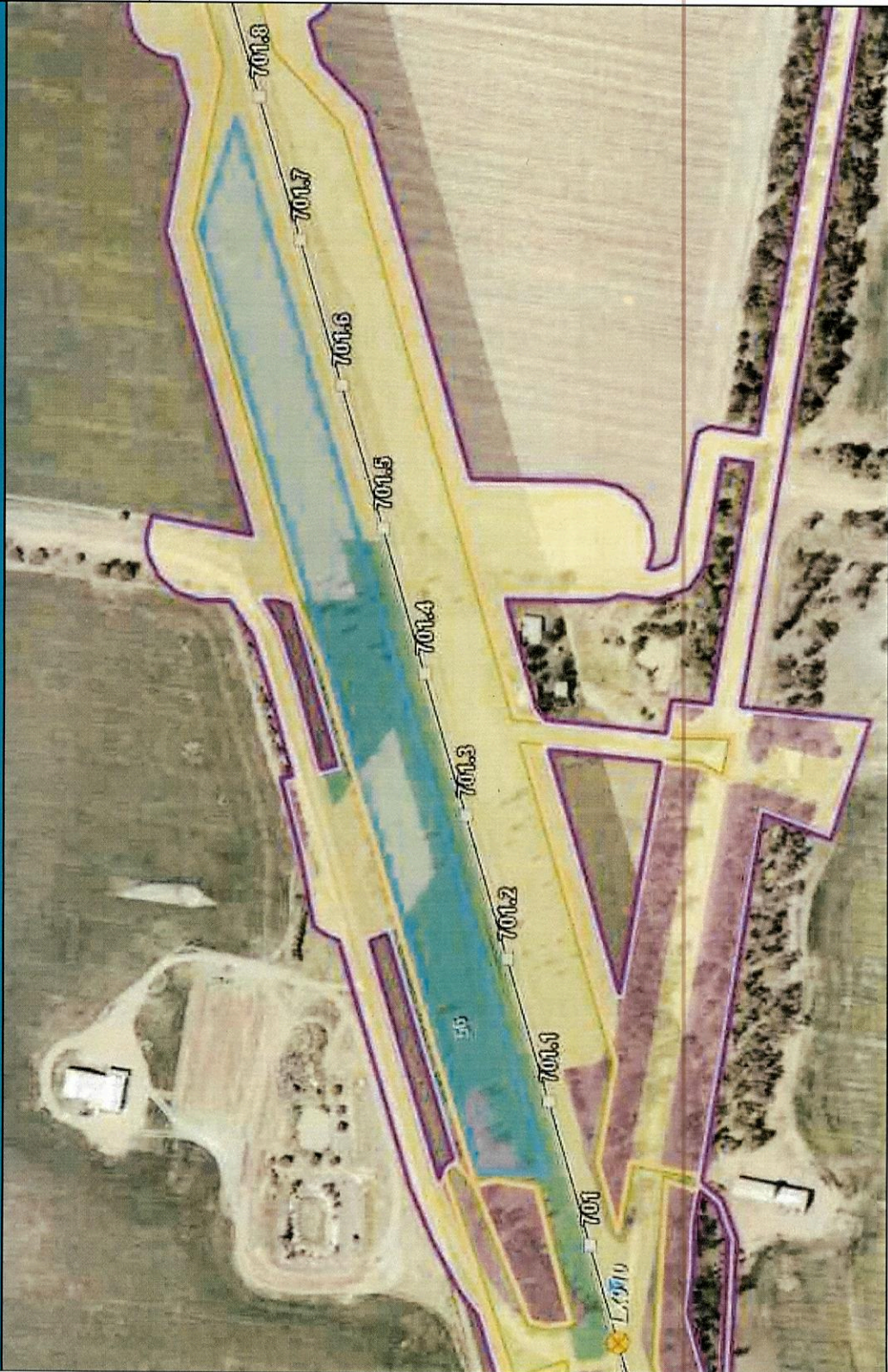
Position: Environmental Representative

Date: 22/10/2021

Appendix A: Site Location (incl. Environmentally Sensitive Areas)

MAF Calimpa Road - Biodiversity

INTERNAL USE ONLY



Legend

World Boundaries and Places

CIZ (SPIR)

CIZ - Construction (20210217)

Bridges

Level Crossings

Public

Private

Pedestrian

Culverts

Chainage

Rail Alignment

Vegetation Communities - Clip

Zone - Cleared/Non-native Vegetation

Zone - 1 - PCT-27 BVT-BR233, NA woodland of the Darling Riverine Pl

Zone - 2 - PCT-35 BVT-BR120, NA forest / woodland on alluvial often g

Zone - 3 - PCT-39 BVT-BR130, NA Cooberah - Lignum woodland wellant floodplains mainly in the Darling Riv

Zone - 4 - PCT-52 BVT-BR191, NA Bluegrass +/- Mitchell Grass grassli floodplains and alluvial plains mainl

Zone - 5 - PCT-56 BVT-BR186, NA woodland on clay-loam soils on allu

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Notes:

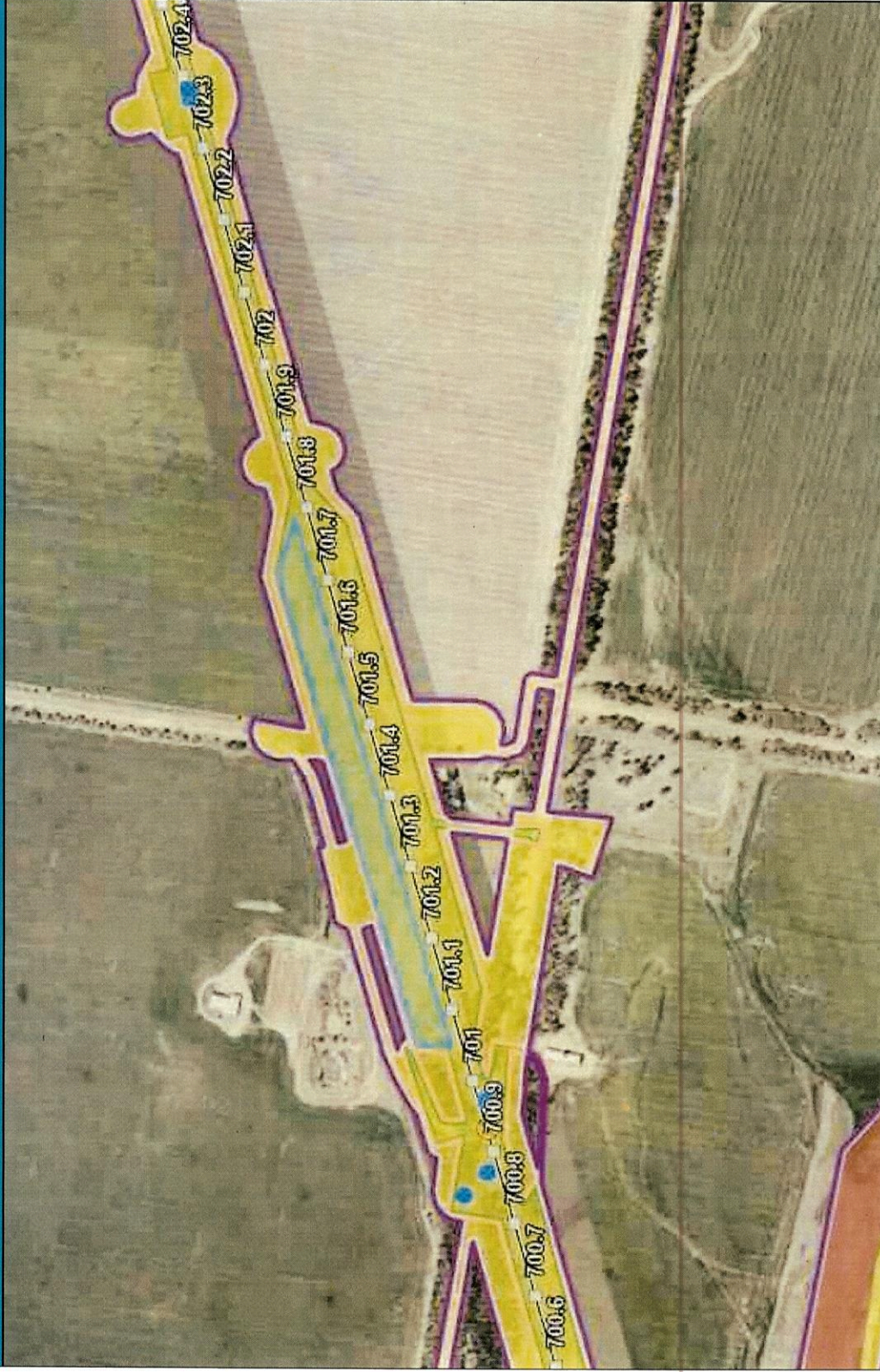
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Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

0 0.06 0.1 Km

Calimpa Road MAF - Cleared Heritage

INTERNAL USE ONLY



Legend

World Boundaries and Places

- CIZ (SPIR)
- CIZ - Construction (20210217)
- Bridges

Level Crossings

- Public
- Private
- Pedestrian

Culverts

- Culverts

Chainage

- Chainage

Rail Alignment

- Rail Alignment

Cultural Heritage - Management (20210611)

- Green
- Green - Beyond SPIR
- Red
- Red - Beyond SPIR C
- Yellow

Drainage Catchments - GHD

- ARTC Network
- Other Railways

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0 0.11 0.2 Km

Scale: 1: 9,028

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

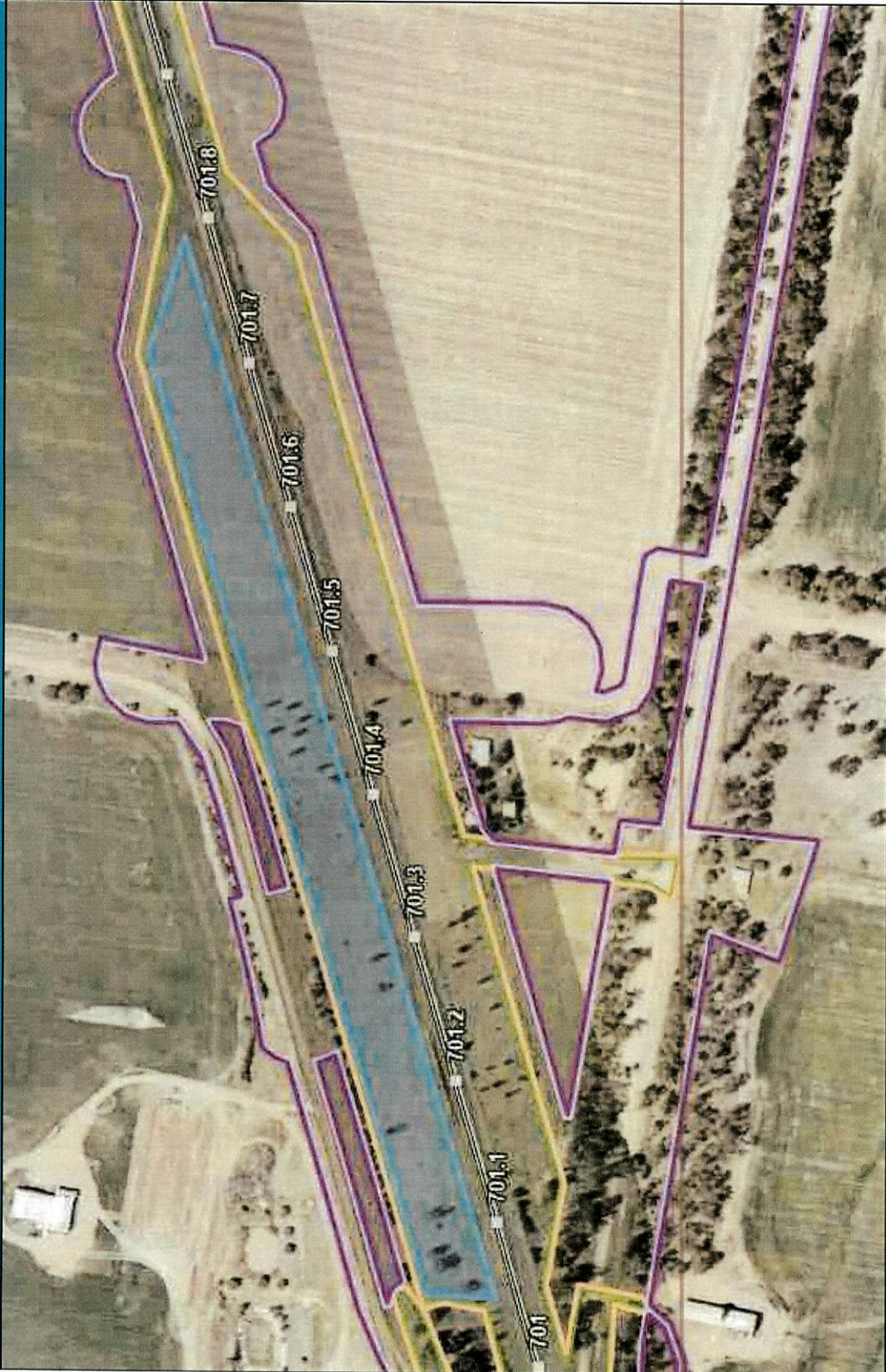
Notes:

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Calimpa Road MAF - Flooding

INTERNAL USE ONLY



- Legend
- World Boundaries and Places
- CIZ (SPIR)
 - CIZ - Construction (20210217)
 - Bridges
- Level Crossings
- Public
 - Private
 - Pedestrian
- Culverts
- Chainage
- Rail Alignment
- Flood Extents
- Drainage Catchments - GHD
- ARTC Network
- Other Railways

00.060.1 Km

Scale: 1: 4,514

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes:

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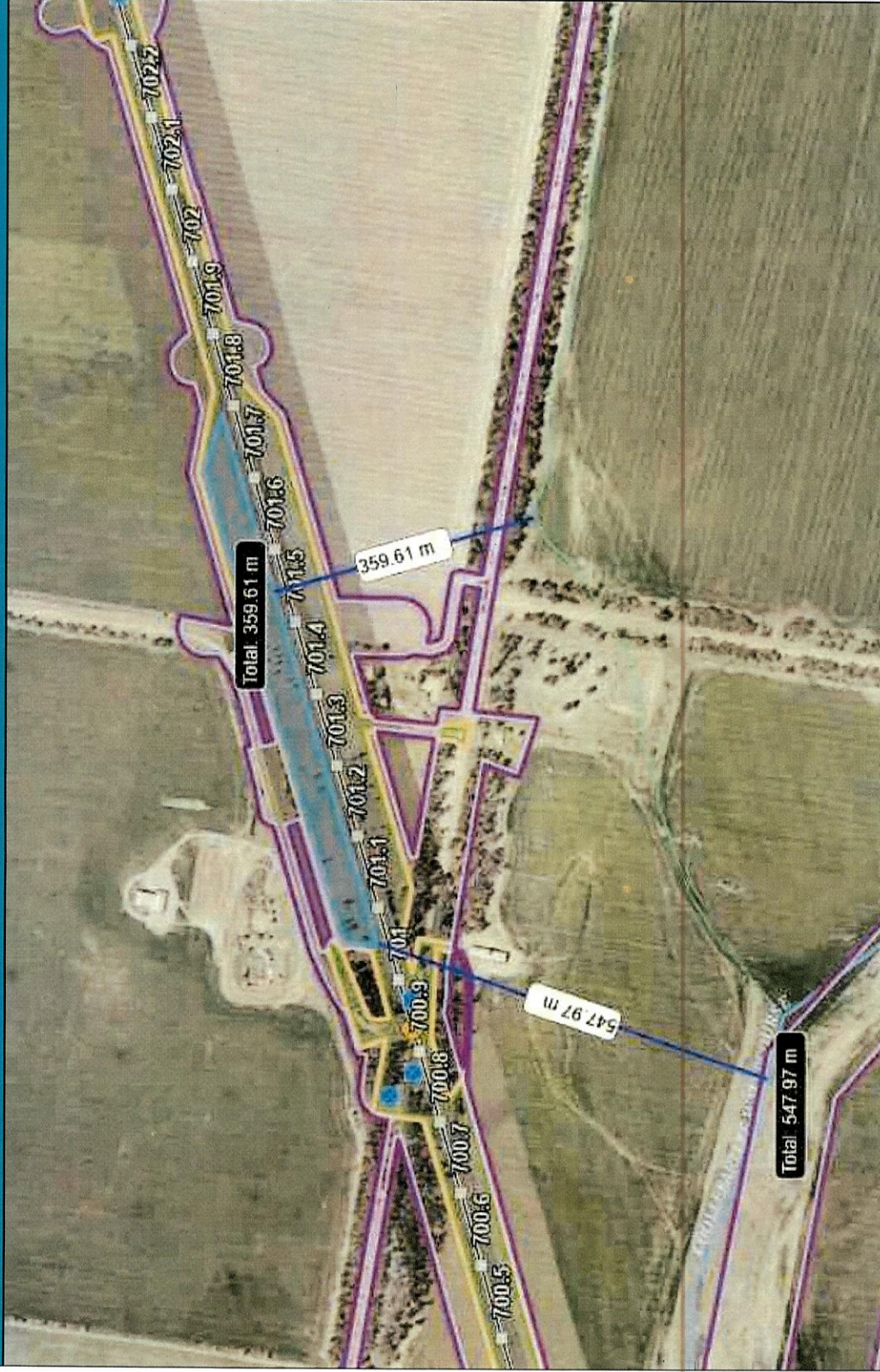
ARTC web applications use the Web Mercator (EPSG:3857) coordinate system. This modified Mercator projection maximises system performance, but at the expense of distortion and accuracy. As such, all measurements carried out in these applications are to be regarded as approximate.

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MAF Calimpa Road - Watercourses

INTERNAL USE ONLY



Legend

- World Boundaries and Places
 - CIZ (SPIR)
 - CIZ - Construction (20210217)
 - Bridges

Level Crossings

- Public
- Private
- Pedestrian

Culverts

- Chainage

Rail Alignment

- ARTC Network
- Other Railways

Hydroline

- <all other values>
- 1, 2, 3, 4
- 5
- 6
- 7
- 8
- 9
- 10

Named Watercourse LS

- <all other values>

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0 0.11 0.2 Km

Scale: 1: 9,028

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere



Notes:

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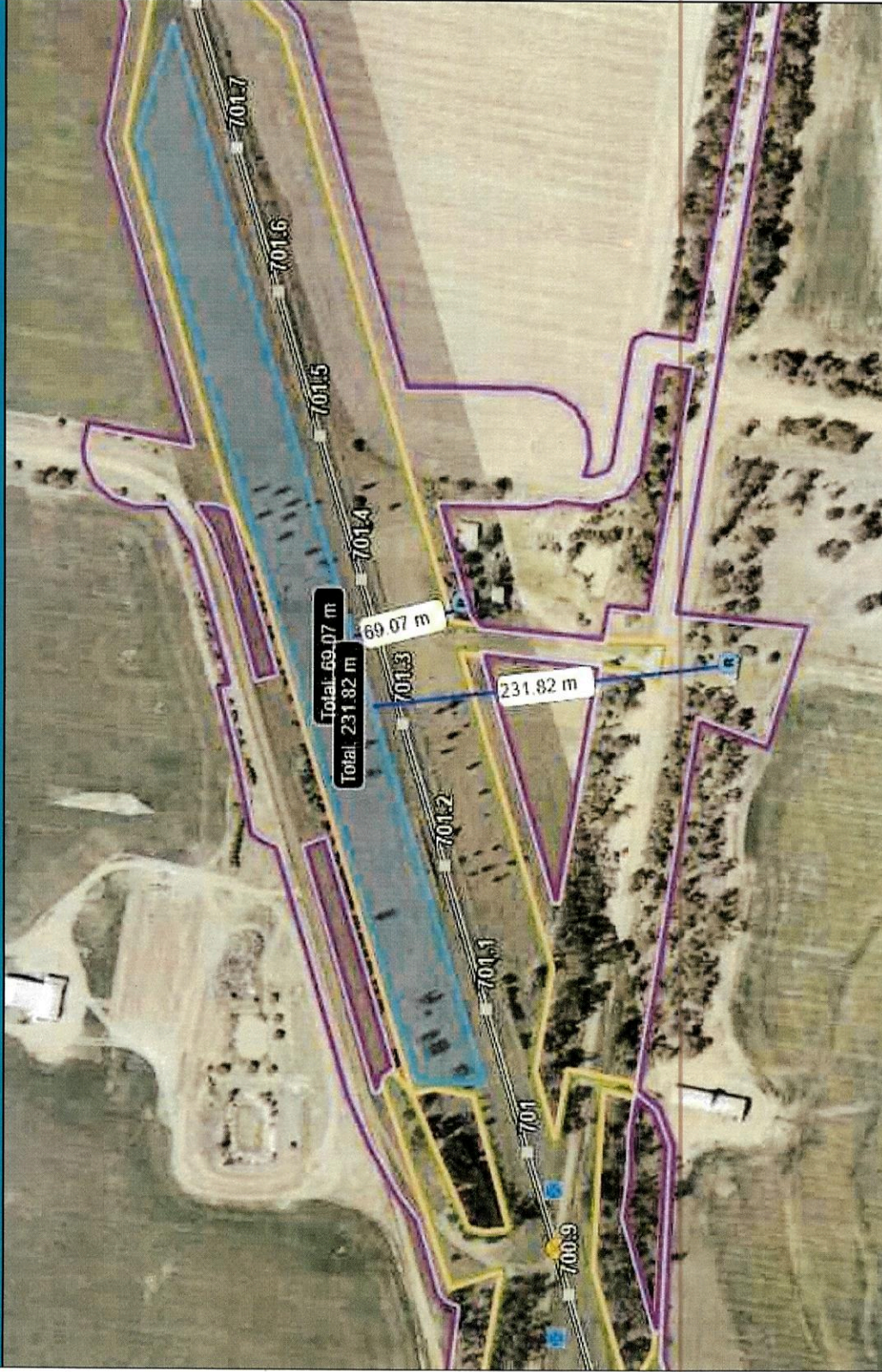
Appendix B: Site Location (Co-ordinates)

1	Lat: 29.36525° S Lon: 150.14636° E
2	Lat: 29.36567° S Lon: 150.14634° E
3	Lat: 29.36356° S Lon: 150.15286° E
4	Lat: 29.36379° S Lon: 150.15365° E

Appendix C: Noise Scenario (Site Operation)

MAF Calimpa Road - Residential Receivers

INTERNAL USE ONLY



Legend

- World Boundaries and Places
 - CIZ (SPIR)
 - CIZ - Construction (20210217)
- Bridges
- Level Crossings
 - Public
 - Private
 - Pedestrian
- Culverts
- Chainage
- Rail Alignment
- Residential Receivers
- Sensitive Receivers
 - Active recreation
 - Aged care
 - Education
 - Health
- Passive recreation
- Religious
- ARTC Network
- Other Railways

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ARTC web applications use the Web Mercator (EPSG:3857) coordinate system. This modified Mercator projection maximises system performance, but at the expense of distortion and accuracy. As such, all measurements carried out in these applications are to be regarded as approximate.

Notes:



0 0.06 0.1 Km

Scale: 1: 4,514

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

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Noise Estimator (Individual Plant)

3. Enter receiver address (cell C11).
4. Select area ground type (cell C12) - water, undeveloped green fields (e.g. rural areas with isolated dwellings) or developed settlements (e.g. urban and suburban areas).
5. Select area ground type (cell C13) - urban (for non-residential areas) or rural (for residential areas) (cell C14).
6. Select noise category (cell C15) - the noise category that best describes the noise source. The worksheet 'Representative noise categories' provides a number of examples to help select the noise area category.
 - (a) where representative noise environment is selected - select the appropriate noise area category (cell C16).
 - (b) where urban input is selected - enter the measured background noise level for each time period (cells D17 to D19).
- 6 is all input at the same representative distance to the receiver? Select 'Y' or 'N' (cell C24).
 - (a) where 'Y' is selected - go to step 17.
 - (b) where 'N' is selected - go to step 37.
7. For the scenario (e.g. shallow excavation), select plant from the drop-down list in cells A28 to A47 (e.g. dump trucks = excavator).

6. is all plant at the same representative distance to the receiver? Select Y or N (cell C24):
7. For the scenario (e.g. shallow excavation, select plant from the drop-down list in cells A28 to A47, 6 g. dump trucks + excavator).

- (a) where α is selected from #5 - enter the distance to receiver for each individual plant in cells E28 to E47;
- (b) where β is selected from #6 - enter the distance to receiver for each individual plant in cells E28 to E47;
- (c) where γ is selected from #7 - select from drop down list in cells F28 to F47. Solid barrier can be in the form of road cutting, solid construction hearing, acoustic curtain, timber or other barrier. The barrier is not considered to be a form of solid barrier.
- (d) where δ is selected from #8 - enter the distance to receiver for each individual plant in cells F28 to F47. Solid barrier can be in the form of road cutting, solid construction hearing, acoustic curtain, timber or other barrier. The barrier is not considered to be a form of solid barrier.
8. Identify the upper background and noise management level (see row 57 to 52).
9. Identify and implement additional mitigation measures where feasible and reasonable. Include any shielding implemented as part of the standard mitigation measures by changing the selection in the standard mitigation measures (see rows 57 to 52).
10. Identify and implement feasible and reasonable additional mitigation measures (see rows 63 to 65).
11. Document a summary report detailing:
 - (a) project description (including location, duration, hours of work, construction methodology, plant, potentially impacted receivers etc.);
 - (b) noise management levels;
 - (c) noise management measures.

(g) team member responsible for implementing mitigation measures and managing noise and vibration.

[illegible]

All wards and day theatres	Non-residential receivers				Offices, retail outlets
	Place of worship	Active recreation	Passive recreation	Industrial premise	
65	55	65	60	75	70
65	55	65	60	75	70
65	55	65	60	75	70
65	55	65	60	75	70

Minor Ancillary Facility Checklist

1. Criteria for Minor Ancillary Facilities

The Project's Conditions of Approval (CoA) allows for the establishment and operation of Minor Ancillary Facilities on the Narrabri to North Star (N2NS) Project. Condition A21 states:

CoA A21 Facilities including lunch sheds, office sheds, material lay down sites, stockpile areas, areas used to assemble infrastructure, and portable toilet facilities can be established and operated where they satisfy the following criteria:

- (a) are located within the construction boundary; and
- (b) have been assessed by the ER to have –
 - i. low amenity impacts to surrounding residences and businesses, after 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) impacts, and
 - ii. Low environmental impact with respect to waste management and flooding, and
 - iii. No impacts on biodiversity on biodiversity, soil and water and heritage items beyond those already approved under the other terms of this approval.

This Minor Ancillary Facility Checklist has been prepared to assess the proposed Minor Ancillary Facility against the requirements of CoA A21 and all other environmental requirements. Mitigation measures have also been provided to ensure that any environmental risks or impacts to the Community are suitably managed.

These facilities will be located in accordance with the criteria listed in Table 2 and submitted to the Project's Environmental Representative (ER) for approval prior to site works commencing.

Table 1: Minor Ancillary Facility – Site Description

Site Name:	Minor Ancillary Facility (Roydon Road REV 2)
Location:	Roydon Road (Moree, NSW)
Chainage:	CH686400
Program*:	Construction: October 2021 Occupation: October 2021 – December 2022
Land Use:	RU1 – Primary Production (Source: Moree Plains Shire Council LEP)
Footprint / Size:	>20,000m ²
Use:	<p>Minor Ancillary Facility (Roydon Road Rev 2) will be utilised for the following purposes:</p> <ul style="list-style-type: none"> ▪ Trailer based (mobile) site office, port-o-loo and generator. ▪ Carparking for site personnel. ▪ Storage of construction plant and equipment. ▪ Ballast Stockpile (<20,000t) ▪ Lime storage in a self-contained ISO-Tank.
Site Surroundings:	<p>Minor Ancillary Facility (Roydon Road Rev 2) is surrounded by:</p> <ul style="list-style-type: none"> ▪ North: Roydon Road, sparsely vegetated land and agricultural (cropping) land. ▪ East: Rail line and agricultural (cropping) land. ▪ South: Rail line, Roydon Road and agricultural (cropping) land. ▪ West: Roydon Road and agricultural (cropping) land.

	Access to Minor Ancillary Facility (Roydon Road Rev 2) will be provided directly via Roydon Road at approx. CH686400.
Site Establishment Process:	<p>The below sets out the scope of works for the proposed Minor Ancillary Facility:</p> <ul style="list-style-type: none"> ▪ The proposed footprint of the MAF will be demarcated in the field using hi-visibility flagging (or other approved method) and "No-Go Zone" signage. ▪ Establishment of the site's erosion and sediment controls will be progressively installed in accordance with the site's Progressive Erosion and Sediment Control Plan. NOTE: This is anticipated to be sediment fence with groundcover being retained as much as possible. ▪ Groundcover will be reduced via slashing only, with topsoil and stabilising groundcover being retained <i>insitu</i>. Throughout occupation, groundcover will be maintained to a low level and reinstated following demobilisation. ▪ Mobilisation of site facilities: The trailer based (caravan-style) site office, portoloo and generator will be mobilised to site. ▪ The site compound will be assessed in the field for visual impact to neighbouring sensitive receivers. If the visual impact is deemed moderate or high, ATF style fencing and screening will be installed. <p>NOTE: No bulk earthworks are required for the establishment of MAF (Roydon Road Rev 2).</p>

*NOTE: Subject to weather and unexpected site conditions

Table 2: Minor Ancillary Facility - Criteria

Criteria	Compliant (Y) Yes (N) No	Comments
Located within the construction boundary as defined by the approval (CoA A21(a)).	Y	<p>Minor Ancillary Facility (Roydon Road Rev 2) occurs on land that occurs within the Project's Submission Preferred Infrastructure Report (SPIR) Construction Impact Zone and the CIZ – Construction WIP (20210217).</p> <p>Refer to Appendix A for the location.</p>
Compliance with the Interim Construction Noise Guideline (CoA A21(b)(i))	Y	<p>One (1) sensitive (residential) receiver has been identified within 1.0km of the proposed MAF (Roydon Road Rev 2) site. This receiver was not identified in the Project EIS, but is located 305m to the southwest.</p> <p>The TfNSW Noise Estimator Tool was used to predict the anticipated noise impact to this receiver during the site operation phase. The predicted noise impact is within the Noise Management Level (≤ 40dB) for the Project. This noise estimator is provided in Appendix C.</p> <p>Prior to site establishment works commencing, all potentially impacted landholder/s will be consulted regarding potential noise impacts associated with the establishment and operation of MAF (Roydon Road Rev 2).</p> <p>The noise impacts to this sensitive receiver will be managed using the mitigation measures detailed in Section 2 of this document.</p>
At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii))	Y	<p>The proposed MAF (Roydon Road Rev 2) site gently falls to the north to Marshalls Ponds Creek, located 3.5km to the north.</p>

Criteria	Compliant (Y) Yes (N) No	Comments
		<p>An arterial irrigation channel is located approx. 20m to the west of the proposed MAF location. This channel is separated from the MAF location by a bund and elevation. Natural drainage from the MAF to the channel is not possible.</p> <p>The proposed MAF (Roydon Road Rev 2) site is outside the area impacted by the existing 5% AEP local (blue highlighted in Appendix A).</p>
Not within areas identified as threatened communities or species habitats beyond those already approved under the terms of the project approval (CoA A21(b)(iii))	Y	<p>The entire site of the proposed MAF (Roydon Road Rev 2) is mapped as</p> <ul style="list-style-type: none"> - <i>Zone - 4 - PCT-52 BVT-BR191, NA187-Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion-Native Grassland</i> <p>NOTE: This PCT is representative of Threatened Ecological Community - <i>Natural grasslands on basalt and fine-textured alluvial plains of northern New South Wales and southern Queensland CEEC</i> (EPBC Act).</p> <p>The total of PCT-52 that will be directly impacted by the MAF is entirely within the SPIR CIZ and therefore has been accounted for within the clearing limits detailed in CoA Table E1 and will be offset in accordance with ARTC's Biodiversity Offset Strategy.</p> <p>A single find of threatened flora species Finger Panic Grass (<i>Digitaria porrecta</i>) has been identified at Lat: 29.40211° S, Lon: 150.00218° E. If possible, this will be demarcated and protected with a 5m buffer and flagging in the field.</p> <p>NOTE: As this individual is within the SPIR CIZ this has been accounted for in the Project Approval and if removal is required, will be offset under the Project's Biodiversity Offset Strategy.</p>
No significant impacts to utilities, primarily gas and electricity	Y	The establishment and operation of MAF (Roydon Road Rev 2) will not result in significant impacts to existing gas, electrical, water or communications utilities.
Not on or near sites with known Aboriginal or non-Aboriginal heritage (CoA A21(b)(iii))	Y	<p>No areas or items of Aboriginal or non-Aboriginal significance have been identified within the area impacted by the proposed MAF (Roydon Road Rev 2) site.</p> <p>The <i>Aboriginal Cultural Heritage Management Plan, Narrabri to North Star – Separable Portion 1 (N2NS SP1)</i>, dated 18th December 2020 has been reviewed and there are no areas or items that require further salvage or survey.</p>
Safe access to the road network and rail corridor and low impacts on traffic and access (CoA A21(b)(i))	Y	Access to Minor Ancillary Facility (Roydon Road Rev 2) will be provided directly via Roydon Road.

Criteria	Compliant (Y) Yes (N) No	Comments
Relatively flat land	Y	Minor Ancillary Facility (Roydon Road Rev 2) is located on relatively flat land with <1m fall across the site.
Low environmental impact with respect to waste management and flooding (CoA A21(b)(ii))	Y	<p>The establishment and operation of the proposed MAF (Roydon Road Rev 2) will generate minor waste volumes. These waste streams will generally consist of the following:</p> <ul style="list-style-type: none"> ▪ Wastewater ▪ Wastepaper / cardboard ▪ Rubbish and debris ▪ Food waste <p>The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below.</p> <p>Flooding risk has been addressed above.</p>
No impacts on biodiversity, soil and water, and heritage items beyond those already approved under SSI 7474 approval (CoA A21(b)(iii))	Y	The environmental impacts associated with the establishment and operation of Minor Ancillary Facility (Roydon Road Rev 2) are considered minor and consistent with those impacts approved under SSI 7474.
Boundary screening around all facilities adjacent to and visible from sensitive receivers for the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners (COA A22)	Y	Minor Ancillary Facility (Roydon Road Rev 2) will be assessed for visual impact from any surrounding sensitive receivers. Screening will be applied where the MAF site represents a moderate to high visual impact.

A locational map, environmental constraints and co-ordinates have been provided in Appendix A and B.

2. Mitigation Measures

Based on the site details and environmental constraints identified in Table 1 and Table 2 above, the key environmental risks associated with the establishment and operation of the Minor Ancillary Facility (Roydon Road) include:

- Disturbance of mapped native vegetation, including an EPBC Act listed TEC and threatened flora species;
- Dust and associated impacts to air quality resulting from access and use; and
- Noise impacts to surrounding sensitive receivers.

With the implementation of the mitigation measures detailed in Table 3 below, these impacts are considered to be minor and consistent with those impacts assessed and approved under CSSI 7474.

Table 3: Minor Ancillary Facility – Mitigation Measures


	Measure/Requirement	Responsibility	Timing/frequency
1)	<p>Site inductions will include the following specific components for biodiversity, surface water, erosion & sediment control management and slashing works:</p> <ul style="list-style-type: none"> Awareness of General Environmental Duty and Duty to Notify, (legislative obligations) Site requirements relating to stormwater and construction water management, including the requirement for water quality validation prior to recycling or re-use and prior to active discharge from Site to the environment The purpose of erosion and sediment control devices to mitigate impacts, and ideal operation of these devices The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion & Sediment Control Plan Waste Management The mapped, native vegetation occurring within and adjacent the site and the significance of the TEC. The No-Go Zones for the MAF, incl. the significance of this control and the environmental constraints it's protecting i.e. mapped TEC, threatened species, etc. Hours of operation. 	Environmental Manager	Pre-construction
2)	Progressive Erosion and Sediment Control Plans (PESCPs) will be developed by Trans4m Rail Environmental Coordinators and reviewed by a CPESC throughout the site establishment phase.	Environmental Manager	Pre-construction
3)	<p>A single find of threatened flora species Finger Panic Grass (<i>Digitaria porrecta</i>) has been identified at Lat: 29.40211° S, Lon: 150.00218° E. If possible, this will be demarcated and protected with a 5m buffer and flagging in the field.</p> <p>NOTE: As this individual is within the SPIR CIZ this has been accounted for in the Project Approval and if removal is required will be offset under the Project's Biodiversity Offset Strategy.</p>	Environmental Works Team	Construction
4)	Controls must be in place to prevent tracking dirt and mud onto roads.	Construction Supervisor	Construction
5)	Spoil, mud or the like spilt onto sealed roads to be removed within 24hrs through use of a street sweeper or other means.	Construction Supervisor	Construction
6)	Mobile plant and vehicles, including deliveries must use designated travel routes, site access routes, site access tracks and lay down areas.	Construction Supervisor	Construction
7)	Any activities requiring the discharge of construction water off site will be undertaken in accordance with the PESCP.	All personnel / Environmental Manager	Construction
8)	Slashing limits (incl. vegetation to be retained) must be clearly identified and physically demarcated on-site. Slashing, clearing or other ground disturbance activities must not occur outside these areas unless otherwise approved in writing by the Environment Manager, or suitable delegate.	Construction Supervisor	Construction
9)	Groundcover to be progressively re-established as soon as practicable to prevent erosion during construction.	Construction Supervisor	Construction

	Measure/Requirement	Responsibility	Timing/frequency
10)	In the event that an area or item of heritage significance, threatened species, contaminated material or asbestos containing materials (ACM) are discovered or suspected on-site, then all works affecting the find must cease immediately, the area secured and relevant Trans4m Rail's Unexpected Finds Procedure / Protocol will be implemented. Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately notified of any unexpected finds. Other stakeholders (e.g. NSW EPA, OEH, DPIE, WaterNSW, Council, local landholders, etc) may also be notified depending on the nature and scale of the unexpected find.	All personnel / Construction Supervisor	Construction
11)	Any spills or leaks of chemicals, fuels, oils, effluent or any other hazardous substance that occurs during site establishment must be managed and reported in accordance with Trans4m Rail's Environmental Incident Response and Reporting Procedure.	All personnel / Construction Supervisor	Construction
12)	Refuelling activities must always be closely supervised. Plant and equipment being refuelled must not be left unattended for any period of time.	All personnel / Construction Supervisor	Construction
13)	The land on which ancillary facilities, laydowns areas, access tracks and all other temporary works are located shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner.	Construction Supervisor	Construction
14)	Weather forecast will be reviewed daily (via http://www.bom.gov.au/) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Measures to be implemented during unfavourable weather conditions may include a reduction of speed, a modified construction methodology, alternative plant and equipment, altering the scheduled works or program for the day, additional water carts or ceasing dust generating activities until conditions are more favourable.	Environmental Manager / Construction Supervisor	Construction
15)	The following dust control measures will be utilised to suppress dust being generated from access roads, laydown areas, ancillary facilities and all other exposed surfaces; water application via watercarts and alternative means (i.e. sprinklers, hoses), sealing or stabilisation of highly trafficked areas, dust screens, application of geofabric or jute mat or the application of soil binding agents. The frequency of use will be modified depending on the prevailing wind and weather conditions.	Construction Supervisor	Construction
16)	Exhaust systems of construction plant, vehicles and machinery will be maintained in accordance with manufacturer's specifications to ensure that emissions do not exceed EPA regulations. Periodic visual checks will be undertaken daily.	Construction Supervisor	Construction
17)	Waste will be segregated and collected on a regular basis to ensure odours associated with waste do not become an issue to surrounding sensitive receivers. All waste will be collected and disposed of at a licensed facility.	All personnel	Construction
18)	All works will be undertaken in accordance with the standard construction hours detailed in Condition of Approval E1.	Construction Supervisor	Construction
19)	Notification undertaken during construction would inform relevant stakeholders of the work locations and timing, and the potential for noise impacts.	Community Engagement Team	Construction
20)	Boundary screening will be erected if a site inspection determines that the MAF could impact sensitive receivers.	Environment Manager /	Construction

	Measure/Requirement	Responsibility	Timing/ frequency
		Construction Supervisor	

3. Certification

This Minor Ancillary Facility Checklist provides a true and fair review of the proposed activity for the Inland Rail N2NS upgrade project.

Signed:  (Kristian Hancock (pp))

Name: Michael Matthews

Position: Trans4m Rail JV Environment Manager

Date: 29/11/2021

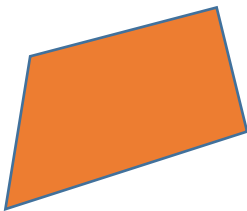
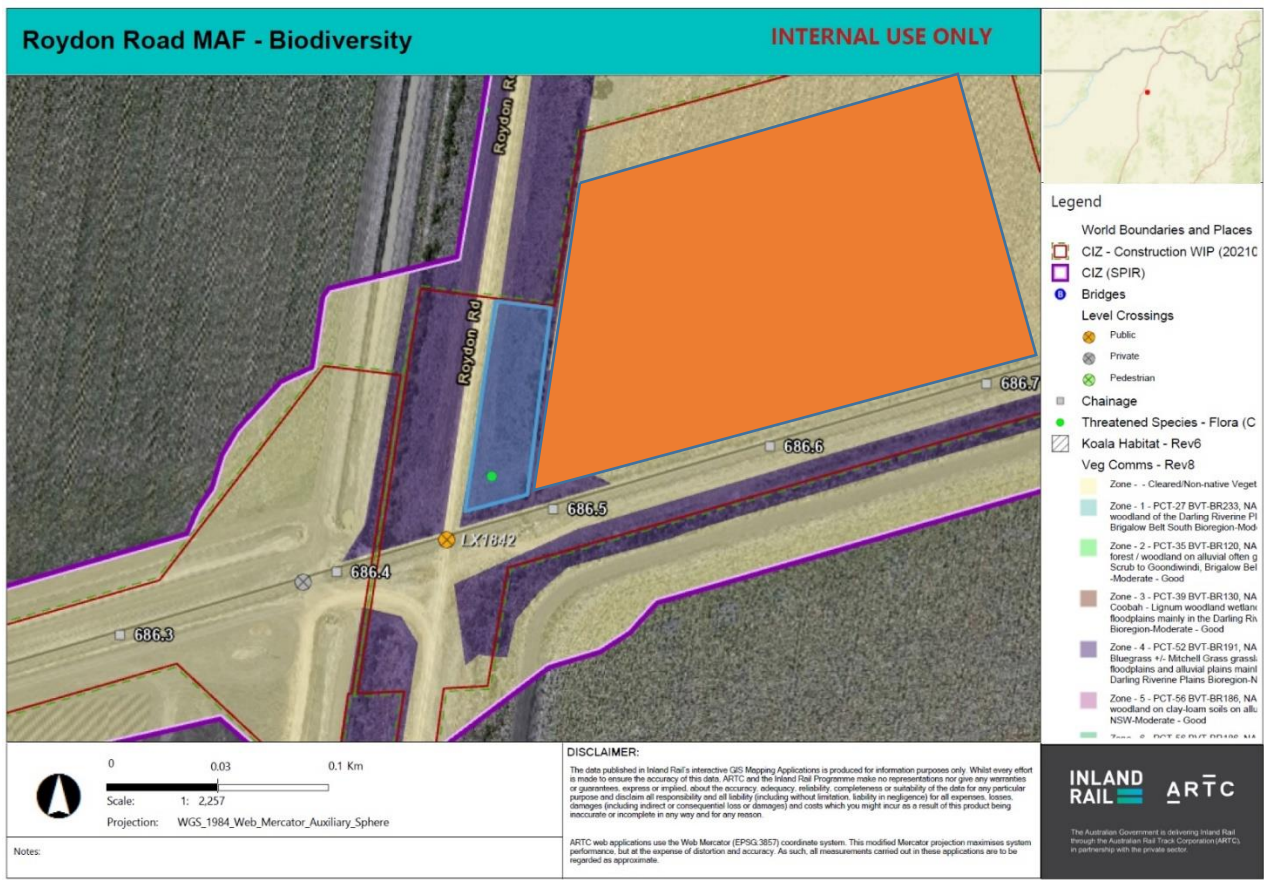
Signed: 

Name: Steve Fermio

Position: Environmental Representative

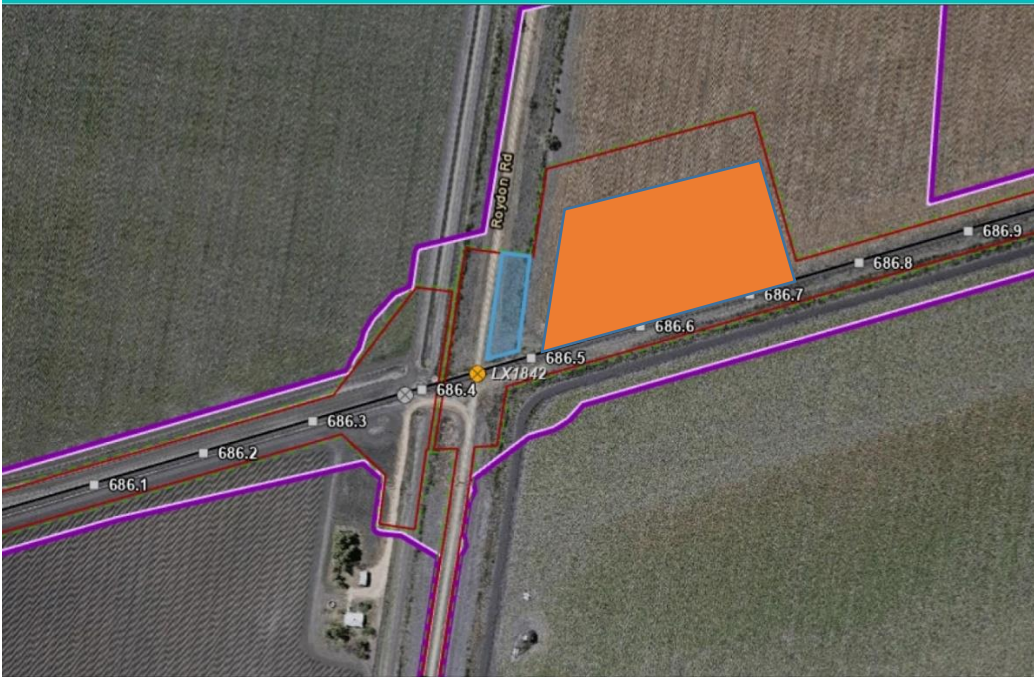
Date: 30/11/2021

Appendix A: Site Location (incl. Environmentally Sensitive Areas) Blue shaded existing MAF, Orange shaded Rev 2 MAF addition



Roydon Road MAF - Cultural Heritage

INTERNAL USE ONLY



Legend

- World Boundaries and Places
- CIZ - Construction WIP (2021C)
- CIZ (SPIR)
- Bridges
- Level Crossings
 - Public
 - Private
 - Pedestrian
- Chainage
- T5909 - Stage1 Area6 Scar Tn
- AHIMS Locations - 20210330 I
- T5909 - New Sites (20200925)
- T5909 - Additional Niche Surv
- T5909 - Unsurveyed ACH Area (20210121 - Niche)
- Not surveyed - No Permission
- Not surveyed - Other
- AHIMS Results - Umwelt
- ACH - Sites Survey - Umwelt
- Archaeological Survey Area - I
- Archaeology Data - Umwelt
- ACH Landform Constraints - U
- ACH Landform Constraints Lin
- Stations Heritage - Umwelt
- Maritime Listed Sites - Private

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0 0.06 0.1 Km
Scale: 1: 4,514

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes:

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Roydon Road MAF - Flood Extent

INTERNAL USE ONLY



Legend

- World Boundaries and Places
- CIZ - Construction WIP (2021C)
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0 0.06 0.1 Km
Scale: 1: 4,514

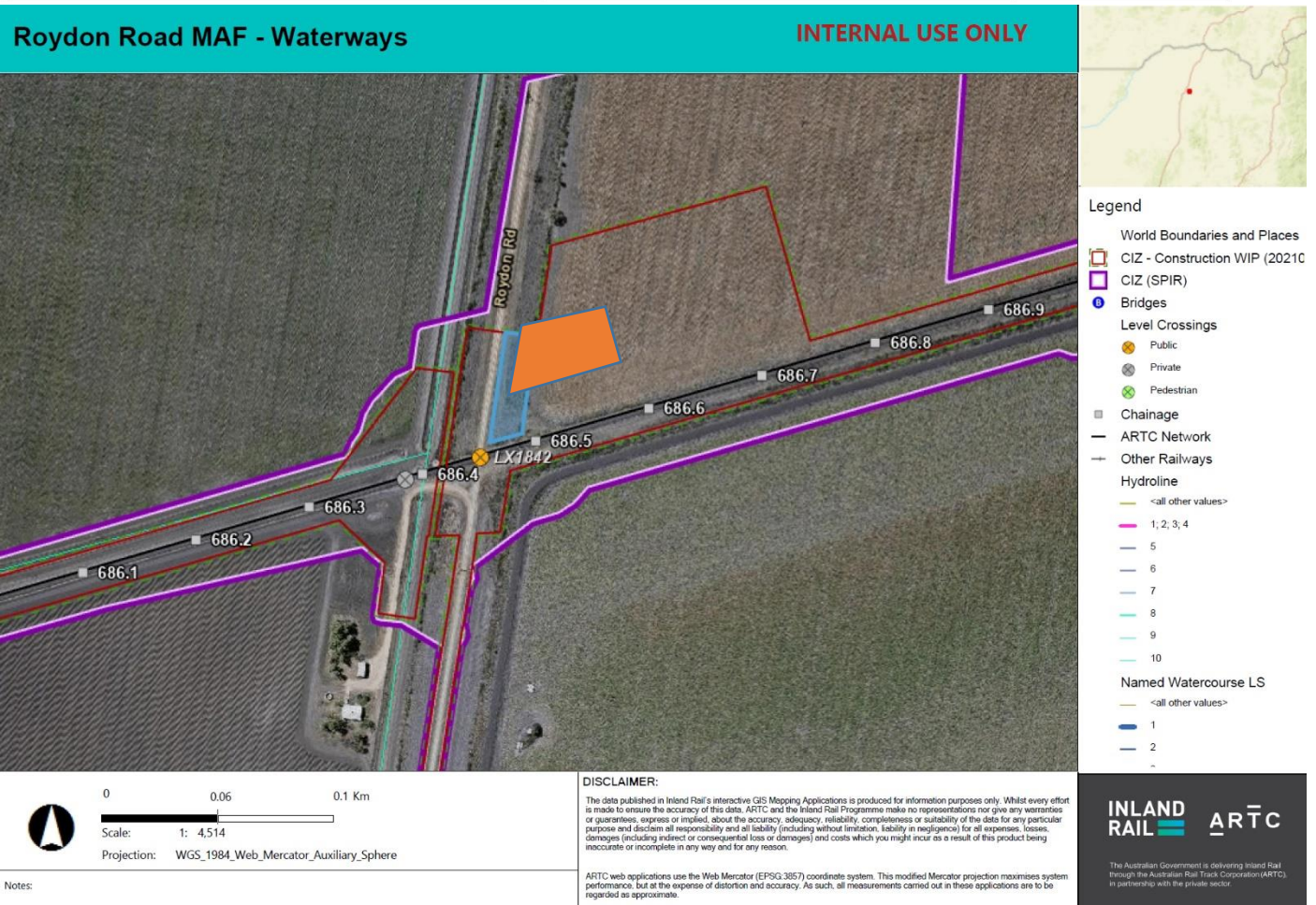
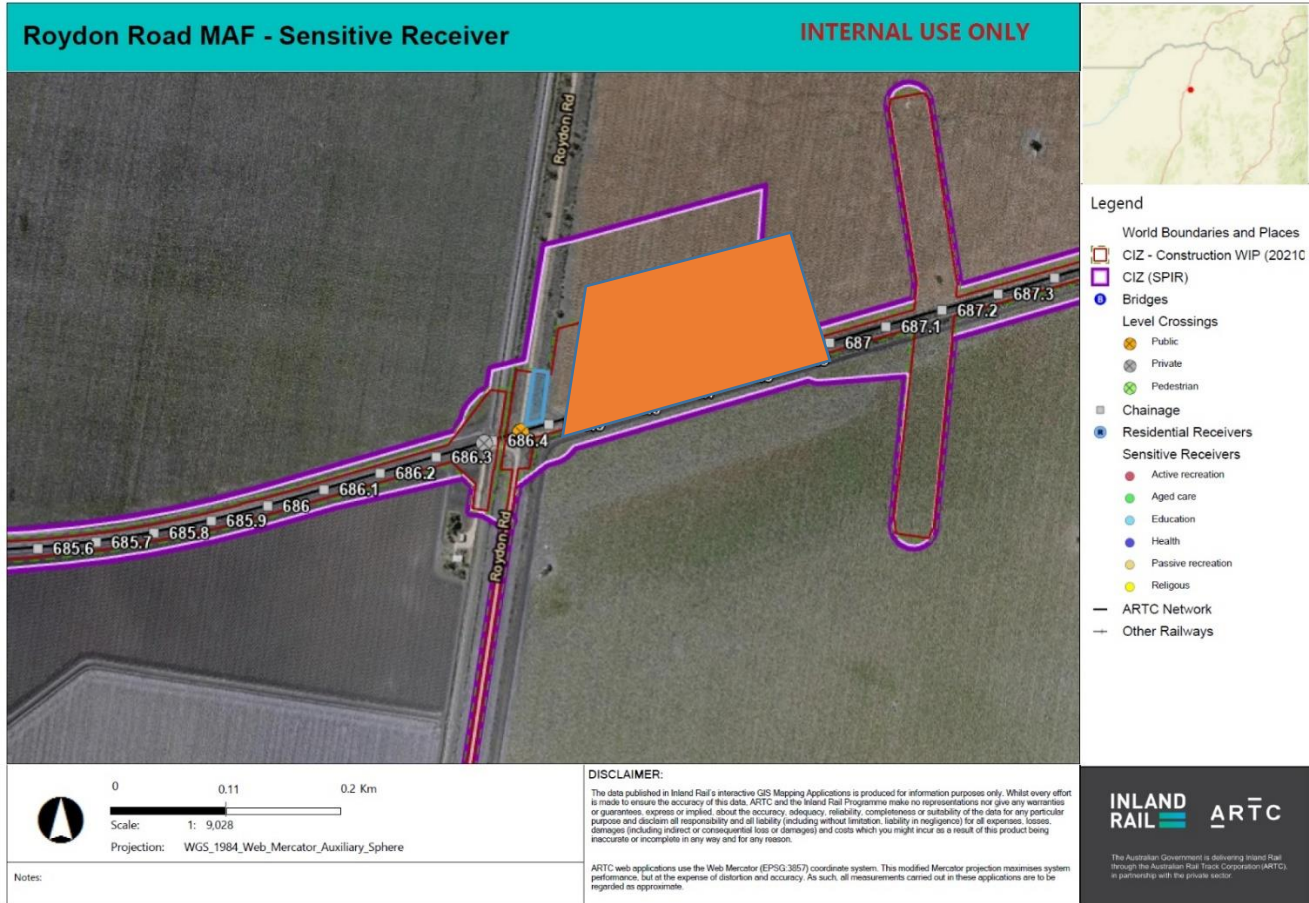
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Appendix B: Site Location (Co-ordinates)

Coordinates of Existing MAF

1	Lat: 29.40140° S Lon: 150.00220° E
2	Lat: 29.40224° S Lon: 150.00205° E
3	Lat: 29.40144° S Lon: 150.00245° E
4	Lat: 29.40218° S Lon: 150.00234° E

Coordinates of REV 2 Extension MAF

1	Lat: 29.40095° S Lon: 150.00255° E
2	Lat: 29.40052° S Lon: 150.00426° E
3	Lat: 29.40152° S Lon: 150.00462° E
4	Lat: 29.40209° S Lon: 150.00233° E

Appendix C: Noise Scenario (Site Operation)

- Steps:
 1. Enter project name (cell C6).
 2. Enter scenario name (cell C10).
 3. Enter receiver address (cell C11).
 4. Select area ground type (cell C12) - water, undeveloped green fields (e.g. rural areas with isolated dwellings) or developed settlements (e.g. urban areas).
 5. Select the type of background noise level input - Representative noise environment (to make assumptions) or user input (where noise is measured).
 - (a) where representative noise environment is selected - select the appropriate noise area category (cell C18). The worksheet titled 'Background Noise' contains a list of noise categories and their typical noise levels.
 - (b) where user input is selected - enter the measured background noise level for each time period (cells D17 to D19).
 6. Is all plant at the same representative distance to the receiver? Select 'Y' or 'N' (cell C24):
 - (a) where 'Y' is selected - enter the representative distance in cell C25.
 - (b) where 'N' is selected - go to step 7.
 7. For the scenario (e.g. shallow excavation), select plant from the drop-down list in cells A28 to A47 (e.g. dump trucks + excavator),
 - (a) enter quantity for each selected plant in cells D28 to D47.
 - (b) where 'N' is selected from step 6 - enter the distance to receiver for each individual plant in cells E28 to E47.
 8. Identify the type of noise barrier (e.g. noise barrier, earth bank, noise screen, etc.) and select the noise barrier type in cells F28 to F47. Solid barrier can be the form of road cutting, sound lapped and capped fence, shipping container, site office, etc. Please note that vegetation and trees are not considered to be a form of noise barrier.
 9. Identify the level above background and/or noise management level (see rows 57 to 62).
 - (a) identify the mitigation measures implemented during mitigation measures where feasible and reasonable. Include any shielding implemented as part of the site selection. In this case there is line of sight to receiver - drop-down list.
 10. Identify and implement feasible and reasonable additional mitigation measures (see rows 63 to 65).
11. Document a summary report detailing:
 - (a) project description including location, duration, hours of work, construction methodology, plant, potentially impacted receivers, etc.
 - (b) background noise levels.
 - (c) noise management levels.
 - (d) predicted noise levels for each time period.
 - (e) sleep disturbance affected distance for night works.
 - (f) mitigation measures.
 - (g) team member responsible for implementing mitigation measures and managing noise and vibration.

Please input information into yellow cells

Please pick from drop-down list in orange cells

Project name		Inland Rail	
Scenario name		MAF Roadon Road Rev 2	
Receiver address		101 Miller Street	
Select area ground type		Undeveloped green fields (rural areas with isolated dwellings)	
Select type of background noise level input		Representative Noise Environment	
Noise area category		Representative Noise Environment	User Input
RBL or L ₉₀ Background level (dB(A))	Day	30	
	Evening	30	
	Night	30	
L ₁₀₋₁₈ (15minute) Noise management level (dB(A))	Day	40	
	Day (ODHW)	35	
	Evening	35	
	Night	35	
Is all plant at the same representative distance to the receiver? Y/N		Y	
Representative distance (m)		305	All at Representative Distance

[illegible]

Total SPL L Aeq(15minute) (dB(A))	40
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		Residential receiver	Non-residential receivers						
			Classroom at schools and other educational	Hospital wards and operating theatres	Place of worship	Active recreation	Passive recreation	Industrial premise	Offices, retail outlets
Noise Management Level {dE(A)}	Standard hours	46	55	65	55	65	60	75	70
	Day (OOHW)	35	55	65	55	65	60	75	70
	OOHW Period 1	35		65	55	65	60	75	70
	OOHW Period 2	35		65	55			75	70
Level above background {dE(A)}	Standard hours	16							
	Day (OOHW)	16							
	OOHW Period 1	16							
	OOHW Period 2	16							
Level above NML {dE(A)}	Standard hours	5							
	Day (OOHW)	5							
	OOHW Period 1	5							

APPENDIX C – ER INSPECTION REPORT


INLAND RAIL PROJECT – NARRABRI TO NORTH STAR




ENVIRONMENTAL REPRESENTATIVE'S INSPECTION REPORT

03/11/2021



SECTION 1: SUMMARY		
Project: Inland Rail – Narrabri to North Star	Date: 3/11/2021	Time: 0730 - 1700
Client: ARTC	Inspection By: Steve Fermio	
Principal Contractor: Trans4m	Report No.: 211103	Pages: 37
Locations Inspected: Croppa Creek, Yallaroi Creek, Mardell, Mungle Creek, Tackinbri Creek		
Issued to: ARTC, Trans4m		
Weather conditions: Fine		
Attendees: Trans4m: Adam Playne, Greg Hopkins; ARTC: Mikaela Richardson		
<p>OVERVIEW</p> <p>The standard of housekeeping across the worksites inspected was generally good. Erosion and sediment and dust controls at Croppa Creek were very well implemented.</p> <p>SUMMARY OF KEY FINDINGS / RECOMMENDATIONS:</p> <ul style="list-style-type: none"> • No findings were made during the site inspection <p>Management Plan implementation review:</p> <p>The implementation of the approved Construction Noise and Vibration Management Plan (Rev 1) was reviewed, see section 3 below. Mitigation measures were generally found to be implemented.</p> <p>Previous ER findings:</p> <p>The current status of previous site inspection and plan review findings are set out in Sections 4 and 5 below.</p>		

ISSUE PRIORITY LEVEL & DEFINITIONS	
High	May potentially result in a significant/major environmental incident/damage. Must be addressed immediately or within timeframe as agreed / advised at time of inspection.
Medium	May potentially result in a medium/moderate environmental incident/damage. Must be addressed within 3 business days or within timeframe as agreed / advised at time of inspection.
Low	Observation not classified as high or medium risk but still needs to be rectified in a timely manner. Must be addressed within 5 business days or as agreed / advised at time of inspection.
O	Observation for further consideration.
	Observation of good practice. No corrective action required.

Ref	Photo / Location	Finding	Priority	Status
INLAND RAIL PROJECT – NARRABRI TO NORTH STAR 20211103-172 Lon:150.325 Lat:-29.034 Tackinbri Creek	 	Ground level slashing being undertaken as per 5 clawed worm skink revised mitigation measures		heritage

20211103-171

Lon:150.310

Lat:-29.065

Yallaroi Creek



Diesel refueling tank on spill pallet



20211103-170

Lon:150.310

Lat:-29.065

Yallaroi Creek



Scour protection in place on
transverse drain upstream of
Yallaroi bridge embankment



20211103-169

Lon:150.309

Lat:-29.065

Yallaroi Creek



Scour protection and silt curtain on downstream face of piling pad



20211103-168

Lon:150.311

Lat:-29.114

Croppa Creek



Earth bund on top of rail
embankment on north side of Creek
as per ESCP



20211103-167

Lon:150.310

Lat:-29.114

Croppa Creek



Silt fence at base of rail
embankment on north side of Creek
as per ESCP



20211103-166

Lon:150.310

Lat:-29.115

Croppa Creek



Geofabric protecting exposed bank of creek downstream of piling pad. Chain netting and steel posts securing scour protection.



20211103-165

Lon:150.310

Lat:-29.115



Scour protection downstream of piling pad plus silt curtain in background as per ESCP



20211103-164

Lon:150.310

Lat:-29.115

Croppa Creek



Diesel generator located behind site office to provide additional noise barrier screening to Croppa Creek sensitive receivers



INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20211103-163

Lon:150.305

Lat:-29.125

Croppa Creek
General Store



Construction update flier posted in
shop window



20211103-162

Lon:149.816

Lat:-29.641

Mardell



Recycled Telstra rope used to delineate No Go Zone at Mardell



Section 3 Noise and Vibration Mitigation and Management			
SECTION / CONDITION	REQUIREMENT	FINDING / COMMENT	CLOSE-OUT ACTION PROPOSED / IMPLEMENTED
Construction Planning			
NV1	The CNVMP must be prepared prior to the commencement of construction and regularly updated to account for changes in noise management issues and strategies.	Rev 1 updated in August and is currently in use.	NA
NV2	Ancillary facilities including lunch sheds, office sheds, material lay down sites, stockpile areas, areas used to assemble infrastructure, and portable toilet facilities will be: <ul style="list-style-type: none"> • Located within the construction boundary; and • Determined by the ER to have: <ul style="list-style-type: none"> - Low amenity impacts 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 - Low environmental impact with respect to waste management and flooding, and - No impacts on biodiversity, soil and water, and heritage items beyond those already approved under other terms of this approval. 	MAFs have been approved by ER where they satisfy this definition.	NA
NV3	Training will be provided to relevant Project personnel, including relevant sub-contractors on noise and vibration requirements from this NVMP through inductions, toolboxes, Environmental Control Maps (ECM) or targeted training.	Noise and vibration slides of current induction sighted. Noise and vibration section included in SEP for southern end of Stage 2. Sensitive receivers at Gurley are shown on SEP.	NA
NV4	Site inductions for all employees and contractors will address: <ul style="list-style-type: none"> • environmental aspects and impacts • proposal specific and standard noise management measures • licence and approval conditions • hours of work 	All of these items are covered in the site induction	NA

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

	<ul style="list-style-type: none"> environmental incident reporting and management procedures complaint management 		
NV5	<p>Site-specific briefings for all employees and contractors will include:</p> <ul style="list-style-type: none"> site specific noise management measures location of nearest noise sensitive receivers construction employee parking areas behavioural practices (e.g. avoid swearing, shouting, dropping materials from heights) designated loading/unloading areas and procedures 	SEPs include this information (eg Gurley). Pre start meetings are the main mechanism where workforce is advised of enviro issues such as noise etc.	NA
NV6	Where possible, construction compounds should be located a minimum of 1km from the nearest resident or noise sensitive receiver.	Most MAFs are located more than 1km. Noise modelling using the RMS excel spreadsheet is carried out where sensitive receivers are located less than 1km from the proposed site.	NA
NV7	Feasible and reasonable steps will be carried out to consult and coordinate with other construction projects that the Project is aware of and have the potential to impact the same receivers concurrently.	Not currently an issue but will be more relevant with regard to Newell Hwy Upgrade works near Narrabri and so will coincide with Stage 1 works. No other major projects in area.	NA
NV8	Blasting will not be undertaken at any time.	NA	
NV9	<p>In addition to the measures set out in this table, any project specific mitigation measures identified in the environmental assessment documentation (e.g. EA, EIS, submissions or representations report) or approval or licence conditions must be implemented.</p> <p>Project specific measures will be determined on a site by site basis and outlined in the CNVISs.</p>	<p>Site specific measures are currently being developed for the proposed Croppa Creek and North Star MAFs (eg water filled noise barriers, relocation of early morning pre start talks etc)</p> <p>OOHW application for works at Croppa Creek bridge on 27-30 October sighted which includes additional mitigation measures for concrete agi trucks regarding noise monitoring to confirm modelling predictions.</p>	NA
General Construction Hours			
NV10	Construction activities associated with the Project will be carried out in accordance with the hours in Section 8.1 of this NVMP. Where feasible and reasonable, noise or vibration generating construction works will be carried out during these hours.	Staff arrive on site at 6.15 with pre start commences at 6.30-7 and work starts at 7am, finishing by 5pm to comply with fatigue management requirements. Staff will have left site by 5pm in most cases. Work has been undertaken on most Sunday's under the Covid Order.	NA
NV11	Where works are being carried out in accordance with the permitted construction hours in CoA E2, any construction works proposed to be carried out during the respite period of 6:00 pm Saturday to 7:00 am on a Monday every second week, would take place so that any receiver noise or vibration impacted outside of the hours would not be noise or vibration impacted.	NA	
NV12	Except as permitted by an EPL, negotiated agreement, or	NA	

	through the Out-of-Hours Work Protocol, Highly Noise Intensive Works (as defined by the CoA) that result in an exceedance of the applicable NML at the same sensitive receiver must only be undertaken: <ul style="list-style-type: none"> between the hours of 8:00 am to 6:00 pm Monday to Friday; between the hours of 8:00 am to 1:00 pm Saturday; and in continuous blocks not exceeding three (3) hours each with a minimum respite from those activities and works of not less than one (1) hour between each block 		
NV13	Where works result in noise levels above the highly affected noise level of 75dB(A) LAeq 15minute works would be carried out as follows to provide respite to the impacted receivers: <ul style="list-style-type: none"> In continuous blocks not exceeding three (3) hours each with a minimum respite from those activities and works of not less than one (1) hour between each block. No more than four consecutive nights where works result in highly noise affected levels over any seven day period, unless otherwise approved by ARTC 	NA	
NV14	OOHW is to be carried out in accordance with: <ul style="list-style-type: none"> The Project's Out-of-Hours-Works Protocol (Appendix D); and The Project's EPL 	Sunday OOHW assessment table sighted which has been used since May to identify upcoming works on Sundays, assess the noise impacts and any consultation requirements with community	NA
Consultation and Complaints Management			
NV15	A telephone, email and web based community information service will be established to allow the community to obtain additional information on construction activities, provide feedback or make a complaint.	Evidence sighted during review of Comms Strategy	NA
NV16	Regular communications on the activities and progress of the proposal will be provided to the community (e.g. via newsletter, email and/or website). Periodic notification (monthly letterbox drop and website notification) detailing all upcoming construction activities delivered to sensitive receivers at least 7 days prior to commencement of relevant works in addition to a range of additional communication and consultation measures which are further detailed in Section 2.	Generic notifications provided in media. OOHW notification for concrete pours goes out via email from T4M Comms Team. Contact with sensitive receivers made via phone and also email and texts. Stage 2 and 3 area landowners and sensitive receivers are quite well known. Stage 1 landowners are being contacted presently prior to works occurring in this area.	NA
NV17	Notification undertaken during construction would inform relevant stakeholders of the work locations and timing, and the potential for noise impacts.	Community info session with proposed MAF site and level crossing at Croppa Creek attended by T4M comms team on 6 Oct. Proposed MAF feedback form sighted. Letterbox drop info form sighted.	NA

		Radio adverts have also been used regarding proposed traffic changes on Croppa Moree Road, Buckie Road	
NV18	Where a CNVIS identifies that vibration sensitive structures are located within the minimum working distance for cosmetic damage, if the vibration intensive works could potentially result in vibration levels above the relevant cosmetic damage potential exceedance more than once or for a period of more than 24 hours, the owner and occupiers will be provided with a schedule of the vibration intensive activities with the potential to be above the relevant cosmetic damage detailing when they are likely to take place.	Vibration monitoring undertaken at Gurley Silos by Renzo Tonin. Monitoring results sighted. PPVs were well below the 50mm/s permitted.	NA
NV19	In the case of emergency works, on becoming aware of the need for emergency works in accordance with Condition E3(b), Trans4M Rail will notify DPIE in writing to compliance@planning.nsw.gov.au, the ER and the EPA of the need for that work. Trans4M Rail will use best endeavours to notify all potentially affected noise and/or vibration sensitive receivers of the likely impact and duration of those works.	NA	
NV20	Consultation will be carried out with the following noise sensitive receivers where there is potential for noise intensive works to be above the relevant noise management level, to determine periods of use of these facilities that would be particularly sensitive to noise or vibration impacts in order to program works to away from sensitive time periods and ensure impacts are minimised during these sensitive periods. <ul style="list-style-type: none"> • places of worship • educational institutions (e.g. school exam periods) • childcare centres (rest periods) (where possible) • noise and vibration-sensitive businesses and critical working areas (such as theatres, laboratories, operating theatres, and mental health services) 	Consultation with Crooble pre school sighted previously in relation to MAF application. Dilapidation survey proposed for church at North Star.	NA
Construction Traffic Noise			
NV21	The number of vehicle trips to and from site will be optimised to reduce noise impacts and occur during less sensitive time periods for the receiver adjacent to the Project traffic routes.	Mini buses are used to convey people to worksites along with crew cabs. Private vehicles are fairly rare to see on sites (other than POs). This is mainly to reduce fatigue.	NA
Source and Path Controls			

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

NV22	Construction sites, work compounds, storage areas, parking areas, unloading/loading areas and other semipermanent construction sites should be located away from noise sensitive receivers. Where this is not possible the site would be designed to minimise noise impacts on nearby sensitive receivers, this would include considering the orientation and layout of the work site, incorporating the use of site buildings, stockpiles, fences and site topography to provide acoustic shielding to nearby receivers.	MAFs are typically located as far as sensitive receivers as possible and where less than 1km a noise assessment is carried out as part of MAF approval process by ER. Water filled barriers are likely to be used at proposed Croppa Creek MAF	NA
NV23	Construction sites and compounds located within 200 metres of sensitive receivers and incorporate site management measures to avoid unnecessary shouting, loud stereos/radios, dropping of materials from height, throwing of metal items, and slamming of doors, particularly at the start and finish of shifts.	NA at this stage (proposed Croppa Creek and North Star MAFs are the only exceptions)	
NV24	Where available, feasible and reasonable, equipment selection will favour the use of quieter and less vibration emitting construction methods, for example, wherever practicable use excavator with pulveriser instead of rockhammer; operate vibratory rollers with the vibratory mode switched off to reduce vibration impact.	NA	
NV25	Equipment that is used intermittently is to be shut down when not in use.	Communications regularly go out in Pre Start briefs to advise of need to turn machinery off	NA
NV26	The off-set distance between noisy plant and noise sensitive receivers will be maximised as far as practicable.	Construction footprint is fixed. Late start of piling at Gurley was undertaken to reduce impacts.	NA
NV27	Directional noise-emitting plant to be directed away from sensitive receivers where feasible and reasonable.	NA	
NV28	Non-tonal (broadband) movement alarms (or equivalent warning mechanism) must be used in place of traditional, tonal reversing alarms for all Trans4m Rail owned plant, light vehicles, and subcontractor plant when: <ul style="list-style-type: none"> • Used anytime at night or during OOHW works; or • When used on the Project for periods of 2 weeks or more. 	Equipper process checks this during pre start inspections by safety team.	NA
NV29	Avoid the simultaneous operation of noisy plant within discernible range of noise sensitive receivers where possible.	NA. Similar to NV25	
NV30	Regularly inspect and maintain equipment to ensure it is operating correctly.	Part of Equipper process. Every machine, vehicle has a daily pre start check form.	NA
NV31	Where stationary noise sources (such as pumps, compressors, fans etc.) could result in noise impacts on sensitive receivers, where feasible and reasonable enclosures or acoustic barriers should be incorporated to reduce noise emissions in the direction of the sensitive	Generator on northern side of crib room at Croppa Creek site compound to provide additional shielding from nearest receivers (900m away) (see photo in Section 2 above)	NA





INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

	receivers.		
NV32	Loading and unloading of materials/deliveries is to occur as far as possible from noise sensitive receivers. Select site access points and roads as far as possible away from noise sensitive receivers Dedicated loading/unloading areas to be shielded if close to noise sensitive receivers. Delivery vehicles to be fitted with or use straps rather than chains for unloading, wherever feasible and reasonable.	Main material laydown sites are located at great distance from nearest sensitive receivers (eg PAD2 and 4)	NA
NV33	Plan traffic flow, parking and loading/unloading areas to minimise reversing movements within the site.	This is being promoted by safety team. Traffic management on site is more a safety issue in which forward movements are greatly preferred	NA
Sensitive Receivers			
NV34	As part of the CNVIS process, where noise levels are still predicted to exceed the applicable noise or vibration management levels at sensitive receivers the additional mitigation measures detailed in the Inland Rail NSW Construction Noise and Vibration Management Framework will be implemented, as detailed in Section 10.5.	Need for alternative accommodation and respite periods has not been triggered. Consultation with receivers has been occurring as per the Framework	NA
Survey, Monitoring and Reporting			
NV35	Noise and vibration monitoring will be carried out in accordance with the Project's Construction Noise and Vibration Monitoring Program, as described in Section 11 and detailed in the Noise and Vibration Monitoring program.	Latest 6 monthly Monitoring Program report recently sighted	NA
NV36	Where vibration levels are predicted to approach the criteria for cosmetic building damage or limits for critical or sensitive areas, test vibration measurements should be undertaken at the commencement of vibration generating activities to confirm that vibration levels are within the acceptable range and determine the site specific 'minimum working distances'. Where vibration levels are found to exceed acceptable levels, then alternative construction methodologies would be considered that would result in lower vibration levels. Where activities are still required to take place within the within the site specific 'minimum working distances' ongoing noise monitoring and verification would be undertaken during construction to ensure that levels are managed so as to be below the cosmetic damage criterion during the works.	Vibration monitoring at Gurley Silos sighted and levels well below building damage criteria	NA
NV37	Where vibration from construction activities are predicted to approach the cosmetic damage limits, dilapidation surveys on potentially affected building/structure/item will be undertaken.	Dilapidation surveys have been carried out at Croppa Store and other nearby buildings and North Star, Gurley etc. This information included in Monitoring Program report.	NA



INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

	Dilapidation surveys would be completed, where necessary with the consideration of the minimum safe working distances for vibration intensive activities for cosmetic damage, both before and after the works to identify existing damage and any damage due to the works. Results of the survey would be provided to the owners of the surface or sub-surface structure surveyed.		
NV38	Where any physical property damage determined to be caused by the Project construction works Trans4m Rail will carry out rectification works along with any reasonable requirements of the structure or sub-surface structure owner within three (3) months of the completion of the post-dilapidation survey.	NA	
NV39	Noise or vibration monitoring in response to complaints will be undertaken where the results or the process assist in resolving or understanding the receiver's issue.	No noise or vibration complaints have yet been received	NA
NV40	At no time can noise generated by construction exceed the National Standard for exposure to noise in the occupational environment of an eight-hour equivalent continuous A-weighted sound pressure level of LAeq,8hour, of 85 dB(A) for any employee working at a location near the Project construction works.	Ear plugs / protection is mandated by safety team for high noise work	NA

SECTION 4: OPEN ISSUES / ACTIONS FROM PREVIOUS SITE INSPECTIONS

Ref	Photo / Location	Finding	Priority	Status (including close out evidence)
<p>INLAND RAIL PROJECT – NARRABRI TO NORTH STAR</p> <p>20210908-119</p> <p>Lon:149.819</p> <p>Lat:-29.636</p> <p>Tycannah Creek</p>	  <p>Maxar Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p>	 <p>Geofabric covering embankment batter to prevent material washing over edge of bridge prior to being cut back to final shape</p> <p><i>Finding: Design process to be reviewed to understand how constructability factored in (or not) & any lessons learned arising</i></p>	<p>Low</p>	<p> Batter slope cut back from edge (MR to send photos).</p> <p>12 & 19/9 Engineers and Site Supervisors and Superintendents meetings the risk of personal \$15K fines for individuals who polluted waters or otherwise breached EPL and CoA conditions was outlined.</p> <p>6/10: Meeting with IR DJV representatives scheduled for week of 11/10 to discuss</p> <p>20/10: Meeting with IR DJV to be scheduled for week of 25/10 to discuss</p>

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

Ref	Photo / Location	Finding	Priority	Status
<p>20211020-158</p> <p>Lon:149.805</p> <p>Lat:-29.684</p> <p>Gurley Creek</p>	  <p>Maxar Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p>	<p>Note light vehicle wheel tracks over rehabilitated creek bed. Access to this area to be cordoned off using No Go Signage / flagging tape as appropriate.</p> <p>Ongoing and additional staff / subcontractor training, TBTs etc and more consistent No Go Signage is required to reduce these sorts of unnecessary incidents</p>	<p>Medium</p>	<p>CLOSED ON DAY OF INSPECTION BY ERECTION OF NO GO SIGNAGE</p>

20211020-157

Lon:149.806

Lat:-29.684

Gurley Creek



Excavator has tracked onto creek bed during vegetation removal associated with creation of sight lines for nearby level crossing.

Work is to cease until alternative methods (eg chainsaw) or bog matting or similar utilized to reduce impact on creek bed and underlying Telstra Cable

High

Sight line clearing work has been ceased until 2022.

Status of rehabilitation of damage to be advised

20211020-155

Lon:149.805

Lat:-29.685

Gurley Creek



Minor diesel fuel leak onto pump trailer.

Source of leak to be repaired and / or trailer removed from site to appropriate location

Medium

Closed. Trailer relocated from this area

20211020-154

Lon:149.816

Lat:-29.641

Mardell



Rock material has spilled over
pegged SPIR boundary

Project boundary to be checked
and more clearly / firmly
demarcated at this site using
Telstra Rope or other high visibility
marker

High

Closed. Rock
stockpile has
been removed
and Telstra rope
placed to define
No Go Zone

20211020-152

Lon:149.816

Lat:-29.641

Mardell



Damaged tree
No Go signage to be relocated to provide tree with greater buffer zone to better ensure its protection

High

Tree is still unprotected within work zone

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20211020-150

Lon:149.831

Lat:-29.597

South of Tapscott
Road



Diesel fuel spill area south of
Tapscott Road

Remediation actions to be
determined.

Refueling procedures audit to be
undertaken on Saturday 23/10 as
urgent priority

High

Closed.
Investigation of
incident and
refueling audit
completed

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20211020-149

Lon:149.831

Lat:-29.597

Tapscott Road
(South)



Diesel fuel spill south of Tapscott Road

Actions as per above

High

Closed.
Investigation of
incident and
refueling audit
completed

20211020-148

Lon:149.831

Lat:-29.597

Tapscott Road
(south)



Diesel fuel spill south of Tapscott
Lane

Actions as per above

High

Closed.
Investigation of
incident and
refueling audit
completed

SECTION 5: PREVIOUS PLAN REVIEW FINDINGS			
STAGE	REQUIREMENT	FINDING / COMMENT	CLOSE-OUT ACTION PROPOSED / IMPLEMENTED
HERITAGE MANAGEMENT PLAN			
CH23	The relevant CoA's (C11(e) – (g)) have been provided to the design team from TfNSW (Trains NSW) and the heritage Advisor to ensure these requirements are incorporated into the design	Further information requested to evidence satisfaction of this requirement	CLOSED RFI ARTC to provide info evidencing this has occurred 8/9/21: Aconex RFI sent to Mikaela 3/11: Moree Station has been removed from scope of Trans4m works
SOIL AND WATER MANAGEMENT PLAN			
CL12	Field refuelling will be undertaken on level ground and at least 50 metres from drainage lines, waterways and/or environmentally sensitive areas	Further investigation of how this requirement is implemented is required.	CLOSED Check fuel suppliers procedures / SWMS for conformity with these requirements ie gap analysis with these and other requirements and appropriate equipment (eg drip trays). Target a mini audit on a refuelling activity 25/8: Outstanding 8/9: To be undertaken on the Saturday HSE superintendent, EM combined management HSE inspection 20/10: This is now critical given recent large fuel spill and has been scheduled to occur on Saturday 23/10 3/11; Refuelling audit was completed with

			recommendations made to improve process
CL13	Refuelling activities must always be closely supervised. Plant and equipment being refuelled must not be left unattended for any period of time.	As per above	As per above
CL15	Storage of hazardous materials on-site will be limited to only that considered necessary. All hazardous and flammable materials will be stored in secure, bunded and well-ventilated facilities (i.e. self-bunded chemical storage container or equivalent) and in accordance with "AS1940 The storage and handling of flammable and combustible liquids". Safety Data Sheets, adequate firefighting equipment and spill kits will also be located in close proximity to the storage area	This has been observed on previous ER inspections and photo provided in table below.	Focused audit to be undertaken with safety team. 25/8: Outstanding 8/9: To be undertaken on the Saturday HSE superintendent, EM combined management HSE inspection 20/10: Outstanding 3/11: Outstanding
CL16	The storage, handling and use of the chemicals and fuels will be in accordance with the Work Health and Safety Act 2000 and Workcover's Storage and Handling of Dangerous Goods Code of Practice (WorkCover, 2005).	This was covered in external audit done recently. Trans4m personnel not exposed generally to dangerous goods. Refueling (bulk) done by specialist contractor. Likewise herbicides. Most bulk chemicals used are low hazard. RIW has competencies. 17/5/21 Enviro Inspection Weekly haz chem items were assessed. Activity Method Statements have risk assessments that would cover chemicals	Safety team will also audit this. 25/8: Outstanding 8/9: To be undertaken on the Saturday HSE superintendent, EM combined management HSE inspection 20/10: Outstanding
COMMUNICATIONS STRATEGY			
Table 6	Physical presence locations	OFI Suggest including Moree Project office as one of the physical presence locations in next revision of Strategy	20/10: Mikaela Richardson to check status of revised Strategy with Mel Elms 3/11: Comms Strategy currently being reviewed with submission to DPIE expected in Nov 2021
Table 7	Project factsheet displayed on project website	OFI Project factsheet is not easy to locate on Project website. Consider making available closer to project landing page	
Table 7	Site hoarding: Hoarding and fencing wrap will identify the project, provide project contact information and offers the opportunity to promote key project messages. Hoarding will be used in publicly visible areas such as roads and towns.	OFI No project hoarding / fencing wrap is currently in use due to relatively remote / hidden nature of most worksites. Moree Station works are likely to be the only site where such hoarding could be used. Consider amending Strategy in next revision to reflect this if required.	
Figure 4	Steps 3 and 4 provide for senior project team review of unresolved complaints and opportunity for mediation of unresolved complaints	OFI	


		The trigger for offering mediation in the case of unresolved complaints is unclear in the Figure 4 process. It is recommended that the process be amended / clarified to require that mediation be offered in the event of any unresolved complaint, and that in the event such mediation is not taken up by the complainant, that the complaint can then be closed out.																
BIODIVERSITY MANAGEMENT PLAN																		
B1	Impacts to plant community types will be minimised and will not exceed those identified in CoA 17 (Table E1 below). Table E1: Native Vegetation Impacted <table><tr><th>VEGETATION ZONE AND PLANT COMMUNITY TYPE (PCT) ID AND NAME</th><th>TEC UNDER THE EPBC ACT (HA)</th><th>TOTAL AREA IMPACTED (HA)</th></tr><tr><td>Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion</td><td>Weeping Myall Woodlands – 9.16</td><td>17.94</td></tr><tr><td>Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaled clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion</td><td>Brigalow (Acacia hamophylla dominant and codominant) – 16.13</td><td>17.31</td></tr><tr><td>Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coolabah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion</td><td>Coolabah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions – 1.74</td><td>1.74</td></tr><tr><td>Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion</td><td>Natural Grasslands on Basalt and Fine-textured Alluvial Plains of Northern NSW and Southern Qld – 432.07</td><td>432.07</td></tr></table>	VEGETATION ZONE AND PLANT COMMUNITY TYPE (PCT) ID AND NAME	TEC UNDER THE EPBC ACT (HA)	TOTAL AREA IMPACTED (HA)	Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion	Weeping Myall Woodlands – 9.16	17.94	Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaled clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion	Brigalow (Acacia hamophylla dominant and codominant) – 16.13	17.31	Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coolabah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion	Coolabah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions – 1.74	1.74	Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion	Natural Grasslands on Basalt and Fine-textured Alluvial Plains of Northern NSW and Southern Qld – 432.07	432.07	Monthly Clearing Reports prepared. September report sighted includes total area impacted as per E1. The clearing amounts are provided to Geolink each month. Totals are well under the permitted clearing totals. ARTC currently working on revised CIZ CA which may alter the total numbers but will be less than that permitted under the CoA 17 in any case. Zone 4 PCT 52 protected under EPBC (Mitchell / Queensland Bluegrass) may be challenging to meet clearing limits	Need to clarify Zone 4 in Table E4 (Scattered Trees) clearing limits. RFI to ARTC asking them clarify to ensure clearing targets are consistent with the intent of the CoA (may required DPIE advice) 20/10: RFI outstanding 3/11: Ditto
VEGETATION ZONE AND PLANT COMMUNITY TYPE (PCT) ID AND NAME	TEC UNDER THE EPBC ACT (HA)	TOTAL AREA IMPACTED (HA)																
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	<p>Zone 5 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW</p> <p>Zone 6 - PCT56 (BR186, NA182) Poplar Box - Belah woodland on clay-loam soils on alluvial plains of north-central NSW (Derived - Native Grasslands)</p> <p>Zone 7 - PCT71 (BR127, NA126) Carbeen - White Cypress Pine - River Red Gum - bloodwood tall woodland on sandy loam alluvial and aeolian soils in the northern Brigalow Belt South Bioregion and Darling Riverine Plains Bioregion</p> <p>Zone 8 - PCT 78 River Red Gum riparian tall woodland / open forest wetland in the Nandewar Bioregion and Brigalow Belt South Bioregion</p> <p>Zone 9 - PCT 135 Coobah - Western Rosewood low open tall shrubland or woodland mainly on outwash areas in the Brigalow Belt South Bioregion</p> <p>Zone 10 - PCT 413 Silver-leaved Ironbark - White Cypress Pine - box dry shrub grass woodland of the Culliga Scrub - Warialda region, Brigalow Belt South Bioregion</p> <p>Total Area Impacted</p>	<p>Not listed</p> <p>Not listed</p> <p>Not listed</p> <p>Not listed</p> <p>Not listed</p> <p>Not listed</p> <p>459.10</p>	<p>143.95</p> <p>249.85</p> <p>0.51</p> <p>11.82</p> <p>9.50</p> <p>5.72</p> <p>890.41</p>		
B33	<p>Designs for works within or near watercourses will provide for the retention of natural functions and maintenance of fish passage in accordance with Why do fish need to cross the road? Fish passage requirements for waterway crossings (<i>Fairfull and Witheridge, 2003</i>).</p>			<p>EIS does not identify the streams in the project area as high value fish habitat due to their ephemeral nature. The larger creeks like Croppa, Gil Gil, Gurley have bridges, not Tycannah.</p>	<p>Requirement may apply to Tycannah Creek and will be discussed at meeting with IR DJV during week of 11/10 20/10: Meeting with IR DJV to be scheduled for week of 25/10</p>
B41	<p>Employee education and training inductions for staff, contractors and visitors to the site will include the following project requirements in relation to Cane Toads:</p> <ul style="list-style-type: none"> Awareness training Any potential siting is to be immediately reported to the Environment Manager The project ecologist is to investigate any potential Cane Toad observations including undertaking targeted surveys within the 			<p>Not included in project wide induction or other training however project engaged ecologists are required to identify weed and pest species. No cane toads have yet been identified on site. If they were found, this would trigger the need for advice to be provided to the wider project team.</p>	<p>Amend plan to say that in the event a notifiable pest is identified in the project corridor the team will be briefed through TBT or other mechanisms 20/10: Revise Induction to include appreciate reference and also provide TBTs on</p>

	<p>vicinity of the record</p> <ul style="list-style-type: none"> If confirmed on site relevant regulatory authorities would be notified within 24 hours with notification to include a management response to be prepared in consultation with a Cane Toad expert including monitoring and control actions to be implemented on the site to eradicate all toads within the CIZ. <p><i>Advice from Cane Toad expert, Dr Matthew Greenlees: Cane toads have nor do not currently occur in the greater New England region - including in the area between Moree and Narrabri. The current known distribution of toads in New South Wales is essentially east of the Great Diving Range - a considerable distance from the area. In addition, current models predict that the climate in the region is unlikely to be suitable for toads becoming established (Kearney et al. 2008; Kolbe et al. 2010). There have been few historical records of individuals that have been translocated (accidentally) to the region, though never in numbers or to specific areas that have threatened them becoming established (see ALA 2021). If cane toads are detected in the area, expert advice should be sought immediately in initiating control and eradication measures. These will include manual removal of adults and if necessary, ethggs, tadpoles and metamorph (juvenile) toads. Such measures have been demonstrated to be effective for local eradication of small established populations (Greenlees et al. 2018).</i></p>		<p>reasonable biosecurity threats prior to Xmas shutdown 3/11: Outstanding</p>
SECTION 3: PEST AND WEED MANAGEMENT PLAN IMPLEMENTATION REVIEW			
SECTION / CONDITION	REQUIREMENT	FINDING /COMMENT	CLOSE-OUT ACTION PROPOSED / IMPLEMENTED
PW8	Further washdown of vehicles, plant and equipment will be conducted as required. For example, where plant or vehicles have left sealed roads and driven through a known or potentially weed infested area then immediate washing will be required.	Washdown Bay at Pad 4 Bulluss Drive. Equipment washed down before going to AFF property.	Weed declarations to be provided by Adam for AFF site
PW9	Further washdown of vehicles, plant and equipment will be conducted when transferring between landholdings within the project area.	As per above	
PW14	<p>Weed control of identified areas of noxious weeds will be undertaken prior to/ during clearing and grubbing involving the following methods:</p> <ul style="list-style-type: none"> Spraying with herbicides; and/or Mechanical removal. 		<p>CLOSED Photos of weed material wrapped in geofabric at Yallaroi to be provided 3/11: Sighted during site inspection</p>
PW17	Any vegetation stockpiled after clearing will be managed to prevent the spread of weeds.		CLOSED

			Photos of weed material wrapped in geofabric at Yallaroi to be provided 3/11: As above
PW26	Documentation (including disposal receipts) will be maintained for all pest animal and weed control activities and will include records regarding application of herbicide.		Kristian to provide any records as required by Chem Cert

SECTION 6: AUTHORISATION

Name: Steve Fermio	Position: Environmental Representative
Signature: 	Date: 8/11/2021

SECTION 7: SITES / ITEMS TO BE REVIEWED AT NEXT ER INSPECTION

Next inspection 17/11/21; Implementation of CEMP

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

ENVIRONMENTAL REPRESENTATIVE'S INSPECTION REPORT


17/11/2021



SECTION 1: SUMMARY		
Project: Inland Rail – Narrabri to North Star	Date: 17/11/2021	Time: 0830 - 1200
Client: ARTC	Inspection By: Steve Fermio	
Principal Contractor: Trans4m	Report No.: 211117	Pages: 17
Locations Inspected: Due to heavy rainfall and flooding in the Moree area this inspection was carried out as a desktop review (via Teams) of the Traffic, Transport and Access Management Plan (TTAMP)		
Issued to: ARTC, Trans4m		
Weather conditions: NA		
Attendees: Trans4m: Adam Playne, Michael Matthews, David Carberry		
<p>OVERVIEW</p> <p>No site inspection was carried out due to heavy rain and flooding in the Project area on 17 November. A desktop review via Teams of the TTAMP was undertaken.</p> <p>SUMMARY OF KEY FINDINGS / RECOMMENDATIONS:</p> <ul style="list-style-type: none"> • NA <p>Management Plan implementation review:</p> <p>The implementation of the approved TTAMP (Rev 1) was reviewed, see section 3 below. Mitigation measures were generally found to be implemented.</p> <p>Previous ER findings:</p> <p>The current status of previous site inspection and plan review findings are set out in Sections 4 and 5 below.</p>		

Ref	Photo / Location	Finding	Priority	Status
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INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

ISSUE PRIORITY LEVEL & DEFINITIONS	
High	May potentially result in a significant/major environmental incident/damage. Must be addressed immediately or within timeframe as agreed / advised at time of inspection.
Medium	May potentially result in a medium/moderate environmental incident/damage. Must be addressed within 3 business days or within timeframe as agreed / advised at time of inspection.
Low	Observation not classified as high or medium risk but still needs to be rectified in a timely manner. Must be addressed within 5 business days or as agreed / advised at time of inspection.
O	Observation for further consideration.
	Observation of good practice. No corrective action required.

SECTION 2: NO SITE INSPECTION UNDERTAKEN ON 17 NOVEMBER DUE TO FLOODING IN PROJECT AREA

Section 3 Traffic, Transport and Access Management Plan			
SECTION / CONDITION	REQUIREMENT	FINDING /COMMENT	CLOSE-OUT ACTION PROPOSED / IMPLEMENTED
Section 2	<p>“Trans4m Rail and ARTC will liaise with TfNSW and relevant Councils at monthly intervals with the aim of developing and implementing measures aimed at reducing the impact of the project on the regional and local road networks. This will include any potential cumulative impacts from the simultaneous construction of the rail link and Newell Highway upgrade works. Other stakeholders (i.e. emergency services, bus operators, etc) will be invited as required.</p> <p>This forum will also be used to discuss the current and pending use of local roads by construction traffic and address any issues raised by TfNSW or Council/s. These forums will be facilitated by Trans4m Rail and minutes and actions taken and distributed”</p>	<p>Meetings with Newell Hwy Upgrade team and most councils do occur although generally on as needs basis, rather than monthly.</p> <p>Minutes from Gwydir Shire Council – Roads Maintenance meeting held on 1/11/21 sighted</p> <p>2021 10 19 Transport for NSW Meeting – interfacing with the Newell Highway upgrades</p>	Consider amending meeting frequency to reflect current as needs basis meetings if agreed by Councils and TfNSW
Section 3.3.1	<p>“Where feasible, construction works will be staged to limit road occupancy and minimise potential impacts on the existing road network. However, where road occupancy is required, a Road Occupancy Licence (ROL) under Section 138 of the Roads Act 1993 will be sought from the relevant road authority (generally TfNSW and Council), to occupy a portion of the road network for an approved period. Trans4m Rail will liaise with these authorities and key stakeholders as required.</p> <p>The authorities responsible for roads affected by the project include Local Councils and TfNSW. Trans4m Rail will liaise with these authorities and key stakeholders (if required) during construction”</p>	<p>ROP for LX916 Crooble Road approved by Gwydir Council sighted</p> <p>Notice issued by TfNSW 138(2) of the Roads Act 1993 27/5/21 for LX works adjacent to Newell Highway</p>	NA
Section 3.3.2	<p>“Temporary roadwork speed zones, both short and long term, will be implemented during construction to manage the speed of traffic approaching and passing through and/or past work sites. To temporarily alter a speed limit, a Speed Zone Authorisation (SZA) is required to be in place. Both long term and short term SZA will be sought from the responsible road’s authority during construction. That is, TfNSW”</p>	Temporary speed zone restrictions on the Newell Highway have been sighted on several ER inspections	NA
Section 5.1	<p>“Dilapidation reports will be undertaken to determine the pre-construction baseline condition. These will be performed within the jurisdiction of each of the three Councils no later than one month before the start of transport and haulage. A road dilapidation specialist will be engaged by Trans4m Rail to perform these independent assessments. ARTC and the three local Councils have</p>	Alma Lane Dilapidation Report dated Feb 2021 sighted. Stage 2 Haul Route Dilapidation Survey Report by SMK Consultants March 2021 sighted. Numerous other dilapidation reports sighted in T4M Sharepoint Folder	NA

	agreed a standard pre-condition assessment tool to be used to establish that baseline.”		
Section 5.2, Table 5	“Monitoring will be undertaken periodically against the criteria set out in the Pavement Condition Index at the intervals set out in (e.). Monitoring will be performed by visual inspections of the roads by suitably qualified Trans4m Rail project personnel (i.e. environmental officer, site engineer, supervisor).”	Monitoring occurring on approx. 3 mth basis on roads being used for haulage by T4M engineers.	NA
Section 6.1	“Trans4m Rail will facilitate monthly meetings with ARTC, TfNSW and Council/s to discuss the current and pending use of local and regional roads by construction traffic to access the construction alignment and laydown areas. The monthly meeting will also be used to raise issues and identify actions to reduce the impact of the project on the regional and local road networks and to road users. These forums will be facilitated by Trans4m Rail and minutes and actions taken and distributed.”	As per section 2 consultation requirements, it does not appear that regular monthly meetings are being held but are being held on a more as needs basis	Consider amending meeting frequency to reflect current as needs basis meetings if agreed by Councils and TfNSW
Section 6.2	“Three CAFs will be established to accommodate around 60 staff each. The CAFs will be located at the sites: <ul style="list-style-type: none"> • Bellata at Ch 602,900 inside the CIZ (to be confirmed by ARTC landowner agreement); and • Moree at Ch 664,000 inside the CIZ” 	Moree CAF has been established. It is understood that the proposed CAF at Bellata will now not be constructed	Amend next revision of TTAMP to remove reference to Bellata CAF
Section 6.4	“Trans4m Rail will maintain access for all affected residents whose accesses interface directly with the rail alignment. Resident access will be managed through or around the works and moved periodically to suit the progression of the works. Residents will be provided with trafficable, all weather surfaces on which to travel within the scope of the permanent works. Trans4m Rail will remain in constant contact with affected residents to ensure they are aware of access particulars at all times. Where livestock migration across Trans4m Rail's works is required, ARTC will undertake all consultation and advise Trans4m Rail of requirements. Where construction of the N2NS Project restricts a property's access to a public road, Trans4m Rail will, until their primary access is reinstated, provide the property with temporary alternate access to an agreed road decided through consultation with the landowner / landholder, at no cost to the property landowner / landholder, unless otherwise agreed with the landowner. Where construction of the N2NS Project restricts the ability of a resident or landowner to access other parts of their property via a level crossing, Trans4m Rail will, until the permanent level crossing is reinstated, supply the property with a temporary alternate level crossing access at a convenient location decided through consultation with the landowner, at no cost to the property landowner, unless otherwise agreed with the landowner. This may	Community notifications occur 7 days prior for public level crossings. Private level crossing access is managed via one on one communication with landowner usually by the Comms Team. Community info session held at Croppa Creek General Store in October for level crossing works. Works were modified in response to feedback from this meeting. Photo of flier in shop window sighted at previous ER inspection	NA

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR





	include other existing level crossings or a new alternative temporary level crossing access that is both safe and agreed to."		
Section 6.5	"Access for emergency vehicles into Trans4m Rail's site accesses will be maintained at all times. Clear access will be maintained at all times for emergency vehicles through the works and emergency management protocols will take effect. Emergency vehicles travelling on all nominated transport routes will be given right of way by Trans4m Rail vehicles."	Diversions are put in place to provide access through level crossing works for all road users including emergency services vehicles	NA
Section 8.5	"The project is seeking an "Excellent" ISCA rating and therefore intends to utilise all site won materials to reconstruct the new rail formation. As such, it is not anticipated that excess spoil will be hauled on the road network. The only exception to this will be around Ch 623.000 and Penney's Road where an excess of in situ cut material is expected and will need to be stockpiled in close proximity"	Project is still on track to receive an Excellent ISCA rating	NA
Section 9.1	"Trans4m Rail is committed to ensuring that the overall construction impact on the local traffic is minimised and as such, propose an additional mitigation measure to be further discussed with each Council - the 'Truck-Bus Avoidance System' (TBAS). Trans4m Rail have extensive experience in managing the interface between heavy haulage plant and school bus and pedestrians in rural project settings. Trans4m Rail will explore the use of a custom 'Truck -Bus Avoidance System' (TBAS) to be fitted in heavy vehicles that provides real time proximity alerts to heavy vehicle drivers in the area. An introduction to this system is contained in Appendix E as used in a previous SEE Civil Infrastructure Project on a major TfNSW Road upgrade in Woolgoolga NSW. The Trans4m Rail team will consult with all local bus service providers to ensure they fully understand the added safety benefit of having a system in place and to hopefully peak interest in implementing the system for the life of the project across all of the service providers along the alignment. The TBAS System is highly dependent on voluntary participation of the service providers to ensure that it is as effective as possible. A list of existing Bus Routes that are expected to operate along the SP1 alignment are noted in Appendix D."	It is not proposed to implement the TBAS system on the project.	This section should be revised in the next revision of the TTAMP to reflect the current situation regarding this initiative.
Section 9.3	"The nature of ARTC's construction possession staging between Narrabri and Moree is such that Trans4m Rail's construction operations will be confined to discrete seven-month work periods outside the grain operating seasons. Trans4m Rail will occupy stages 1 and 2 between April and October each year. The grain harvest operating season is between November and March each year. As such, it is not expected that there will be significant impact upon harvest trucks. In addition, Trans4m Rail is aware of cotton harvesting requirements in the Moree Plain Shire in April and May. Tapscott Road is expected to be affected. To mitigate any impacts	Stage 2 handed back to ARTC on schedule at end of October for grain season. Temporary access roads designed to accommodate road trains GrainCorp is regularly consulted on an as needs basis. Not cotton season at present.	NA

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR



	<p>on cotton harvest at that location, Trans4m Rail has ensured major gate accesses have not been located at Tapscott Road. During April and May, any interface with the level crossing there will be managed locally during construction by specific vehicle movement plans. In the northern possession stage of the project, ARTC has provided unrestricted access between Camurra and North Star for the duration of the construction programme. In this stage, Trans4m Rail will liaise with landowners that are involved in harvesting through the consultation process to ensure they are aware of Trans4m Rail's anticipated heavy vehicle transport movements and identify any interfaces needing addressing. In addition, Trans4m Rail could potentially offer the same TBAS solution to harvest trucks using roads that directly interfacing with the works.</p> <p>Tran4m Rail's Community and Stakeholder Engagement Team will liaise with representatives of the cotton and grain growers associations in the lead up to and during the harvest seasons detailed above. All legitimate concerns and recommendations will be considered by Project personnel and incorporated into the works during these periods. All practicable and reasonable measures will be implemented to avoid and / or reduce any impacts to grain and cotton harvesting and transport operations during this time."</p>		
Section 9.4	<p>"Construction workforce parking for light vehicles will be located within the project corridor and provided at each of 17 laydown facilities and construction ancillary facilities between Narrabri and North Star. Furthermore, where practical, construction workforce personnel would be bused to and from the work sites on a daily basis thereby reducing parking provisions needed. It is not expected that there will be any impacts on existing parking supply, surrounding roads or private properties, including parking for buses where necessary. Between 4 and 6no busses will collect staff from the N2NS construction camp location at Carmine Munro Avenue (next to the fuel"</p>	Light vehicles are parked at MAFs and also mini buses used to ferry workers to sites	NA
Section 9.5	<p>"General freight operators working in the region would be informed and kept updated of changes to traffic conditions via N2NS Project Newsletters (issued monthly), variable message sign (VMS) boards displayed on the Newell Highway or in prominent locations and ongoing stakeholder liaison with relevant industries in the region"</p>	County Bount Road construction traffic impacts were provided to freight operators in this area.	NA
Section 10.1	<p>The Construction Traffic Management Plan (TMP) will detail the specific road safety and traffic management measures that will be applied whilst undertaking construction works. TMPs are based on the principles and strategies of the CTTAMP, inclusive of contractual requirements, environmental approvals and the requirements of relevant road authorities and other stakeholders. Site specific</p>	TMP for LX917, Roydon Road and others sighted and form part of the approved section 138 ROP/ROL	NA

	construction traffic management plans will be consistent with this CTTAMP and the CoAs.		
Section 10.4	A Vehicle Movement Plan (VMP) is a diagram showing the travel paths for vehicles entering or leaving a construction site or crossing the through traffic stream. VMPs will be prepared for all construction vehicle movements including at each interface with the existing road network, internal haul roads and points on routes remote from the work site. An example VMP is provided in Section 6.2 above	VMP for Gurley and Gil Gil Creeks worksites sighted	NA
Section 11.1	<p>The Trans4m Environment and Sustainability, (in conjunction with the Safety Teams), will undertake inspections, audits and reporting to develop and evaluate the effectiveness of controls. This will include:</p> <ul style="list-style-type: none"> • Weekly inspections using the Weekly Environment and Sustainability Checklist including: • Traffic management measures • Records of any traffic management monitoring completed (if required) • Any traffic abatement actions, or controls implemented • Records of any impacts avoided or minimised through construction/traffic management methods. • General observations for the daily management of transport and access management access shall be documented in site dairies by the Site Supervisor • Regular inspection of traffic, transport and access management shall be undertaken by the Environment Coordinator / Safety representative and Site Supervisor using the Weekly Environment and Sustainability Checklist and uploaded to Project Pack Web • Effectiveness of transport and access management controls shall be regularly reviewed by the Environment Coordinator / Safety representative for adequacy having regard for changing circumstances • Monthly reporting to Inland Rail on traffic, transport and access will be recorded through Project Monthly Reports 	<p>Weekly Environment and Sustainability checklists include traffic management fields</p> <p>Monthly Project report for Oct sighted which includes a summary of traffic related complaints and incidents</p>	NA

SECTION 4: OPEN ISSUES / ACTIONS FROM PREVIOUS SITE INSPECTIONS

Ref	Photo / Location	Finding	Priority	Status (including close out evidence)
<p>INLAND RAIL PROJECT – NARRABRI TO NORTH STAR</p> <p>20210908-119</p> <p>Lon:149.819</p> <p>Lat:-29.636</p> <p>Tycannah Creek</p>	 	 <p>Geofabric covering embankment batter to prevent material washing over edge of bridge prior to being cut back to final shape</p> <p><i>Finding: Design process to be reviewed to understand how constructability factored in (or not) & any lessons learned arising</i></p>	<p>Low</p>	<p> Batter slope cut back from edge (MR to send photos).</p> <p>12 & 19/9 Engineers and Site Supervisors and Superintendents meetings the risk of personal \$15K fines for individuals who polluted waters or otherwise breached EPL and CoA conditions was outlined.</p> <p>6/10: Meeting with IR DJV representatives scheduled for week of 11/10 to discuss</p> <p>20/10: Meeting with IR DJV to be scheduled for week of 25/10 to discuss</p> <p>17/11: Further information has been provided to ER by IR DJV for consideration</p>

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

Ref	Photo / Location	Finding	Priority	Status
<p>20211020-157</p> <p>Lon:149.806</p> <p>Lat:-29.684</p> <p>Gurley Creek</p>	  <p>Maxar Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p>	<p>Excavator has tracked onto creek bed during vegetation removal associated with creation of sight lines for nearby level crossing.</p> <p>Work is to cease until alternative methods (eg chainsaw) or bog matting or similar utilized to reduce impact on creek bed and underlying Telstra Cable</p>	<p>High</p>	<p>Sight line clearing work has been ceased until 2022.</p> <p>Status of rehabilitation of damage to be advised</p> <p>To be reviewed at 1/12 ER inspection</p>

20211020-152

Lon:149.816

Lat:-29.641

Mardell



Damaged tree

No Go signage to be relocated to provide tree with greater buffer zone to better ensure its protection

High

Tree is still unprotected within work zone

To be reviewed at 1/12 ER inspection

SECTION 5: PREVIOUS PLAN REVIEW FINDINGS			
STAGE	REQUIREMENT	FINDING / COMMENT	CLOSE-OUT ACTION PROPOSED / IMPLEMENTED
HERITAGE MANAGEMENT PLAN			
CL15	Storage of hazardous materials on-site will be limited to only that considered necessary. All hazardous and flammable materials will be stored in secure, bunded and well-ventilated facilities (i.e. self-bunded chemical storage container or equivalent) and in accordance with "AS1940 The storage and handling of flammable and combustible liquids". Safety Data Sheets, adequate firefighting equipment and spill kits will also be located in close proximity to the storage area	This has been observed on previous ER inspections and photo provided in table below.	Focussed audit to be undertaken with safety team. 25/8: Outstanding 8/9: To be undertaken on the Saturday HSE superintendent, EM combined management HSE inspection 20/10: Outstanding 3/11: Outstanding
CL16	The storage, handling and use of the chemicals and fuels will be in accordance with the Work Health and Safety Act 2000 and Workcover's Storage and Handling of Dangerous Goods Code of Practice (WorkCover, 2005).	This was covered in external audit done recently. Trans4m personnel not exposed generally to dangerous goods. Refueling (bulk) done by specialist contractor. Likewise herbicides. Most bulk chemicals used are low hazard. RIW has competencies. 17/5/21 Enviro Inspection Weekly haz chem items were assessed. Activity Method Statements have risk assessments that would cover chemicals	Safety team will also audit this. 25/8: Outstanding 8/9: To be undertaken on the Saturday HSE superintendent, EM combined management HSE inspection 20/10: Outstanding
COMMUNICATIONS STRATEGY			
Table 6	Physical presence locations	OFI Suggest including Moree Project office as one of the physical presence locations in next revision of Strategy	20/10: Mikaela Richardson to check status of revised Strategy with Mel Elms 3/11: Comms Strategy currently being reviewed with submission to DPIE expected in Nov 2021
Table 7	Project factsheet displayed on project website	OFI Project factsheet is not easy to locate on Project website. Consider making available closer to project landing page	
Table 7	Site hoarding: Hoarding and fencing wrap will identify the project, provide project contact information and offers the opportunity to promote key project messages. Hoarding will be used in publicly visible areas such as roads and towns.	OFI No project hoarding / fencing wrap is currently in use due to relatively remote / hidden nature of most worksites.	

		Moree Station works are likely to be the only site where such hoarding could be used. Consider amending Strategy in next revision to reflect this if required.																
Figure 4	Steps 3 and 4 provide for senior project team review of unresolved complaints and opportunity for mediation of unresolved complaints	OFI The trigger for offering mediation in the case of unresolved complaints is unclear in the Figure 4 process. It is recommended that the process be amended / clarified to require that mediation be offered in the event of any unresolved complaint, and that in the event such mediation is not taken up by the complainant, that the complaint can then be closed out.																
BIODIVERSITY MANAGEMENT PLAN																		
B1	<p>Impacts to plant community types will be minimised and will not exceed those identified in CoA 17 (Table E1 below).</p> <p>Table E1: Native Vegetation Impacted</p> <table><tr><th>VEGETATION ZONE AND PLANT COMMUNITY TYPE (PCT) ID AND NAME</th><th>TEC UNDER THE EPBC ACT (HA)</th><th>TOTAL AREA IMPACTED (HA)</th></tr><tr><td>Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion</td><td>Weeping Myall Woodlands – 9.16</td><td>17.94</td></tr><tr><td>Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaled clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion</td><td>Brigalow (Acacia harpophylla dominant and codominant) – 16.13</td><td>17.31</td></tr><tr><td>Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coolabah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion</td><td>Coolabah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions – 1.74</td><td>1.74</td></tr><tr><td>Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion</td><td>Natural Grasslands on Basalt and Fine-textured Alluvial Plains of Northern NSW and Southern Qld – 432.07</td><td>432.07</td></tr></table>	VEGETATION ZONE AND PLANT COMMUNITY TYPE (PCT) ID AND NAME	TEC UNDER THE EPBC ACT (HA)	TOTAL AREA IMPACTED (HA)	Zone 1 - PCT27 (BR233, NA219) Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion	Weeping Myall Woodlands – 9.16	17.94	Zone 2 - PCT35 (BR120, NA117) Brigalow – Belah open forest / woodland on alluvial often gilgaled clay from Pilliga Scrub to Goondiwindi, Brigalow Belt South Bioregion	Brigalow (Acacia harpophylla dominant and codominant) – 16.13	17.31	Zone 3 - PCT39 (BR130, NA129) Coolabah – River Coolabah - Lignum woodland wetland of frequently flooded floodplains mainly in the Darling Riverine Plains Bioregion	Coolabah - Black Box Woodland of the Darling Riverine Plains and the Brigalow Belt South Bioregions – 1.74	1.74	Zone 4 - PCT52 (BR191, NA187) Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion	Natural Grasslands on Basalt and Fine-textured Alluvial Plains of Northern NSW and Southern Qld – 432.07	432.07	<p>Monthly Clearing Reports prepared. September report sighted includes total area impacted as per E1. The clearing amounts are provided to Geolink each month. Totals are well under the permitted clearing totals.</p> <p>ARTC currently working on revised CIZ CA which may alter the total numbers but will be less than that permitted under the CoA 17 in any case.</p> <p>Zone 4 PCT 52 protected under EPBC (Mitchell / Queensland Bluegrass) may be challenging to meet clearing limits</p>	<p>CLOSED Need to clarify Zone 4 in Table E4 (Scattered Trees) clearing limits. RFI to ARTC asking them clarify to ensure clearing targets are consistent with the intent of the CoA (may required DPIE advice)</p> <p>20/10: RFI outstanding 3/11: Ditto 17/11: Clarification received from DPIE</p>
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INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

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B33	Designs for works within or near watercourses will provide for the retention of natural functions and maintenance of fish passage in accordance with Why do fish need to cross the road? Fish passage requirements for waterway crossings (<i>Fairfull and Witheridge, 2003</i>).	EIS does not identify the streams in the project area as high value fish habitat due to their ephemeral nature. The larger creeks like Croppa, Gil Gil, Gurley have bridges, not Tycannah.	Requirement may apply to Tycannah Creek and will be discussed at meeting with IR DJV during week of 11/10 20/10: Meeting with IR DJV to be scheduled for week of 25/10 17/11: Further information received from IR DJV for consideration																					
B41	Employee education and training inductions for staff, contractors and visitors to the site will include the following project requirements in relation to Cane Toads: <ul style="list-style-type: none">Awareness trainingAny potential siting is to be immediately reported to the	Not included in project wide induction or other training however project engaged ecologists are required to identify weed and pest species. No cane toads have yet been identified on site. If they were found, this would trigger the need for advice to be provided to the wider project team.	Amend plan to say that in the event a notifiable pest is identified in the project corridor the team will be briefed through TBT or other mechanisms																					

	<p>Environment Manager</p> <ul style="list-style-type: none"> The project ecologist is to investigate any potential Cane Toad observations including undertaking targeted surveys within the vicinity of the record If confirmed on site relevant regulatory authorities would be notified within 24 hours with notification to include a management response to be prepared in consultation with a Cane Toad expert including monitoring and control actions to be implemented on the site to eradicate all toads within the CIZ. <p><i>Advice from Cane Toad expert, Dr Matthew Greenlees: Cane toads have nor do not currently occur in the greater New England region - including in the area between Moree and Narrabri. The current known distribution of toads in New South Wales is essentially east of the Great Diving Range - a considerable distance from the area. In addition, current models predict that the climate in the region is unlikely to be suitable for toads becoming established (Kearney et al. 2008; Kolbe et al. 2010). There have been few historical records of individuals that have been translocated (accidentally) to the region, though never in numbers or to specific areas that have threatened them becoming established (see ALA 2021). If cane toads are detected in the area, expert advice should be sought immediately in initiating control and eradication measures. These will include manual removal of adults and if necessary, ethggs, tadpoles and metamorph (juvenile) toads. Such measures have been demonstrated to be effective for local eradication of small established populations (Greenlees et al. 2018).</i></p>		<p>20/10: Revise Induction to include appreciate reference and also provide TBTs on reasonable biosecurity threats prior to Xmas shutdown 3/11: Outstanding</p>
SECTION 3: PEST AND WEED MANAGEMENT PLAN IMPLEMENTATION REVIEW			
SECTION / CONDITION	REQUIREMENT	FINDING /COMMENT	CLOSE-OUT ACTION PROPOSED / IMPLEMENTED
PW8	Further washdown of vehicles, plant and equipment will be conducted as required. For example, where plant or vehicles have left sealed roads and driven through a known or potentially weed infested area then immediate washing will be required.	Washdown Bay at Pad 4 Bulluss Drive. Equipment washed down before going to AFF property.	Weed declarations to be provided by Adam for AFF site
PW9	Further washdown of vehicles, plant and equipment will be conducted when transferring between landholdings within the project area.	As per above	
PW26	Documentation (including disposal receipts) will be maintained for all pest animal and weed control activities and will include records regarding application of herbicide.		<p>CLOSED</p> <p>Kristian to provide any records as required by Chem Cert</p> <p>17/11: Weed spraying records provided indicating</p>

			location, herbicide used and date applied
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SECTION 6: AUTHORISATION

Name: Steve Fermio	Position: Environmental Representative
 Signature:	Date: 23/11/2021

SECTION 7: SITES / ITEMS TO BE REVIEWED AT NEXT ER INSPECTION

Next inspection 1/12/21; Full day inspection of project sites with EPA in attendance

APPENDIX D – CEMP REVIEW SCHEDULE

[illegible]